

MEETING DATE: 10/13/08

AGENDA ITEM: Adoption of a Resolution Re-Adopting a Mitigated Negative Declaration, Reserving a Utility Easement, Ordering the Vacation of all of Helms Avenue from Washington Boulevard, Towards Venice Boulevard, to the City Limits of the City of Culver City and Rescinding Resolution No. 2002-R015.

ATTACHMENTS

		<u>Pages</u>
1	February 25, 2002 Staff Report	1-32
2	Proposed Resolution	33-37

**City of Culver City, California
City Council Agenda Item Report**

Meeting Date: 2/25/02		Item Number: G-1	
AGENDA ITEM: Public Hearing to Consider Vacation of all of Helms Avenue from Washington Boulevard toward Venice Boulevard to the City Limits of the City of Culver City.			
Contact Person: Mike Hawk Susan Yun		Phone Number: (310) 253-5604 ..(310) 253-5755	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☒		Action Item: ☐ Attachments: ☒	
Public Notification: The area has been posted with Notices of the Public Hearing (NPH) and copies of the Resolution of Intention to Vacate (2002-R010) and with Notices of Intent to Adopt a Mitigated Negative Declaration (NOI); a NOI has been filed with the Los Angeles County Clerk; a NPH has been published; a NPH was delivered to every property adjacent to Hutchinson Avenue; all utilities in the area were mailed a copy of 2002-R010; a copy of 2002-R010, a NPH, and a NOI were mailed to Marta Zaragota (east Culver City Neighborhood Alliance); the owner of all properties on Helms Avenue between Venice and Washington Boulevards (the applicant for the Vacation) has been given a copy of 2002-R010, a NPH, a copy of the Initial Study, and a NOI.			
Department Approval: James S. Davis February 12, 2002		CAO Approval: Mike Thompson 2/15/2002	

RECOMMENDATION:

Staff recommends that the City Council follow the procedure outline below and, after the public hearing is closed, adopt a resolution approving a Mitigated Negative Declaration, reserving a portion of the area as a utility easement, and vacating the entire area described in Resolution 2002-R010 for street purposes. This resolution is not to be recorded by the City Clerk until that time when the Parcel Map or Final Map within the City of Los Angeles, which involves the portion of Helms Avenue between Venice Boulevard and the common City Limits line, will also be recorded.

PROCEDURE:

Mayor:

Announce that this is the time and place for the hearing of protests or objection to the vacation of Helms Avenue from Washington Boulevard toward Venice Boulevard to the City Limits of the City of Culver City.

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City Council Agenda Item Report**

City Clerk:

Announce that Notice of this hearing has been given pursuant to the provisions of the Streets and Highways Code, Section 8300, et seq. of the State of California and pursuant to the provisions of the City Council's Resolution 2002-R010, and that the following affidavits are on file in this office:

1. Affidavit of Publication; and
2. Affidavit of Posting

Mayor and Council: Motion to receive and file all affidavits.

City Clerk:

Announce the number of written protests received, if any, and announce that copies of all such protests have been delivered to the City Council.

OR

Summarize the contents thereof

Mayor:

First, ask to hear from those who have filed a written protest. Next, ask to hear from those in the audience wishing to speak against the proposed vacation. Then, ask to hear from anyone who wishes to speak in favor of the proposed vacation.

Mayor: Offer an opportunity for Rebuttal.

Mayor and Council: Discussion. Close the public hearing if ready for a decision.

BACKGROUND:

The applicant, Walter N. Marks III, has acquired all properties on both sides of Helms Avenue between Washington and Venice Boulevards, including the old Beacon Laundry. Mr. Marks is in the process of redeveloping the area and wishes

**City of Culver City, California
City Council Agenda Item Report**

to include the area of Helms Avenue into his plans for development. Mr. Marks is proceeding with the City of Los Angeles to record a Parcel or Final Map that will define new lot lines and eliminate Helms Avenue between the common City Limits line and Venice Boulevard. Mr. Marks initiated a Lot Line Adjustment in Culver City to reduce the number of lots in the block surrounded by Helms Avenue, Washington Boulevard, and Hutchinson Avenue and to define the lot lines desired should the Los Angeles Parcel or Final Map and street vacation procedure be completed. The major new lot line will be created at the existing common City Limits line, where the properties have been divided by the County Assessor for taxing purposes.

