



Culver CITY

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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

PROPOSED MITIGATED NEGATIVE DECLARATION

Project Title and File No.: Pennylane Mixed Use Project

Site Plan Review, SPR P-2014175 and Administrative Use Permit, AUP P-2014176
L.A. City Case No. CPC-2014-303-DB for Density Bonus

Project Location:

11924 – 11960 Washington Blvd, Culver City, CA 90230
11925 Louise Ave., Los Angeles, CA 90066

Project Sponsor:

Kevin Read (Applicant) / Washington Culver II, LLC (Property Owner)

Project Description:

Site Plan Review and Administrative Use Permit (for Tandem Parking) for a proposed Mixed Use Project consisting of the demolition of approximately 26,445 SF of one and two story commercial development and construction of 48 multi-family residential dwelling units above ground floor retail commercial uses. The ground floor commercial area will consist of 3,401 square feet of restaurant and 10,203 square feet of specialty retail. A portion of the project will also include 49 residential units in the city of Los Angeles which are subject to separate approval from the City of Los Angeles.

Environmental Determination:

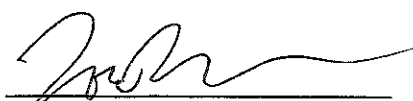
This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this MITIGATED NEGATIVE DECLARATION based on the following finding:

- ☐ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- ☒ The Initial Study identified potentially significant effects, but:
1. Revisions in the project plans or proposals made by, or agreed to by the applicant before this proposed MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY was released for public review would avoid the effects or mitigate the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this MITIGATED NEGATIVE DECLARATION may be obtained at:

City of Culver City, Planning Division
9770 Culver Boulevard, Culver City, CA 90232

The public is invited to comment on the proposed MITIGATED NEGATIVE DECLARATION during the review period, which ends **December 9, 2015.**


Jose Mendivil, Associate Planner

November 18, 2015



Culver CITY

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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title/Case Nos.	Pennylane Mixed Use Project Site Plan Review, SPR P-2014175 and Administrative Use Permit, AUP P-2014176 L.A. City Case No. CPC-2014-303-DB for Density Bonus		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Jose Mendivil, Associate Planner (310) 253-5757		
Project Location/Address:	11924 – 11960 Washington Boulevard Culver City, CA 90230 11925 Louise Avenue Los Angeles, CA 90066		
Nearest Cross Street:	Inglewood Boulevard	APNs:	4233-017-007; 4233-017-010; 4233-017-011; 4233-017-012; 4233-017-013; 4233-017-014; 4233-017-015; 4233-017-017; 4233-017-018; 4233-017-022
Project Sponsor's Name & Address:	Kevin Read 586 30 th Street Manhattan Beach, CA 90266 (310) 701-0282		
General Plan Designation:	General Corridor (Culver City) Medium Residential (Los Angeles)	Zoning:	CG (Culver City) C2-1 and R3-1 (Los Angeles)
Former Redevelopment Project Area:	Component Area No. 4 Washington/Inglewood		
Overlay Zone/Special District:	Commercial Setback Overlay Zone		
Project Description and Requested Action: <i>(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)</i>			
SUMMARY The proposed project consists of demolition of approximately 26,445 SF of one and two story commercial development and construction of a split jurisdiction mixed use project including 97 multi-family residential dwelling units and 13,604 sq.ft. of ground floor retail commercial uses. Project site access for the commercial components of the project is planned via one right-in/right-out access location on Inglewood Boulevard and one full-access location on Washington Boulevard. Project site access for the residential component of the proposed project is planned via one full-access location on Louise Avenue. The project will require approval of a Site Plan Review for the new commercial and residential development and an Administrative Use Permit for tandem parking from the City of Culver City. The project will require a Density Bonus Approval for the portion of the project located in the City of Los Angeles.			
GENERAL DESCRIPTION			

The Pennylane project (the "Project") is a mixed use residential and retail project, located at the southeast corner of Inglewood and Washington Boulevards on a 1.35 acre site (58,806 sq.ft.) with 0.97 acres located in the City of Culver City and 0.38 acres located in the City of Los Angeles. The Project includes a five-story, 56 foot high mixed use building in Culver City containing 84,608 sq.ft. of commercial and residential floor area; and a six-story, 72 foot high residential building in Los Angeles containing 58,185 sq.ft. of floor area. Both buildings will utilize a common ground level and a subterranean parking area.

The Project consist of a total of 97 residential dwelling units. 48 residential units will be located in Culver City consisting of four (4) 900 sq.ft. one bedroom units and forty four (44) 1,279 to 1,820 sq.ft. two bedroom units. 49 residential units will be located in Los Angeles consisting of eleven (11) 453 sq.ft. studio units and thirty eight (38) 810 sq.ft. one bedroom units. Four of the units in Los Angeles will be designated as affordable units.

The commercial portion of the Project will be located in the City of Culver City and consist of a total of 13,604 sq.ft. of ground floor retail commercial uses including 3,401 sq.ft. of restaurant space and 10,203 sq.ft. of commercial retail space.

PARKING

A total of 203 parking stalls will be provided for the Project, with 158 stalls required for the Culver City component, and 45 stalls required for the Los Angeles component. All commercial parking is provided within an on-grade parking level and all residential parking except for two guest spaces is provided within a subterranean level. The two guest spaces are located within the on-grade parking level.

SITE FEATURES

The project features an enhanced retail edge along Washington Boulevard with setbacks ranging from five (5) feet to nineteen (19) feet which allow for pedestrian amenities including landscaping, areas for outdoor dining, and trellises and canopies distributed along the facades. Some retail locations will feature roll up doors to allow indoor or outdoor activity. Pedestrian access from the ground level commercial parking is located at the center of the retail edge, allowing for on grade access to customer parking.

AMENITIES / COMMON AREAS

The residential units in Culver City are accessed via a common lobby off of Washington Boulevard and the residential units in Los Angeles are accessed via a residential lobby off of Louise Avenue. The two residential components face outward with access along interior open air walkways. The residential units surround a courtyard with water features, planting, fire pit and seating areas. The west end of the project features a private gym, for tenant use.

ARCHITECTURE

The project features two architectural styles along Washington Blvd. An undulating roof line overhang, a façade of architectural metals, glass, and hard troweled stucco surfaces carefully organized to break down the scale of the façade and also to emphasize the horizontality of the project as opposed to the vertical. Along Inglewood Boulevard, the Los Angeles component features a horizontal ribbed metal surface with elongated alternating rectangular tile graphics creating a subtle background to the interruption of residential unit balconies and openings. Two openings through the façade provide glimpses inside the courtyard and interrupt the façade. Along the Washington Boulevard façade a sweeping curved parapet gives the optical illusion of the entire building curving. A separate component along Louise Avenue respects the streets lower height scale and also provides a rooftop deck, and building offices. The architecture is similar to the Washington Boulevard architecture and is finished and organized with similar materials, but colored more in light mono chromatics colors.

Existing Conditions of the Project Site:

The site is 1.35 acres and contains approximately 26,445 SF of older one and two-story commercial buildings, a vacant lot, and surface parking, as well as perimeter landscaping.

Surrounding Land Uses and Setting: *(Briefly describe the project's surrounding)*

Location	Zoning	Land Use
West:	Culver City CG	One-story restaurant and strip mall, and multi story residential buildings
East:	Culver City CG	One story commercial buildings
North:	Culver City CG	Commercial uses including a multi-story mixed-use development and a two story motel
South:	L.A. R1-1	Single and two-story multi-family housing.

Other public agencies whose approval is required: *(e.g., permits, financing approval, or participation agreement)*

Culver City and the City of Los Angeles each have discretionary review of the proposed project.

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:

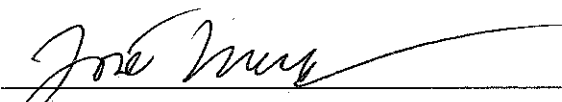
- | | |
|---|---|
| ☐ Aesthetics | ☐ Land Use / Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☐ Air Quality | ☐ Noise |
| ☐ Biological Resources | ☐ Population / Housing |
| ☐ Cultural Resources | ☐ Public Services |
| ☐ Geology /Soils | ☐ Recreation |
| ☐ Greenhouse Gas Emissions | ☐ Transportation/Traffic |
| ☐ Hazards & Hazardous Materials | ☐ Utilities / Service Systems |
| ☐ Hydrology / Water Quality | ☐ Mandatory Findings of Significance |

ENVIRONMENTAL DETERMINATION:

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.


Jose Mendivil, Associate Planner

11/18/2015
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Responses: a) <u>Less than Significant Impact</u>. The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is relatively flat with no substantial ocean or mountain views that can be considered scenic that will be affected by the project. Based on the <i>L.A. CEQA Thresholds Guide</i>, a significant impact would occur if scenic resources would be damaged and/or removed by development of a project. The Project Site does not contain any scenic resources. The Project Site is currently improved with single and two-story commercial uses with related surface parking. The existing commercial buildings on the project site are not designated as historic structures. There is no significant vegetation or unique geologic features on-site. The Project Site is not bordered by or within the view shed of any designated scenic highway. Therefore, the project would not damage and/or remove any scenic resources within a State or City designated scenic highway, and no impact would occur.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
No mitigation measures are necessary. b) <u>Less than Significant Impact</u>. There are no identified rock outcroppings or historic buildings within a state scenic highway on the site. The project site is made up of a vacant lot and single and two-story commercial uses with related surface parking. There are existing street trees and ground vegetation that will be maintained or replaced along the public sidewalk and new trees and ground vegetation will be planted as part of the project conditions. The maintenance of existing public right of way landscaping or installation of new public right of way landscaping and the proposed on-site landscaping will reduce any potential impact to a level that is less than significant. Based on the <i>L.A. CEQA Thresholds Guide</i>, a significant impact would occur if scenic resources would be damaged and/or removed by development of a project. The Project Site does not contain any scenic resources. The Project Site is currently improved with single and two-story commercial uses with related surface parking. The existing commercial buildings on the project site are not designated as historic structures. There is no significant vegetation or unique geologic features on-site. The Project Site is not bordered by or within the view shed of any designated scenic highway. Therefore, the project would not damage and/or remove any scenic resources within a State or City designated scenic highway, and no impact would occur. No mitigation measures are necessary. c) <u>Less than Significant Impact</u>. There is minimal visual character or quality of the project site because it is made up of a vacant lot and single and two-story commercial uses with related surface parking. The surrounding area is developed with commercial and residential uses. Removal of the existing buildings and the construction of a mixed-use project on the site will improve the visual character for the surrounding residential and commercial areas which currently have a view of a vacant lot, older underutilized commercial uses, and surface parking lots. The proposed project on the currently underutilized site will improve existing views with a new building incorporating a modern design and substantial architectural features, related street improvements, and other improvements including landscaping and a more active and integrated commercial storefront. The development will also incorporate sustainable design and construction features that comply with the Culver City Green Building Program, California Green Building Code and Leadership in Energy and Environmental Design (LEED), and the City of Los Angeles Green Building Code. This includes landscaping design with drought tolerant plants, inclusion of open space/courtyard areas onsite for residents and passive building design elements to maximize day lighting and natural ventilation. As mentioned in Section I.b. above, the project will result in enhanced and improved streetscape improvements with the addition of new street trees and landscaping along the public right of way. Furthermore, the proposed project once implemented will act as a catalyst to help redevelop the commercial area at this section of Washington Boulevard by creating an active and pedestrian friendly commercial streetscape. This will have the effect of creating a new visual character for the area that is an improvement over the existing site's current look. Based on the <i>L.A. CEQA Thresholds Guide</i>, a significant impact would occur if the proposed project were to introduce incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site. As explained above, the proposed project will replace an underutilized site with improvements including residential units, restaurants, and specialty retail,				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
consistent with the surrounding area and resulting in view improvements to the immediate area. In conclusion, the project will not degrade the visual character of the site and will be a significant improvement for the immediate area. No mitigation measures are necessary. d) <u>Less than Significant Impact</u>. The proposed project will bring new sources of light at nighttime from exterior lighting of the building and to a smaller extent, interior lighting of the building. However, the project is required to be built to City of Culver City and City of Los Angeles codes and all lighting is required to be shielded or recessed so that direct glare and reflections are confined to the boundaries of the site and do not shine or glare directly onto adjacent public and private properties. Based on the <i>L.A. CEQA Thresholds Guide</i>, the determination of whether the project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of proposed project sources; and (b) the extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas. As described above, the project will replace an existing commercial use on the project site; as a result, ambient illumination already exists on the project site and will not increase significantly. In addition, consistency with Culver City and Los Angeles building and municipal codes will ensure that project lighting is adequately shielded or recessed to ensure a less than significant impact. With implementation of applicable code requirements of both the Culver City and City of Los Angeles municipal codes, this potential impact is reduced to a level that is less than significant. No mitigation measures are necessary. Mitigation Measure(s): None required				

II. AGRICULTURE RESOURCES AND FOREST 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 Dept. 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Responses:

a)- e) No Impact. The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site. The site is located in an urban area and there is no forestland in the vicinity of the project site.

Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses and the Project Site is not classified in any "Farmland" category designated by the State of California. According to the City of Los Angeles General Plan Conservation Element and the City of Culver City General Plan Land Use Element, the Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). Therefore, no impact would occur.

No mitigation measures are necessary.

Mitigation Measure(s): None required

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?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Responses:

a) Less Than Significant Impact. The project site is within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing an Air Quality Management Plan (AQMP) for the basin. The current 2012 AQMP was approved by the SCAQMD Governing Board on December 7, 2012, and incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2012 AQMP included the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches.

AQMD staff is processing the 2016 AQMP, which will be a comprehensive and integrated Plan primarily focused on addressing the ozone standards. The Plan will be a regional and multi-agency effort (SCAQMD, California Air Resources Board, SCAG, and US Environmental Protection Agency). State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further progress, and maintenance plans. The 2016 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

Implementation of the AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant targeted. Since the 2012 AQMP is based on growth projections reflected in local general plans, only new or amended general plans or projects that exceed the level of development contemplated in the general plan have the potential to conflict with the AQMP. For the City of Culver City, the proposed project does not require an amendment to the Culver City General Plan land use designation of General Corridor and is consistent with expected commercial development potential build out along the Washington Boulevard commercial corridor. For the City of Los Angeles, the proposed project does not require an amendment to the Palms-Mar Vista-Del Rey Community Plan land use designation of Medium Residential and is consistent with the expected residential development potential buildout along Louise Avenue and Inglewood Boulevard.

Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if the proposed project is not consistent with the applicable AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. The project is consistent with the regional growth projections for the Los Angeles Sub region. In addition, as discussed in Question 3(b) below, the project would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the proposed project would not impair implementation of the AQMP, and this impact would be less than significant.

There is no conflict with the 2012 AQMP, nor is there an expected conflict with the Draft 2016 AQMP, and no mitigation measures are necessary.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b)-c) <u>Less Than Significant Impact</u>. Future new development in Culver City and Los Angeles in the vicinity of the Project may contribute both at the project level and cumulatively to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. This project involves demolition of approximately 26,455 s.f. of commercial development and construction of 97 residential units, 3,401 s.f. of restaurant use, and 10,203 s.f. of specialty retail as well as parking and other related uses. During construction, air contaminant emissions would result from the use of construction equipment such as trucks, loaders, graders, as well as construction workers that will be traveling to and from the project. Project related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards because the project would be subject to limits on the construction hours contained in the City of Los Angeles and City of Culver City Municipal Code's. The project will be subject to standard conditions that will reduce construction related pollutant emissions and dust emissions. Overall, construction emissions would be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further the proposed project will implement standard SCAGMD-approved construction procedures and will comply with applicable provisions of SCAQMD Rule 403. Operationally the project is also not expected to create significant air quality impacts. Based on RBF's August 31, 2015 Traffic Impact Analysis, the project is expected to generate approximately 68 new trips in the AM peak hour and 112 new trips in the PM peak hour. The traffic study concluded that the additional trips created by the project will not significantly impact study intersections and roadway segments. The amount of added trips, taking into account the cumulative trips from surrounding projects is expected to be below City adopted thresholds for both the Cities of Culver City and Los Angeles. Based on the <i>L.A. CEQA Thresholds Guide</i>, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation or if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As described above, both the construction and operational phases of the proposed project will not exceed applicable thresholds, contribute to an existing or projected air quality violation, or add a considerable cumulative contribution to federal or State non-attainment pollutants. Overall, emissions resulting from the construction and number of vehicles related to the proposed project are not expected to be significant. No mitigation measures are necessary. d) <u>Less Than Significant Impact</u>. In the immediate vicinity of the project site there are multi-family residential dwellings and commercial buildings. The site will generate carbon emissions from residents, patrons, customers, and delivery vehicles once it is operational. These emissions are not expected to significantly affect these surrounding uses because replacement of existing commercial uses with residential, commercial, and restaurant uses is within the expected thresholds of development for this area. Carbon emissions in close proximity to sensitive receptors are not expected to be significantly above the normal emissions from any existing commercial or residential uses within the project vicinity. During construction, there will be periods of construction related emissions; however construction activities will be subject to				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
standard construction conditions such as hours of construction, routine maintenance of construction vehicles, and SCAQMD Rule 403. See Section III. a., above for further discussion on compliance the AQMP. No mitigation measures are necessary. Impacts are expected to be less than significant. e) <u>Less Than Significant Impact</u>. Diesel-powered equipment used for construction could cause odors and emissions that may be offensive to sensitive persons. This would be a temporary impact and would be mitigated by existing SCAQMD regulations requiring proper maintenance of vehicle engines and exhaust systems, and by standard construction conditions. Therefore, impacts are not expected to be significant. Based on the <i>L.A. CEQA Thresholds Guide</i>, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. There are mixed use residences to the south of the project site and three-story residences and other multi-family uses to the west and north of the project site. Based on proposed project size, however, pollutant concentrations are not expected to affect sensitive receptors. Further the operational uses, retail/commercial and residential, are typically not associated with objectionable odors. No mitigation measures are necessary. Mitigation Measure(s): None required				

IV. BIOLOGICAL RESOURCES -- Would the project:				
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?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Responses:

a-b) Less Than Significant Impact. The project site is on disturbed developed land and is improved with buildings, surface parking, a vacant lot, and some landscaping. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. Other than some parking lot landscaping and weeds in one of the site's empty lots, the site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Street trees along the project's street frontage in the public sidewalk will remain or will be replaced with corresponding City approved public right-of-way landscaping. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site.

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is improved with commercial buildings and related surface parking. The Project Site does not contain any critical habitat or support 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.