DISCUSSION:

Vacation of this section of Helms Avenue, if approved, should be conditioned upon the City of Los Angeles effectively vacating their section at the same time. There are also several utility issues that must be handled and several traffic-engineering concerns that will be negotiated as the procedure progresses. At the time of the public hearing, all of these matters will be identified and addressed as conditions to be solved prior to recordation of the Resolution of Vacation.

FISCAL ANALYSIS:

If the vacation is approved, the City will no longer be responsible for maintenance or for liability of the vacated street.

ATTACHMENTS:

- ❖ Notice of Intent to Adopt a Mitigated Negative Declaration.
- ❖ Initial Study (Environmental Checklist Form and Environmental Determination).
- ❖ Resolution of Vacation.

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MOTION:

That the City Council adopt a Resolution to adopt a Mitigated Negative Declaration and Vacate a portion of Helms Avenue from Washington Boulevard, toward Venice Boulevard, to the City Limits of the City of Culver City, reserving a utility easement for existing utilities, with the recordation of this Resolution conditioned upon the City of Los Angeles recording of a Parcel Map or Final Map effectively vacating that portion of Helms Avenue southerly of Venice Boulevard within the City of Los Angeles.



PLANNING DIVISION

CITY OF CULVER CITY

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

(310) 253-5710
FAX (310) 253-5721

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

LEAD AGENCY: City of Culver City Telephone: (310) 253-5710

DATE: January 28, 2002

☒ Los Angeles County Clerk
ATTN: Environmental Filing
12400 Imperial Highway, Suite 2001
Norwalk, CA 90650

Governor's Office of Planning & Research
1400 Tenth Street, Room 1311
Sacramento, CA 95814

PROJECT:

Title: Helms Avenue Street Vacation

Location: Helms Avenue between Venice Boulevard and Washington Boulevard. Approximately 400 feet of Helms Avenue south of Venice Boulevard is located within the jurisdictional boundaries of the City of Los Angeles and approximately 140 feet north of Washington Boulevard is located within the City of Culver City.

Description: The proposed project is to vacate Helms Avenue and modify it from a public through street to a non-through private driveway and pedestrian area. Motorists will still be able to drive in and out of Helms Avenue from Venice Boulevard, however the south end of Helms Avenue at Washington Boulevard will be closed to vehicular traffic.

Applicant: Walter N. Marks
8758 Venice Boulevard
Los Angeles, CA 90034

COMMENT PERIOD: The review period of the proposed mitigated negative declaration begins on February 1, 2001, and ends February 20, 2001. Written comments should be received on or before February 20, 2001. Written comments should refer to the project by name and be addressed to:

Susan Yun
Associate Planner
City of Culver City Planning Division
P.O. Box 507
Culver City, CA 90232-0507

ORIGINAL FILED

JAN 31 2002

LOS ANGELES COUNTY CLERK

The City Council will hold a public hearing to take action on the proposed project and the environmental finding on February 25, 2001 at 7:00 p.m. in the Mike Balkman Council Chambers in City Hall. Copies of the documentation can be reviewed in the Planning Division Office, City Hall, Second Floor, 9770 Culver Boulevard, Culver City, CA 90232-0507 (handicapped accessible location). Please telephone in advance to assure staff availability at 310/253-5755.

Susan Yun
Susan Yun, Associate Planner

1/28/02
Date



PLANNING DIVISION

CITY OF CULVER CITY

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

(310) 253-5710

FAX (310) 253-5721

INITIAL STUDY

Environmental Checklist Form and Environmental Determination

Case Name and No. Helms Avenue Street Vacation

GENERAL INFORMATION

1. Applicant Name: Walter N. Marks
Address: 8758 Venice Boulevard
City, State and Zip Code: Los Angeles, CA 90034
Phone: (310) 204-1865
2. Address of Project: Helms Avenue (3200 Block)
Nearest Cross Street: Washington Boulevard and Venice Boulevard
3. Existing Zoning: C-3, Commercial
Existing General Plan Land Use Designation: General Corridor Commercial
4. Redevelopment Project Area: ☐ No ☒ Yes, Component Area: 3
5. Overlay Zone or Other Special District: ☒ Yes ☐ No
Describe: East Washington Overlay Zone