No mitigation measures are necessary.

c) Less Than Significant Impact. The project site is on disturbed developed land and is improved with buildings, surface parking, a vacant lot, and some perimeter landscaping. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. Other than some parking lot landscaping and weeds in one of the site's empty lot's perimeter landscaping, the site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
site or surrounding areas. Street trees along the project's street frontage in the public sidewalk will remain or will be replaced with City approved public right-of-way landscaping. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is developed and does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act and no impacts to riparian or wetland habitats would occur with implementation of the proposed project. No mitigation measures are necessary. d) <u><i>Less Than Significant Impact</i></u>. The project site is on disturbed developed land and is improved with buildings, surface parking, a vacant lot, and some landscaping. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. Other than some parking lot landscaping and weeds in one of the site's empty lots, the site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Street trees along the project's street frontage in the public sidewalk will remain or will be replaced with City approved public right-of-way landscaping. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The project site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the proposed project vicinity. Therefore, the proposed project would not interfere with the movement of any resident or migratory fish or wildlife species. No mitigation measures are necessary. e) <u><i>Less Than Significant Impact</i></u>. The project site is on disturbed developed land and is improved with buildings, surface parking, a vacant lot, and some landscaping. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. Other than parking lot landscaping and weeds in one of the site's empty lots, the site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Street trees along the project's street frontage in the public sidewalk will remain or will be replaced with City approved public right-of-way landscaping. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site.

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. No protected vegetation exists on the Project Site.

No mitigation measures are necessary.

f) Less Than Significant Impact. The project site is on disturbed developed land and is improved with buildings, surface parking, a vacant lot, and some landscaping. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. Other than parking lot landscaping and weeds in one of the site's empty lots, the site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Street trees along the project's street frontage in the public sidewalk will remain or will be replaced with City approved public right-of-way landscaping. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site.

Development of the proposed project would result in impacts that are less than significant. No mitigation measures are necessary.

Mitigation Measure(s): None required

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Responses:

a) Less than Significant Impact. Information on existing conditions of the project site per City of Culver City and City of Los Angeles and project application materials indicates that no identified historical resources

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
exist on the site and no significant adverse impacts relative to historic resources are associated with the project. The proposed project site includes a vacant lot that was previously developed and six lots with commercial buildings that will be demolished. None of the improvements on the six lots have been identified as historic resources. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a significant impact may occur if the proposed project would disturb historic resources which presently exist within the proposed project Site. Commercial buildings and surface parking occupy the Project Site. The existing commercial buildings are not designated as a local, state or federally listed historic resource, thus no listed historic resources would be impacted by the redevelopment of the Project Site. The structures are not known to be associated with any important events, historical patterns, or persons to be considered significant resources. Thus, there is no evidence to suggest that any historic resources would be impacted by the redevelopment of the Project Site. Therefore, the proposed project would not cause an adverse change in the significance of an historic resource and no impact would occur. No mitigation measures are necessary. <u>Mitigation Measure(s):</u> None required b-d) <u>Less than Significant Impact.</u> Culver City and Los Angeles are located in a region of the western Los Angeles basin known to contain paleontological/archaeological resources and upon significant excavation for projects that involve subterranean parking areas or occupyable space such resources could surface¹. The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. The site contains asphalt and concrete surface parking and commercial buildings. This potential impact is considered significant without mitigation. A Phase I Archaeological and Paleontological Survey was required as part of the application materials. The May 16, 2013 Survey was prepared by A/E West Consultants, Inc. The Survey indicated that no Archaeological or Paleontological resources exist within the project area. No historic properties will be visually or physically affected by the project. Further, no archeological or fossil resources have been recorded within a one half mile of the project site and the surface soils have a low paleontological sensitivity and therefore has a low potential to adversely impact significant nonrenewable fossil resources. The survey did not recommend cultural or paleontological resources monitoring during excavation for the subterranean parking level due to the low probability of such resources existing on site. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a significant impact may occur if grading or excavation activities associated with the proposed project would disturb archaeological, paleontological or geological features, or previously interred human remains which presently exist within the Project Site. As prescribed by state law, work will be halted if undetected fossil resources and/or human remains or other archaeological and/or paleontological resources are encountered during construction activities that require excavation such as the subterranean parking level. If human remains are encountered during excavation, all work will stop, both the City of Culver City and the City of Los Angeles, the County Coroner, and an archaeologist and/or paleontologist will be contacted to evaluate the resources per Section 7050.5 of the California Health and Safety Code (CHSC). The Coroner will determine whether the remains are of forensic interest. If the remains are prehistoric or not of a forensic interest, the Coroner will contact the Native American Heritage Commission (NAHC) who will be responsible for designating the most likely descendant (MLD). The MLD will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. Permission to commence work in that area will be granted only after the coroner or archaeologist and/or paleontologist has evaluated the resources or remains and has				

¹ Culver City General Plan Program EIR, November 1995, page 226

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
properly disposed of them as prescribed by law. This will be a project condition. Potential impacts will be less than significant and no mitigation measures are necessary.				
Mitigation Measure(s): None required.				

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Responses:

a) (i-ii) Less Than Significant Impact. Based on a City maps for both the City of Culver City and the City of Los Angeles, both of which include an Alquist-Priolo Earthquake Fault Zoning Map, the site is not located in an Alquist-Priolo zone. Since no active faults cross the property, the surface rupture hazard at the site is very low. However, the site is subject to ground shaking during the event of an earthquake. Further the project site is approximately 0.21 miles west of the Charnock Fault, a potentially active fault not within an Alquist-Priolo Earthquake Fault Zone

Standard code requirements for both the Cities of Culver City and Los Angeles require the submittal of the detailed comprehensive geotechnical report to ensure adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the Cities of Culver City and Los Angeles. A condition of approval is applied to the project requiring submittal of a preliminary Geotechnical report prior to building permit issuance to reflect any recommendations as a result of final project design, grading and structural plans. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a significant impact may occur if a proposed project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone, or if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily upon the earthquake magnitude, the distance from the source, and the site response characteristics. The project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known faults (active, potentially active, or inactive) onsite. As stated above the project site is approximately 0.21 miles west of the Charnock Fault, a potentially active fault not within an Alquist-Priolo Earthquake Fault Zone Compliance with the recommendations in the geotechnical report and standard building code requirements will reduce this impact to a level that is less than significant. A project condition will require that project grading plan and building plans conform to the recommendations in the geotechnical report in a manner meeting the approval of the Cities of Culver City and Los Angeles. No mitigation measures are necessary. a)(iii) <u>Less Than Significant Impact</u>. Based on the City of Culver City's Seismic Hazard Map and the City of Los Angeles Planning Department's ZIMAS data system, the site is within an area that has been identified to be susceptible to seismically-induced liquefaction. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a significant impact may occur if a Project Site is located within a liquefaction zone. The geotechnical report required prior to building permit issuance will review potential liquefaction-prone soil strata below the project site and will provide recommendations at the construction stage for adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, as a project conditions the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City of Culver City and the City of Los Angeles. Compliance with recommendations in the geotechnical report and standard building code requirements will reduce this impact to a level that is less than significant. No mitigation measures are necessary. a) (iv) <u>Less Than Significant Impact</u>. Based on the City of Culver City's Seismic Hazard Map and the City of Los Angeles Planning Department's ZIMAS data system, the site is not within an area identified as having a potential for slope instability and there are no known landslides near the site nor is the site in the path of any potential landslides. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. As stated above, the site is not within an area identified as having a potential for slope instability and there are no known landslides near the site nor in the site in the path of any potential landslides. No mitigation measures are necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) <u>Less Than Significant Impact.</u> The project site is on a developed urban lot surrounded by urban development. A portion of the site currently contains top soil, but the remainder is covered by commercial building development and surface parking. Improvements to the project site include a mixed-use building that includes 97 residential units, 3,750 s.f. of restaurant, 11,250 s.f. of specialty retail, and related parking. The proposed project will not result in substantial soil erosion or the loss of topsoil where none exists now or where none is needed. The use of the site for several decades as a commercial area without significant building or property damage indicates the site is not unstable or subject to lateral spreading. However, the required geotechnical report prior to building permit issuance will determine what if any construction requirements will be needed to ensure re-use of the site does not result in an unstable or lateral spreading conditions. The site is not in an identified earthquake induced landslide area. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the proposed project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Culver City and the City of Los Angeles through grading and building permit regulations. No mitigation measures are necessary. c) <u>Less Than Significant Impact.</u> The project site is on a developed urban lot surrounded by urban development. A portion of the site currently contains topsoil, but the remainder is covered by commercial building development and surface parking. Improvements to the project site include a mixed-use building that includes 97 residential units, 3,401 s.f. of restaurant, 10,203 s.f. of specialty retail, and related parking. The proposed project will not result in substantial soil erosion or the loss of topsoil where none exists now or where none is needed. The use of the site for several decades as a commercial area without significant building or property damage indicates the site is not unstable or subject to lateral spreading. However, the required geotechnical report prior to building permit issuance will determine what if any construction requirements will be needed to ensure re-use of the site does not result in an unstable or lateral spreading conditions. The site is not in an identified earthquake induced landslide area. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the proposed project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. As indicated in the analysis above, there is no indication of potential risk to persons or property related to geologic hazards, and all site preparation would be consistent with the building and safety codes of both the City of Culver City and the City of Los Angeles and consistent with the recommendations in the Geotechnical Report prepared regarding the project site. In addition, existing development has remained on the site for several years prior to the currently proposed project. No mitigation measures are necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) <u>Less Than Significant Impact</u>. Nothing in the application materials indicate the soils at the project site are identified as expansive. Nevertheless, standard code requirements and conditions of approval requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMPs) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous conditions. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the proposed project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. As indicated in the analysis above, there is no indication of potential risk to persons or property related to geologic hazards, and all site preparation would be consistent with the building and safety codes of both the City of Culver City and the City of Los Angeles and consistent with the recommendations in the Geotechnical Report prepared regarding the project site. Compliance with LSWPPP, SUSMP, and NPDES BMPs, as well as compliance with the building and safety codes of the Cities of Culver City and Los Angeles and the Geotechnical Report prepared regarding the project site would reduce this impact to a level that is less than significant. No mitigation measures are necessary. e) <u>No Impact</u>. The project would not involve the use of septic tanks. All wastewater is proposed to be conveyed off-site via connections to the public sanitary sewer system. No mitigation measures are necessary. Mitigation Measure(s): None required				
VII. GREENHOUSE GAS EMISSIONS –Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
Responses:				
a) <u>Less Than Significant Impact</u>. A Greenhouse Gas Assessment was prepared by RBF Consulting and dated October 2013. The purpose of the Assessment was to evaluate potential stationary and mobile Green House Gas (GHG) emissions and impacts resulting from implementation of the project. GHG emissions				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
have been identified as the key reason for climate change within the last several decades. Many scientists believe and increasing climate data supports the theory that this “Green House” effect, resulting from the increase of GHG emissions, has led to abnormal weather conditions. To address the impacts of climate change, legislation at the Federal and State levels have been enacted with the goal of reducing stationary and mobile source GHG emissions thereby reducing the potential for further climate change. State GHG legislation has established a goal for reduction of GHG emissions over time. The study reviewed the project’s construction and operational GHG emissions to determine if there will be potentially significant impacts from such emissions. It should be noted that the <i>L.A. CEQA Thresholds Guide</i> does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. The project’s “business as usual” GHG emissions were calculated for the project. “Business as usual” refers to emissions that would be expected to occur in the absence of GHG reduction measures. The proposed “business as usual” GHG emissions include operation of the proposed project and forecast trip generation, as well as the GHG emissions from project construction. The California Emissions Estimator Model (CalEEMod) computer model and outputs contained within the Modeling Data were used to calculate direct and indirect project-related GHG emissions. Direct Project-Related Sources of Greenhouse Gases <u>Construction</u> Project construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operation emissions. Construction GHG emissions have been amortized, and would result in 23.35 Metric Tons of Carbon Dioxide Equivalents (MTCO₂eq)/yr, which are added to the total operational GHG emissions. <u>Mobile Source</u> The CalEEMod model relies upon project specific land use and traffic data derived from the Institute of Transportation Engineers’ Trip Generation Manual, 9th Edition, to calculate mobile source emissions. The project would directly result in 1,673.35 MTCO₂eq/yr of mobile source-generated GHG emissions. Indirect Project Related Sources of Greenhouse Gases <u>Energy Consumption.</u> Energy Consumption emissions were calculated using the CalEEMod model and project specific land use data. Electricity would be provided to the project site via Southern California Edison and the City of Los Angeles Department of Water and Power. The project would indirectly result in 396.87 MTCO₂eq/yr due to energy consumption. <u>Water Demand.</u> The project’s water supply would be provided by groundwater and imported sources. Emissions from indirect energy impacts due to water supply would result in 57.52 MTCO₂eq/yr.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Solid Waste.</u> Solid waste associated with operations of the proposed project would result in 28.06 MTCO₂eq/yr. <u>Total Project-Related Sources of Greenhouse Gases.</u> The report concluded that the total amount of project-related “business as usual” GHG emissions from direct and indirect sources combined would total 2,179.15 MTCO₂eq/yr. Consistency With the Culver City’s Green Building Ordinance and the City of Los Angeles Green Building Code The project will be subject to Culver City’s Green Building Ordinance and the City of Los Angeles Green Building Code, which will require that energy efficient features be incorporated into the building tenant improvements. The increased perimeter landscaping and the applicable Green Building features will further reduce the project’s GHG emissions (beyond the Business as Usual data provided). Conclusion The total amount of project related “business as usual” GHG emissions from direct and indirect sources combined would total 2,179.15 MTCO₂eq/yr, which are below the 3,000 MTCO₂eq/yr GHG significance threshold. Additionally, project design features that are consistent with and required of the Culver City’s Green Building Ordinance and the City of Los Angeles Green Building Code, will further reduce GHG emission by 301.37 MTCO₂eq/yr. Therefore, a less than significant impact would occur with regards to GHG emissions and no mitigation measures are required. The <i>L.A. CEQA Thresholds Guide</i> does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a mixed-use project’s GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. As noted above the project will be below the 3,000 MTCO₂eq/yr GHG significance threshold. b.) Culver City adopted the Mandatory Green Building Program as an ordinance (the “ordinance”) in June 2009. The ordinance applies to all new construction and major renovations and the project will be required to comply with the ordinance. The ordinance requires implementation of several sustainability measures adopted for the purpose of reducing GHG emissions. Sustainability measured in the ordinance relate to energy efficiency, water conservation, recycling, and landscaping. In addition to the Culver City’s Green Building Ordinance the project will be subject to the 2013 California Green Building Standard Code (CalGreen). Similar to the ordinance CalGreen requires implantation of several GHG emission reduction measures. Following implementation of the required GHG emission reduction measures pursuant to the ordinance and CalGreen, the project will not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions. For the City of Los Angeles, through required implementation of the L.A. Green Building Code, the project’s mixed-use design, and the project’s proximity to transit, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB’s AB 32				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Mitigation Measure(s): None Required.

VIII. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Responses:

a & b) Less Than Significant Impact. The proposed project involves the construction and operation of a mixed-use residential project with ground floor commercial (restaurant/retail) space uses and would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
would routinely be transported to the site, and use of these substances would comply with State Health Codes and Regulations. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur. Based on the November 6, 2014 Phase I Environmental Assessment, during demolition and construction there will be potentially hazardous materials on-site or transported to or from the site. This includes asbestos and lead paint that has been identified on the site. Standard Building Safety requirements for removal of asbestos and lead paint will reduce the potential impacts due to the routine transport, use, or disposal of hazardous materials or foreseeable release of hazardous material associated with the construction/tenant improvements for this project to less than significant. Therefore a less than significant impact would occur. No mitigation measures are necessary. c) <u>Less Than Significant Impact.</u> There are two private schools within 0.25 miles from the project. However, the mixed-use project is not expected to release any type of hazardous materials. During demolition and construction there will be potentially hazardous materials on-site or transported to or from the site. This includes asbestos and lead paint that has been identified on the site. Standard Building Safety requirements for removal of asbestos and lead paint will reduce the potential impacts due to the routine transport, use, or disposal of hazardous materials or foreseeable release of hazardous material associated with the construction/tenant improvements for this project to less than significant. Therefore a less than significant impact would occur. No mitigation measures are necessary. d) <u>Less Than Significant Impact.</u> The Phase I report indicates that the site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. No mitigation measures are necessary. e)- f) <u>Less Than Significant Impact.</u> The proposed project is not located near a private airstrip; the nearest airport to the project site is Santa Monica Airport located approximately 2 miles northwest from the project site. The Los Angeles International Airport (LAX) is located approximately 3.3 miles south of the project site. LAX exceeds the two-mile radius discussed in the threshold. The project is not expected to result in a safety hazard for people residing or working in the project area due to the 2 mile proximity to the Santa Monica Airport which is a small regional airport that serves private aircraft owners as opposed to large carrier airlines. As a result, a less than significant impact would occur. No mitigation measures are necessary. g) <u>Less Than Significant Impact.</u> The proposed project would have no long-term effect on any emergency response or emergency evacuation plan or procedures. Emergency evacuation routes could be affected during construction however, temporary street or lane closures will be required to meet standard City conditions to prepare and implement traffic control plans to ensure that construction does not obstruct emergency access. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the <i>L.A. CEQA Thresholds Guide</i>, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The proposed project is not located on or near an adopted emergency response or evacuation plan. As indicated above, development of the project site may require temporary				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans.

No mitigation measures are necessary.

h) *Less Than Significant Impact*. The project site currently is surrounded by developed sites that includes residential and commercial buildings. There are no wildlands on the project site or in the immediate vicinity of the site. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildfires. No impact would occur.

Mitigation Measure(s): None required

IX. HYDROLOGY AND WATER QUALITY – Would the project:

a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	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?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Responses:

a) Less Than Significant Impact. During construction and excavation, erosion and siltation could occur resulting in water pollution and a violation of Regional Water Quality Control Board standards if proper steps are not implemented. Standard code requirements and conditions of approval for the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMPs) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous conditions.

Based upon the criteria established in the City of L.A. *CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). The Project Site lies within the Los Angeles Regional Water Quality Control Board (RWQCB). These regulations include compliance with the Stormwater Low Impact Development (LID) Ordinance (No. 181899) and the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts, which are also codified in Section 64.70 of the Los Angeles Municipal Code. The proposed project complies with or will comply with all City and State standard code requirements related to water quality.

City and State standard code requirements and site design elements would reduce this potential impact to a level that is less than significant. No mitigation measures are necessary.

b) Less Than Significant Impact. Water service to the City of Culver City is provided by the Golden State Water Company which contracts with the Metropolitan Water District for its supply, while water service to the City of Los Angeles is provided by the City's Department of Water and Power, which uses a number of sources for water including groundwater, aqueducts, and the Metropolitan Water District.