PROJECT INFORMATION

6. Project Description and Requested Action: (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.)

The proposed project and requested action is to vacate a portion of Helms Avenue, approximately 140 feet of Helms Avenue north of Washington Boulevard, in order to remove public vehicular access on Helms Avenue between the City of Culver City boundary line on the north to Washington Boulevard on the south. On a separate but related process, the City of Los Angeles is reviewing a Tentative Tract Map from the applicant to reconfigure several parcels in order to eliminate the current straddling of parcels over the municipal border with the City of Culver City and to vacate that portion of Helms Avenue within the boundaries of the City of Los Angeles.

The whole action of the proposed project will ultimately modify Helms Avenue between Venice Boulevard and Washington Boulevard from a public through street to a non-through private driveway and pedestrian area. Motorists will still be able to drive in and out of Helms Avenue

from Venice Boulevard, however, the south end of Helms Avenue at Washington Boulevard will be closed to vehicular traffic.

Although not a part of this street vacation application, the applicant plans to reconstruct the sidewalks on both sides of Helms Avenue to match the same grade as the roadway and install bollards on both sides of Helms Avenue to separate pedestrians from motorists. The applicant also proposes to construct a cul-de-sac and pedestrian plaza at the southerly end of Helms Avenue north of Washington Boulevard. Finally, manually controlled bollards that can be raised and lowered will be installed at the north jurisdiction line of Culver City and another set will be located at the south end of Helms Avenue at Washington Boulevard. The set of bollards at the north jurisdiction line of Culver City will be kept in the lowered mode and raised only in those instances when the southern half of Helms Avenue will be used for non-parking use, such as a street fair. The manually controlled bollards nearest Washington Boulevard will be set at a raised position, restricting and closing this section of Helms Avenue to through traffic on a permanent basis. The bollards will be lowered only when necessary such as in an emergency or for delivery trucks to pass through.

7. Existing Conditions of the Project Site:

Helms Avenue is a public street with one through lane in each direction. The portion of Helms Avenue between Venice Boulevard and Washington Boulevard is approximately 540 feet in length and 60 feet wide. Approximately 140 feet north of Washington Boulevard is located in the City of Culver City while approximately 400 feet of Helms Avenue south of Venice Boulevard is located in the City of Los Angeles. Parking is permitted on either side of the Helms Avenue right-of-way.

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

To the east and west of Helms Avenue is the Helms Bakery Complex which consists of studios and performing arts venues, retail home furnishing and professional offices, including the historic Beacon Laundry building.

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

City of Los Angeles

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 | ☐ Agriculture Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology / Soils |
| ☐ Hazards & Hazardous Materials | ☐ Hydrology / Water Quality | ☐ Land Use / Planning |

Materials

- | | | |
|--|---|---|
| ☐ Mineral Resources | ☐ Noise | ☐ Population / Housing |
| ☐ Public Services | ☐ Recreation | ☐ Transportation/Traffic |
| ☐ Utilities / Service Systems | ☐ Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- ☐ FISH AND GAME FEE (AB 3158). I find that the proposed project WILL NOT have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend. I find that the proposed project IS EXEMPT from the Fish and Game fee. *
- ☐ FISH AND GAME FEE (AB 3158). I find that the proposed project IS NOT EXEMPT from the Fish and Game fee.

*Staff will prepare a certificate of Fee Exemption.

Signature: _____

Name, Title: Susan Yun, Associate Planner

Date: January 28, 2002

Attachments:

Additional Explanation Pages

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) *Earlier Analysis Used.* Identify and state where they are available for review.
 - b) *Impacts Adequately Addressed.* Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) *Mitigation Measures.* For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and

- b) The mitigation measure identified, if any, to reduce the impact to less than significance

QUESTION

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	N Imp
I. AESTHETICS. <i>Would the project:</i>				
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?	☐	☒	☐	☐
II. AGRICULTURE RESOURCES.				
<i>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. Would the project:</i>				
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) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY.				
<i>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:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	Net Impact
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?	☐	☐	☐	☒