Based upon the criteria established in the L.A. *CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. There are no water wells within the City of Culver City and the project does not require the installation of wells for water service and will not affect any groundwater supplies in the area. The amount of storm water runoff percolated on this site is insignificant. Development of the project will require the installation of landscaped areas that will percolate and filter the first $\frac{3}{4}$ inch of rainfall. The subterranean parking will be at a depth of 16 feet and the ground water on the site is measured at 39 feet below grade; the parking structure at its lowest depth will not affect the existing on-site groundwater. No mitigation measures are necessary. c) <u>Less Than Significant Impact</u>. Grading in connection with the project would result in insignificant changes to existing drainage patterns. Grading and building plans will be reviewed by the City's Engineering Division to ensure that grading and drainage would be done in manner that does not cause substantial erosion, siltation or flooding. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the project vicinity. The project site is mostly impervious with some landscaped areas and one vacant lot. Implementation of the proposed project would not increase site runoff or result any changes in the local drainage patterns. Implementation of the SWPPP and LID Plan, however, as required pursuant to Section 64.70 of the LAMC, would reduce the amount of surface water runoff after storm events, as the proposed project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24- hour period. Therefore, no impacts would occur to surface water hydrology or result in substantial erosion or siltation on- or off-site. No mitigation measures are necessary. d) <u>Less Than Significant Impact</u>. Standard code requirements and conditions of approval for the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). The construction of the proposed commercial development would not result in a significant increase in runoff during storm events. The Ballona Creek flood control channel is approximately 0.73 miles south of the site but standard City and State code requirements for stormwater runoff and drainage as described in the sections will assure the project does not affect the channel. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The proposed project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Project Site is currently developed and stormwater runoff is directed to the adjacent stormwater infrastructure serving the greater Project area. The rate of surface water runoff under the proposed project would not increase as compared to existing conditions. Therefore, as the proposed project				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, no impact would occur. Impacts will be reduced to a level that is less than significant. e)- f) <u>Less Than Significant Impact</u>. See Sections VIII. a)- d), above. The project would be expected to result in an insignificant increase in runoff, which would be conveyed to public storm drains by required drainage improvements. Also, there are no other known impacts to water quality. Based upon the criteria established in the <i>L.A. CEQA Thresholds Guide</i>, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Site were to increase to a level that exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system. As noted above, the project would result in an insignificant increase in runoff and that limited runoff can be accommodated by the existing public storm drain infrastructure. No mitigation measures are necessary. g)-h) <u>No Impact</u>. The site is not within a 100-year flood hazard area. No mitigation measures are necessary. i) <u>Less Than Significant Impact</u>. The site is within the Stone Canyon Dam Inundation Zone and partially within the Mullholland Dam Inundation Zone. These dams are continually monitored by the State of California Division of Safety, the City of Los Angeles Department of Water and Power, and government agencies other than the City Of Culver City and the City of Los Angeles (such as the U.S. Army Corps of Engineers). Design and construction practices are intended to ensure that all dams are capable of withstanding the maximum considered earthquake (MCE) for the site. Due to the distance of the project site from these dams and the extent of the intervening development, as well as early warning systems in place, impacts associated with exposing people or structures to significant risk as a result of dam failure are less than significant. No mitigation measures are necessary. j) <u>No Impact</u>. Inundation by seiche, tsunami, or mudflow is highly unlikely as the site is not near any inland body of water and is located in a relatively flat plane where mudflows would not occur. No mitigation measures are necessary. Mitigation Measure(s): None required				

X. LAND USE AND PLANNING - Would the project:

- a) Physically divide an established community? ☐ ☐ ☒ ☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Responses:

a) Less Than Significant Impact. The project would not physically divide an established community as the proposed commercial uses are similar to the existing adjacent and nearby commercial uses. Further the project will not require that streets connecting existing commercial areas be vacated or closed off.

According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The proposed project site is located within an urbanized area of Los Angeles and Culver City and is consistent with the existing physical arrangement of the properties within the vicinity of the site. The proposed project would result in the demolition of an existing commercial use and the construction of a mixed-use building with 97 units. Because the project site is already developed with commercial land uses, no separation of land uses or disruption of access between land use types would occur as a result of the proposed project. Accordingly, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community, and no impact would occur. The proposed project will be consistent with the zoning and general plan designation of the project site by both the City of Culver City and the City of Los Angeles.

b) Less Than Significant Impact. The Culver City General Plan Land Use Element designates the property as General Corridor, which is a commercial designation and is located within the City's Redevelopment Project Component Area No. 4. As required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan Land Use Element. The property is presently zoned General Commercial which permits the proposed mixed use development. The proposal is consistent with these designations and respects all provisions and development regulations of the Zoning Code, General Plan, and Redevelopment Plan. The application does not include any variance or request to amend the General Plan, Redevelopment Plan or Zoning designation. The ground floor restaurant and retail will encourage local pedestrian use of the site and the new retail space will encourage local patronage of project. This commercial activity along with the residential aspect of the mixed sue project is consistent with General Plan Land Use Objective 24 which calls for protection and enhancement of residential and business uses within the City's Western Sub-Area. The project is consistent with General Plan Land Use Objective 5 – Economic Diversity – because the new ground floor retail space will encourage new business opportunities that will expand Culver City's economic base. The project is consistent with General Plan Land Use Objective 6 – Commercial Corridors – because the mixed

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
use development will revitalize the physical character and economic wellbeing of this specific commercial corridor that is characterized by underutilized or vacant buildings. The project is consistent with Housing Element Objective 2 – Housing Supply/Policy 2.D – because it will promote mixed use residential development in an area that allows mixed use while being sensitive to adjacent residential uses through code require on-site parking, setbacks, architectural treatment, and landscaping. Policy 2.D also calls for reinforcing the commercial nature of the area which the ground floor retail accomplishes. The Los Angeles General Plan Land Use Element for the area, the Palms – Mar Vista – Del Rey Community Plan designates the project site as Medium Residential, and the project site is zoned R3 for multi-family residential uses and C2 for commercial uses. The project proposal is consistent with these designations and respects all provisions and development regulations of the Zoning Code and the General Plan. It should be noted that only residential uses are located on the City of Los Angeles portion of the project site. As the proposed residential uses are consistent with all applicable plans, a less than significant impact would occur. No mitigation measures are required. c) <u>No Impact</u>. The site is not located within a Natural Community Conservation Plan area or other habitat conservation plan area. No mitigation measures are required. Mitigation Measure(s): None required				

XI. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Responses:

a)- b) No Impact. The project site is surrounded by residentially and commercially developed urban uses. Current site conditions indicate that there are no mineral resources on or within the project site and no locally important mineral resource recovery areas located in the project area. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state.

According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is not located within the Los Angeles Downtown Oil Field, a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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No mitigation measures are necessary.

Mitigation Measure(s): None required

XII. NOISE –Would the project result in:

- | | | | | | |
|----|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| b) | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☒ | ☐ | ☐ |
| c) | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☒ | ☐ | ☐ |
| d) | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☒ | ☐ | ☐ |
| e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |
| f) | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |

Responses:

a)- d) Less Than Significant Impact with Mitigation. There are two potential sources of concern regarding noise: 1) noise generated on adjacent properties during construction and 2) noise impacts caused by the additional traffic generated by future occupants of the proposed project.

A short-term noise increase during construction would be expected to occur from the use and transport of heavy constructed equipment. However, pursuant to Culver City's standard condition of approval, construction shall be limited to the hours of 8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. through 7:00 p.m. on Saturday, and 10:00 a.m. through 7:00 p.m. on Sundays and national holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). This standard condition of approval limiting the hours on construction activity would reduce potential impact from construction noise to a level that is less than significant with mitigation, as described below.

A short-term increase in ground borne vibration and noise would be expected to occur during grading and construction. The size of the project and limitations on allowable hours of construction found in the Culver

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
City's Municipal Code as well as standard conditions of approval addressing construction noise impacts for the project would reduce this impact to a level that is less than significant. Some of these standard noise related conditions include: prohibition of construction equipment lacking exhaust mufflers; use of sound control devices like intake silencers and noise shrouds on equipment; proper maintenance of construction equipment to minimize noise emissions; on site servicing of construction vehicles at the greatest distance possible from the public right-of-way and from Noise Sensitive Receptors; minimization of noise from stationary sources like mechanical equipment, ventilators, and air conditioning units, by proper selection of equipment and the installation of acoustical shielding; and location of stationary source equipment like compressors, at the greatest distance possible from the public right-of-way and from Noise Sensitive Receptors. The increases in traffic on surrounding streets would not generate a significant increase in noise levels. The project site is located in an area consisting of a commercial boulevard (Washington Boulevard) and residential areas adjacent to Washington Boulevard and Inglewood Boulevard. Surrounding roadways have existing high traffic volumes. Operational noise levels would result from vehicles entering and exiting the site, truck deliveries, and from noise normally generated by restaurants and specialty retail uses. These types of noise levels are consistent with existing surrounding ambient noise caused by the commercial uses along Washington Boulevard and noise attributed to operational activities is not expected to be significant. Noise levels are consistent with developed urban areas and this project will be complimentary to such development. In the City of Los Angeles, a significant impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the proposed project would result in an increase in ambient noise levels during construction, as discussed in further detail below. With respect to operation, as noted above, all noise-related activities will be consistent with surrounding uses and will be compliant with both the noise ordinances for the City of Culver City and the City of Los Angeles and is detailed below. As defined in the <i>L.A. CEQA Thresholds Guide</i> threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise- sensitive location. Furthermore, the <i>L.A. CEQA Thresholds Guide</i> also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with the proposed development at the Project Site would last for more than ten days in a three-month period, the proposed project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors would be increased by 5 dBA or more. Los Angeles Municipal Code Section 41.40 regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday in the City of Los Angeles. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the proposed project would comply with these Los Angeles Municipal Code requirements as well as Culver City Municipal Code requirements. In addition, pursuant to the City of Los Angeles Noise Ordinance (Los Angeles Municipal Code Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
implemented. Although the estimated construction-related noise levels associated with the proposed project may exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the proposed project would exceed the existing ambient noise levels at all of the identified off-site sensitive receptors by more than the 5 dBA threshold established by the <i>L.A. CEQA Thresholds Guide</i> during all construction phases, implementation of the following mitigation measures would reduce the noise levels associated with construction of the proposed project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of mitigation measures would ensure impacts associated with construction-related noise levels are mitigated to the maximum extent feasible and temporary construction-related noise impacts would be considered less than significant. Regarding the Construction and Demolition Mitigation below – N-2- there is a conflict in the construction and demolition hours between Culver City's and Los Angeles' ordinances. <i>For L.A., hours are restricted to:</i> 7:00 am to 6:00 pm Monday through Friday, 8:00 am to 6:00 pm on Saturday, No Construction on Sundays or Holidays. <i>For Culver City, hours are restricted to:</i> 8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. to 7:00 p.m. on Saturday, 10:00 a.m. to 7:00 p.m. on Sundays and national holidays. Mitigation N-2 will be crafted to ensure that the most restricted construction hours are required for the entire project: 8:00 am to 6:00 pm Monday through Friday, 9:00 a.m. to 6:00 p.m. on Saturday, No Construction on Sundays or Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). As defined in the <i>L.A. CEQA Thresholds Guide</i> threshold for operational noise impacts, a project would normally have a significant impact on noise levels from proposed project operations if the proposed project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the proposed project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long- term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a standard of 5 dBA over ambient conditions as constituting a LAMC violation. As indicated above, the proposed project is a mixed-use project in a highly urbanized area and operates within a standard expected noise level. As evidenced in the traffic analysis detailed below, the proposed project will not increase the number of trips over double the volume on any surrounding roadway. In addition, the proposed project would comply with the City of Culver City and the City of Los Angeles noise ordinances,				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ensuing quiet operation of the project site. No additional mitigation is required and impacts from operational noise are less than significant. With the mitigation measures described below, all impacts will be reduced to a less than significant level. e)- f) <u>No Impact</u>. The proposed project is not located near a private airstrip; the nearest airport to the project site is Santa Monica Airport located approximately 2 miles northwest from the project site. The Los Angeles International Airport (LAX) is located approximately 3.3 miles south of the project site. LAX with its air traffic and the nature of its use as a port for jet aircraft is creating higher noise levels than what will be expected of the proposed use. However LAX exceeds the two-mile radius discussed in the threshold and such noise will not be localized onto the project due its distance from the airport. The project is not expected to result in exposure of people residing or working in the project area to excessive noise levels created by the Santa Monica Airport which is a small regional airport that serves private aircraft owners as opposed to large carrier airlines. The surrounding uses such as Washington Boulevard and Inglewood Boulevard and adjacent commercial uses generate relatively high noise levels compared to the noise generated by the more distant airports. No mitigation measures are necessary. <u>Mitigation Measures:</u> N-1. The project shall comply with the City of Los Angeles Noise Ordinances No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. N-2. Construction and demolition shall be restricted to 8:00 am to 6:00 pm Monday through Friday, 9:00 a.m. to 6:00 p.m. on Saturday, and no construction on Sundays or Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). N-3. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. N-4. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. N-5. Noise and ground borne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. N-6. Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses. N-7. The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

N-7. The project shall comply with all Culver City standard noise conditions during construction.

XIII. POPULATION AND HOUSING – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

Responses:

a) Less Than Significant Impact. The project may result in an increase in the population however, the project is designed to be compatible with the scale and character of the adjacent neighborhood which is consistent with Objective 2 of the General Plan Housing Element to allow for a variety of housing while protecting the character of existing neighborhoods. The General Plan Land Use Element designation for the project site is General Corridor which allows mixed use residential development. The Zoning for this area is Commercial General which is consistent with the Land Use designation and provides development standards for mixed use residential development. Any population increase resulting from the project is no greater than what is anticipated for this land use designation and zoning.

Furthermore, the project will provide 48 new residential units to Culver City's housing stock; 45 new residential units to Los Angeles' housing stock, and 4 new residential affordable units to Los Angeles' affordable housing stock. This will further the intent of the 5th Cycle Regional Housing Needs Assessment (RHNA), 2014 to 2021, as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD), which call for an addition of 185 housing units in Culver City and 82,002 housing units in Los Angeles in the RHNA planning period ending in 2021. By addressing Culver City's share of new housing units as stipulated in the RHNA and the Housing Element, the new dwelling units are considered to be within the expected development threshold for the City during the current Housing Element cycle (2014 to 2021). Population increases due to the new units are also considered to be within this expected development threshold and impacts will be less than significant.

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

The proposed increase in housing units and population would be consistent with the SCAG forecast of 192,192 additional households and approximately 290,797 persons in the City of Los Angeles between 2010 and 2030 (and with the RHNA allocation noted above). As such, the proposed project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of proposed project occupancy/buildout, and that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Palms – Mar Vista – Del Rey Community Plan or the City of Los Angeles General Plan.

Impacts related to housing would be less than significant.

b)- c) No Impact The project is a proposed mixed-use development providing residential housing on a lot with a commercial buildings and with no residential uses. The proposed use will serve residential and commercial users and there will be no demolition of residential uses or displacement of people. No significant reduction or displacement of population or housing is associated with the project.

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the proposed project results in a significant impact on population and housing displacement shall be made considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area;
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area; and
- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, Housing and Urban Development (HUD) Consolidated Plan and Comprehensive Housing Affordability Study (CHAS) policies, redevelopment plan, Rent Stabilization Ordinance, and the RCP.

The proposed project does not displace any existing housing supplies, as only commercial uses are located on the proposed project site. As a result, no significant reduction or displacement of population or housing is associated with the project and no mitigation measures are required.

Mitigation Measure(s): None required

XIV. PUBLIC SERVICES

a) 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:

Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

Responses:

a) & b) Fire and Police protection

Less Than Significant Impact. The Culver City Fire Department (CCFD) maintains three stations and the closest station to the proposed site is Station No. 2 located approximately 0.6 miles northeast of the site. The proposed project will be conducted and operated in accordance with the latest CCFD codes and guidelines for construction, access, water, fire flows and hydrants. Standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access.

The Culver City Police Department (CCPD) is located approximately 2.30 miles northeast of the project site. According to the CCPD, the emergency response time anywhere in the City for a top priority emergency is three minutes or less.

Currently the project site contains commercial buildings; the site currently generates demand for Fire and Police services as needed. Implementation of standard Fire Department related requirements will address potential impacts and the inclusion of security measures such as gates separating the residential operations from the commercial operations and exterior lighting will assist in deterring potential criminal activity. Other on-site security measures such as video cameras and/or key code operated elevators for residences will further lessen the need for police protection. Additionally the project is within the expected development envelope for this commercial strip of Washington Boulevard and is no greater than what is anticipated for this land use. Fire and Police comments did not indicate that this project was beyond their scope of services and is what would be expected along this commercial strip.

Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project is located beyond the maximum response distance.

The Fire Code was recently updated to require sprinkler systems in all residential and commercial buildings. As a result, even though the project site is within an adequate and urbanized response area, the proposed project will include automatic fire sprinkler systems and will result in a less than significant impact to fire services.

With respect to police protection in the City of Los Angeles, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services. Currently the project site contains commercial buildings; the site currently generates demand for Fire and Police services as needed. As noted above onsite security measures and conformance with Culver City fire code standards will reduce the potential fire and police demands on the site. The re-use of the site for commercial and residential uses is not expected to result in a substantial increase in Fire and Police services. Thus, the impact from this proposed project is less than significant. No mitigation measures are required. c) Schools <u><i>Less Than Significant Impact.</i></u> Culver City Unified School District (CCUSD) and the Los Angeles Unified School District (LAUSD), in accordance with California Government Code Section 53080 and 65995, collect statutory developer fees prior to the issuance of a building permit. CCUSD and LAUSD determine the use of these funds which can include construction or reconstruction of school facilities. The retail and restaurant portions of the project will not result in significant adverse impacts relative to schools because they are not expected to generate a substantial population increase, and while additional housing will provide additional demand for schools, payment of the school fees by the applicant, in accordance with State law, would offset impacts to school services. No mitigation measures are necessary. With respect to the City of Los Angeles, a significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the <i>L.A. CEQA Thresholds Guide</i>, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project buildout compared to the expected level of service available (consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand); (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD). The City of Los Angeles' Department of Building and Safety collects school fees as part of the building permitting process. In accordance with California Government Code Section 53080 and 65995, payment of school fees mitigates all potential impacts to schools. No mitigation measures are therefore necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks <u>Less Than Significant Impact.</u> The use of the existing neighborhood and regional parks is not expected to substantially increase due to the project's proposed 97 units. The project will not require new construction or expansion of parks facilities as the project will include onsite open space areas and amenities such as an interior central courtyard on the second floor. Also the project's residential portion will require a standard code required in-lieu parkland fee which is will be used to maintain the City's park system. Based on the <i>L.A. CEQA Thresholds Guide</i>, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. It is important to note that these standards are Citywide goals and are not intended to be requirements for individual development projects. The Project Site is located within a highly urbanized area of the Los Angeles community. Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the proposed project would generate a need for additional public parkland. The proposed project proposes to provide common open space, consisting of on-site amenities, open space courtyards and landscaping features. Amenities proposed within the common open space areas may include outdoor seating, a children's play area, vegetable gardens and moveable patio furniture. The proposed project would meet the minimum code requirements for open space as required by the LAMC. The proposed project will pay all required parks fees and in-lieu fees, including Quimby fees, as required, to meet potential park impacts. Therefore, the proposed project's impact upon parks and recreational facilities would be reduced to a less-than-significant level. No mitigation measures are necessary. e) Other Public Facilities <u>No Impact.</u> Other facilities have not been identified that could be impacted by the project. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
Responses: a)-b) <u>Less Than Significant Impact</u>. As stated above in Section XIV- Parks, the use of the existing neighborhood and regional parks may increase due to additional residents, but payment of in-lieu fees will reduce impacts to a less than significant level. The project will not require new construction or expansion of parks or recreational facilities and the project will include onsite open space areas and amenities such as an interior central courtyard on the second floor. Also the project's residential portion will require a standard code required in-lieu parkland fee which will be used to maintain the Culver City and Los Angeles' park systems. Overall, the mixed use project will not result in significant adverse impacts relative to recreation because it is not expected to generate a substantial population increase. No mitigation measures are necessary. Mitigation Measure(s): None required				
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulating system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Responses:

a),b),d) Less Than Significant Impact. Level of Service (LOS) is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. LOS is defined on a scale of A to F, where LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, operating speeds beginning to be affected by traffic volumes; LOS C represents stable flow, more restrictions, speed and maneuverability more closely controlled by higher traffic volumes; LOS D represents conditions approaching unstable flow, traffic volumes profoundly affect arterial flow; LOS E represents unstable flow and some stoppages; and LOS F represents forced flow, many stoppages and low operating speeds.

The City Of Culver City, the *L.A. CEQA Thresholds Guide*, and Los Angeles Department of Transportation criteria state that a project would normally have a significant impact on signalized intersection capacity if the project traffic causes an increase in the Volume-to- Capacity (V/C) ratio at the intersection based on the sliding scale shown in the table below:

Definition of Significant Impact at Intersection

Level of Service	Final Volume-to-Capacity (V/C)	Culver City Project V/C Increase Threshold	Los Angeles Project V/C Increase Threshold
C	0.701–0.800	0.050 or more	0.040 or more
D	0.801–0.900	0.040 or more	0.020 or more
E, F	> 0.900	0.020 or more	0.010 or more

This threshold has been used to evaluate intersection capacity at all signalized study intersections. Morning and afternoon peak hour conditions were evaluated at 10 key intersections approved by the City of Culver City Traffic Engineer and the Los Angeles Department of Transportation. The intersections most likely to be affected by the development of the project were selected for analysis.

A traffic impact analysis dated August 31, 2015 by RBF, was reviewed and accepted by the Culver City's Traffic Engineer and the Los Angeles Department of Transportation. The traffic analysis evaluated the existing and forecast (year 2015) conditions at ten (10) intersections in the vicinity of the project site during both the AM and PM peak hours. These intersections were selected for analysis based on discussion with Culver City staff and Los Angeles Department of Transportation Staff.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Based on the City of Los Angeles <i>Traffic Study Policies and Procedures</i> (City of Los Angeles Department of Transportation, June 2013), the Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method is utilized to study the two signalized study intersections located in the jurisdiction of Los Angeles. Similar to the ICU analysis methodology, the Circular 212 analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios. For intersections under the jurisdiction of City of Culver City, a 0.07 ATSAC (Automated Traffic Surveillance and Control) credit is included in the Intersection Capacity Utilization (ICU) analysis toward the reduction of the final v/c ratio results. For intersections under the jurisdiction of City of Los Angeles, a 0.07 ATSAC credit and a 0.03 ATCS (Adaptive Traffic Control System) credit are included in the Intersection Capacity Utilization (ICU) analysis toward the reduction of the final v/c ratio results. The study made the following conclusions after analysis of traffic counts and forecasting: • The proposed project is forecast to generate approximately 1,481 daily trips, which include approximately 68 a.m. peak hour trips and approximately 112 p.m. peak hour trips. It should be noted this is a very conservative assumption since it does not assume any onsite trip capture reduction and it also does not account for the existing land uses currently on the project site. • The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak periods based on Culver City traffic impact criteria and City of Los Angeles Department of Transportation traffic impact criteria. The increase in traffic counts is below the City adopted thresholds of significance for both the Cities of Culver City and the City of Los Angeles. Therefore, mitigation measures would not be required for the proposed project. • The proposed project is bound on the south edge by Louise Avenue, a roadway currently serving residential land uses on its south side. To minimize and avoid any potential residential roadway impacts on Louise Avenue, the commercial land use components of the proposed project have been specifically laid out and designed to take access on Washington Boulevard and Inglewood Boulevard providing direct access routes to the adjacent arterial system. Only the residential component of the proposed project is planned to take access via Louise Avenue. Hence, eliminating or significantly reducing any potential impacts associated with commercial-related project traffic using Louise Avenue. • The westbound left-turn 95th percentile queue at the Project Site Access-Atlantic Avenue/Washington Boulevard intersection is forecast to be approximately 62 feet during the a.m. peak hour and approximately 125 feet during the p.m. peak hour for forecast year 2015 with project conditions. Hence, a left-turn pocket lane of approximately 100 to 125 feet is required to accommodate the westbound left-turn forecast a.m. peak hour and p.m. traffic volumes at the Project Site Access – Atlantic Avenue / Washington Boulevard study intersection for forecast year 2015 with project conditions.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
- Based on agency-established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for either forecast existing plus project conditions or for forecast year 2015 with project conditions. - Changing the westbound and eastbound left turn phasing at the Inglewood Boulevard/Washington Boulevard intersection from permitted phasing to protected phasing or protected-permitted phasing does not change the v/c ratio, but will improve the efficiency of the westbound left turn movement by reducing the queue lengths and adding corresponding storage capacity. Specifically, it should be noted that implementation of protected-permitted phasing is forecast to significantly reduce the westbound left turn queue on Washington Boulevard at Inglewood Boulevard by over 71% in the AM peak hour and over 65% in the PM peak hour. - The results of the queue analysis, assuming protected left turn phasing on Washington Boulevard at Inglewood Boulevard or protected-permitted left turn phasing on Washington Boulevard at Inglewood Boulevard, indicate sufficient storage is provided in the proposed 150 foot long westbound Washington Boulevard left turn pocket at Inglewood Boulevard as well as the proposed 50 foot long eastbound Washington Boulevard left turn pocket at Atlantic Avenue. Based on the conclusions of the traffic study, traffic related impacts would be less than significant and no mitigations are required. However, the project will be required to extend vehicle storage capacity on some left turn lanes and change phasing at Inglewood/Washington Boulevard intersections in order to increase traffic flow efficiency. Other mitigations such as elimination of street parking spaces will be required to accommodate bicycle lanes and a bus stop; these measures will ensure a less than significant impact with respect to traffic: - Install a raised median between Inglewood Boulevard and Atlantic Avenue; - Provide a 154 foot long westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and a 50 foot long eastbound Washington Boulevard left-turn lane pocket at Atlantic Avenue; - Provide a 125 foot long westbound Washington Boulevard left-turn lane pocket at the Atlantic Avenue/Washington Boulevard intersection. - Change the westbound and eastbound left turn phasing at the Inglewood Boulevard/Washington Boulevard intersection from permitted phasing to protected phasing or protected-permitted phasing. - Add 5 foot bicycle lanes on eastbound and westbound Washington Boulevard; - Displacement of some existing on-street parking spaces to accommodate the bicycle lanes, displacement of some existing on-street parking spaces due to construction of driveway access for the proposed project; - Displacement of some existing on-street parking spaces due to construction of driveway access for the 11955 Washington Boulevard Mixed-Use cumulative project located across the project site on Washington Boulevard;				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
- On Washington Boulevard between Inglewood Boulevard and Atlantic Avenue, remove three (3) and add one (1) on-street parking spaces on the eastbound direction, and remove two (2) and add six (6) on-street parking spaces on the westbound direction for an overall increase of two (2) on-street parking spaces; - Relocate the existing bus stop currently located along westbound Washington Boulevard just west of Inglewood Boulevard to a location further west to accommodate the proposed bicycle lanes and raised median along Washington Boulevard; - Reconstruct the existing curb return at the northbound Inglewood Boulevard right-turn lane as a 25-foot radius curb return; - Install a 10-foot wide raised landscaped median along Washington Boulevard between Atlantic Avenue East and Atlantic Avenue West; and - Remove the existing dedicated westbound right-turn lane at the Inglewood Boulevard/Washington Boulevard intersection to accommodate the westbound on-street bicycle lane.				
With inclusion of these mitigation measures, impacts to traffic remain less than significant and no additional mitigation is required.				
c) <u>No Impact</u>. The project would have no effect on air traffic patterns.				
e). <u>Less Than Significant Impact</u>. The design and construction of the project will be required to incorporate all applicable City standards for both Culver City and Los Angeles related to emergency access to ensure that the emergency access would be adequate. Included within these standards will be a required lock box for emergency access. Therefore, implementation of the project will not result in any impacts.				
f). <u>No Impact</u>. The proposed project will not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The proposed project is consistent with the City's bicycle and pedestrian master plan and will be required to install onsite bicycle parking. Traffic impacts will be less than significant and no mitigation measures are necessary.				
<u>Mitigation Measures:</u> The following mitigations will be required and will be incorporated into the project conditions:				
T-1 Install a raised median between Inglewood Boulevard and Atlantic Avenue.				
T-2 Provide a 154 foot long westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and a 50 foot long eastbound Washington Boulevard left-turn lane pocket at Atlantic Avenue.				
T-3 Provide a 125 foot long westbound Washington Boulevard left-turn lane pocket at the Atlantic Avenue/Washington Boulevard intersection.				
T-4 Change the westbound and eastbound left turn phasing at the Inglewood Boulevard/Washington Boulevard intersection from permitted phasing to protected phasing or protected-permitted phasing.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
T-5 Add 5 foot bicycle lanes on eastbound and westbound Washington Boulevard.				
T-6 Displace of some existing on-street parking spaces to accommodate the bicycle lanes, displacement of some existing on-street parking spaces due to construction of driveway access for the proposed project.				
T-7 Displace some existing on-street parking spaces due to construction of driveway access for the 11955 Washington Boulevard Mixed-Use cumulative project located across the project site on Washington Boulevard.				
T-8 On Washington Boulevard between Inglewood Boulevard and Atlantic Avenue, remove three (3) and add one (1) on-street parking spaces on the eastbound direction, and remove two (2) and add six (6) on-street parking spaces on the westbound direction for an overall increase of two (2) on-street parking spaces.				
T-9 Relocate the existing bus stop currently located along westbound Washington Boulevard just west of Inglewood Boulevard to a location further west to accommodate the proposed bicycle lanes and raised median along Washington Boulevard.				
T-10 Reconstruct the existing curb return at the northbound Inglewood Boulevard right-turn lane as a 25-foot radius curb return.				
T-11 Install a 10-foot wide raised landscaped median along Washington Boulevard between Atlantic Avenue East and Atlantic Avenue West.				
T-12 Remove the existing dedicated westbound right-turn lane at the Inglewood Boulevard/Washington Boulevard intersection to accommodate the westbound on-street bicycle lane.				

XVII. UTILITIES AND SERVICE SYSTEMS --Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Result in a determination by the wastewater treatment provider which 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?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Responses:

a),b),&e) Less Than Significant Impact. Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal service, while the City of Los Angeles owns and operates its own facilities and contracts with the City of Culver City for their use. Treatment occurs at the Hyperion Treatment Plant, located southwest of Culver City, which has sufficient capacity to serve the needs of the proposed project. Expansion of the existing facilities is not necessary. The proposed project will have less than significant impact to the waste water system.

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements. As stated above, the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the proposed project. Therefore, impacts would be less than significant.

No mitigation measures are therefore required.

c) Less Than Significant Impact. The City of Culver City is primarily served by the Los Angeles County Storm Drainage System. The City currently maintains some of its own storm drains that connect to the County systems. In addition, the City of Los Angeles is served by the County system as well as its own systems. The combined systems are adequate to serve the proposed project.

d) Less Than Significant Impact. Water service for this project site is provided by the Los Angeles Department of Water and Power (LADWP), which sources water through wells, outside sources, and the Metropolitan Water District. There are sufficient water supplies to both Cities to serve the proposed project. Expansion of the existing services is not necessary. The proposed project will have less than significant impacts to the water system.

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts. The proposed project is consistent with the Palms – Mar Vista – Del Rey Community Plan and is consistent with the existing zone. As detailed in the Population and Housing section above, all project impacts are within current growth projections for the area. Therefore, there is a less than significant impact. No mitigation measures are required. f) <u>Less Than Significant Impact</u>. Solid waste from Culver City is disposed of at BKK Sanitary Landfill located in the City of West Covina and Bradley West Landfill located in the City of Sun Valley. The Culver City Municipal Code requires provision of trash containers for recyclable materials and yard waste to reduce solid waste generation. Based on the <i>L.A. CEQA Thresholds Guide</i>, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE. Solid waste generated within the City of Los Angeles is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City of Los Angeles. Solid waste transported by both public and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City of Los Angeles and the County, has a remaining capacity of 82.39 million tons. Chiquita Canyon Landfill currently has a remaining capacity of 4.9 million tons. Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill combined have a remaining permitted daily intake of approximately 87.2 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 25 years, and the Chiquita Canyon Landfill has an estimated remaining life of 4 years. An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 23,872,000 tons (a 21-year life expectancy). The proposed project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The Project's solid waste disposal needs would be directed to the local recycling facilities and landfills described above. The proposed project's impacts on solid waste during construction would be less than significant. The amount of solid waste generated by the proposed project is within the available capacities at area landfills. Therefore, the impacts would be less than significant. No mitigation measures are necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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g) Less Than Significant Impact. See Section XVI.f, above. The project could generate solid waste during construction. Standard conditions requiring the contractor to remove and dispose of waste in accordance with applicable statutes and regulations would reduce this impact to a level that is less than significant. No mitigation measures are necessary.

Mitigation Measure(s): None required

XVIII. 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 wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☐ | ☒ | ☐ |
| 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)? | ☐ | ☐ | ☒ | ☐ |
| c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ |

Responses:

a) Less Than Significant Impact. The proposed project will improve the project site, which currently is vacant. The project site does not contain any threatened or endangered species or sensitive habitats. Therefore, the project will not degrade the quality of the environment or have any potential significant impacts to any plant or animal wildlife species.

b) Less Than Significant Impact. Any potential cumulative impacts will be substantially reduced to less than significant standards due to mitigations listed herein, standard City code requirements and conditions of approval.

c) Less Than Significant Impact. The project will not result in significant environmental impacts from construction and operation of the project. Mitigations listed herein, standard City code requirements, and conditions of approval will reduce any potential impacts to less than significant.

Mitigation Measure(s): None required

XVIII. EARLIER ANALYSES:

None

References Utilized:

- RBF Consulting, 11960 Washington Boulevard Mixed Use Project Traffic Impact Analysis, August 31, 2015
- Geotechnologies, Inc., Geotechnical Engineering Investigation, Proposed Mixed Use Structure, Southeast Corner of Washington Boulevard and Inglewood Boulevard, Culver City, California, June 20, 2013
- A/E West Consultants, Inc., Phase I Environmental Site Assessment for Bastion Development Company, West Washington Boulevard & Louise Avenue Parcels, November 6, 2014
- RBF Consulting Green House Gas Assessment, October 2013
- Anderson Environmental Paleontological/Archeological Survey, May 16, 2013

MITIGATION MONITORING PROGRAM

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for each of the mitigation measures which indicate that mitigation measures have been complied with and implemented, and fulfills the City environmental and other requirements (Public Resources Code Section 21081.6.). Final clearance shall require all applicable verification as included in the following table. The City of Culver City will have primary responsibility for monitoring and reporting the implementation of the mitigation measures unless otherwise indicated. The mitigation measures have been identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM Culver City Case Nos. SPR P-2014175 & AUP P-2014176 L.A. City Case No. CPC-2014-303-DB November 18, 2015				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Noise</u> N-1. The project shall comply with the City of Los Angeles Noise Ordinances No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. N-2. Construction and demolition shall be restricted to 8:00 am to 6:00 pm Monday through Friday, 9:00 a.m. to 6:00 p.m. on Saturday, and no construction on Sundays or Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). N-3. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. N-4. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. N-5. Noise and ground borne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far	Condition of Approval for all Noise Mitigations	Field Inspection for all Noise Mitigations	Prior to issuance of Certificate of Occupancy for all Noise Mitigations	LAPD, LA Dept Building and Safety LAPD, LA and Culver City Building and Safety LA & CC Dept of Building and Safety, BS Inspector For N-3 to N-7

as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

N-6. Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses.

N-7. The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

N-7. The project shall comply with all Culver City standard noise conditions during construction.

MITIGATION MONITORING PROGRAM
Culver City Case Nos. SPR P-2014175 & AUP P-2014176
L.A. City Case No. CPC-2014-303-DB
November 18, 2015

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Traffic</u> T-1. The applicant shall install a raised median between Inglewood Boulevard and Atlantic Avenue. T-2. The applicant shall install a 154 foot long westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and a 50 foot long eastbound Washington Boulevard left-turn lane pocket at Atlantic Avenue. T-3. The applicant shall install a 125 foot long westbound Washington Boulevard left-turn lane pocket at the Atlantic Avenue/Washington Boulevard intersection. T-4. The applicant shall change the westbound and eastbound left turn phasing at the Inglewood Boulevard/Washington Boulevard intersection from permitted phasing to protected phasing or protected-permitted phasing. T-5. The applicant shall add 5 foot wide bicycle lanes on eastbound and westbound Washington Boulevard. T-6. The applicant shall remove some existing on-street parking spaces to accommodate the bicycle lanes and remove some existing on-street parking spaces in order to construct driveway accesses for the proposed project.	Condition of Approval for all Traffic Mitigations	Field Inspection for all Traffic Mitigations	Prior to issuance of Certificate of Occupancy For Traffic Mitigations	Culver City Public Works And Planning for all Traffic Mitigations

MITIGATION MONITORING PROGRAM
Culver City Case Nos. SPR P-2014175 & AUP P-2014176
L.A. City Case No. CPC-2014-303-DB
November 18, 2015

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
T-7. The applicant shall remove some existing on-street parking spaces in order to construct driveway accesses for the 11955 Washington Boulevard Mixed-Use cumulative project located across the project site on Washington Boulevard (This has been completed). T-8. On Washington Boulevard between Inglewood Boulevard and Atlantic Avenue, the applicant shall remove three (3) on-street parking spaces and add one (1) on-street parking space on the eastbound direction, and remove two (2) on-street parking spaces and add six (6) on-street parking spaces on the westbound direction for an overall increase of two (2) on-street parking spaces. T-9. The applicant shall relocate the existing bus stop currently located along westbound Washington Boulevard just west of Inglewood Boulevard to a location further west to accommodate the proposed bicycle lanes and raised median along Washington Boulevard. T-10. The applicant shall reconstruct the existing curb return at the northbound Inglewood Boulevard right-turn lane as a 25-foot radius curb return.				

MITIGATION MONITORING PROGRAM
Culver City Case Nos. SPR P-2014175 & AUP P-2014176
L.A. City Case No. CPC-2014-303-DB
November 18, 2015

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
T-11. The applicant shall install a 10-foot wide raised landscaped median along Washington Boulevard between Atlantic Avenue East and Atlantic Avenue West. T-12. The applicant shall remove the existing dedicated westbound right-turn lane at the Inglewood Boulevard/Washington Boulevard intersection to accommodate the westbound on-street bicycle lane.				