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, and 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?	☐	☐	☐	☒
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	☐	☐	☐	☒

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	
Plan, or other approved local, regional or state habitat conservation plan?				
V. CULTURAL RESOURCES. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 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?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS. <i>Would the project:</i>				
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 wastewater disposal systems where sewers are not available for the disposal of	☐	☐	☐	☒

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VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | ☐ | ☐ | ☐ | ☒ |

VIII. HYDROLOGY AND WATER QUALITY.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially deplete groundwater supplies or interfere | ☐ | ☐ | ☒ | ☐ |

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	
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 100-year flood hazard area, structures that would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
IX. LAND USE AND PLANNING. <i>Would the project:</i>				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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X. 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?

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XI. 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?

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XII. 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

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construction of replacement housing elsewhere?

XIII. 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?

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Police protection?

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Other public facilities?

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XIV. 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?

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XV. TRANSPORTATION/TRAFFIC

Would the project:

- a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard 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?

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- 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) Result in inadequate parking capacity?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

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XVI. 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?
- 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?

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XVII. 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

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Issues

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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?

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DISCUSSION OF IMPACTS:

Refer to the following pages

EXPLANATION OF RESPONSES TO CEOA ENVIRONMENTAL CHECKLIST

Case Name: Helms Avenue Street Vacation

The following provides corresponding explanations for each response indicated on the completed Environmental Checklist Form. Explanations for "Potentially Significant Impact", "Potentially Significant Unless Mitigation Incorporated", and "Less Than Significant Impact" are provided, along with appropriate mitigation measures. All items checked "No Impact" is similarly described.

I. AESTHETICS.

(a,b) No Impact. The project site is located within an urbanized commercial area. There will not be any adverse impacts to a scenic vista, or scenic resources, as the street vacation involves no new building construction, renovation, or demolition. All existing structures are to remain.

(c,d) Less Than Significant with Mitigation Incorporation. The proposed street vacation is a necessary step in order to formally transfer or vacate the City's maintenance and responsibility of a public street. The street vacation involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. In particular, the southern portion of Helms Avenue towards the intersection at Washington Boulevard will be closed off to through traffic and used for special events such as a street fair or other pedestrian type activity associated with the Helms Bakery Complex. The applicant proposes to reconstruct the sidewalks on both sides of Helms Avenue to match the same grade as the roadway and install bollards on both sides of Helms Avenue to separate pedestrians from motorists. The applicant also proposes to construct a cul-de-sac and pedestrian plaza at the southerly end of Helms Avenue north of Washington Boulevard. Finally, manually controlled bollards that can be raised and lowered will be installed at the north jurisdiction line of Culver City and another set will be located at the south end of Helms Avenue at Washington Boulevard.

Potentially significant impacts may result from project implementation due to changes to existing visual character and new source of light or glare. However, these potential impacts can be mitigated to a level of insignificance by the following measure:

- **Mitigation 1:** Prior to the concurrent recordation of the Street Vacation Resolution and the Final Map addressing Helms Avenue within the City of Los Angeles at the Los Angeles County Recorder's office, the applicant shall submit to the City of Culver City, a detailed plan for consideration of and approval by the City Engineer and Planning Manager, or his/her designee, illustrating any physical changes proposed to or near the intersection of Helms Avenue and Washington Boulevard including but not limited to the construction of a pedestrian plaza, a cul-de-sac, new lighting, installation of bollards, signage, and removal of sidewalks and trees.

II. AGRICULTURE RESOURCES.

(a-c) No Impact. The project site does not contain any Prime or Unique Farmland, or Farmland of State wide importance, is not under a Williamson Act contract, and will not result in the conversion of Farmland, to non-agricultural uses. Therefore, no such impacts are expected to occur.

III. AIR QUALITY.

(a-e) No Impact. The proposed street vacation is a necessary step in order to formally transfer or vacate the City's maintenance and responsibility of a public street. The street vacation involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. Therefore, the proposed project will not generate new vehicular traffic nor add mobile source pollutants into the air and would not significantly conflict with any applicable air quality plan, contribute to any existing air quality threshold violations, expose sensitive receptors to pollutant concentrations, increase non-attained criteria pollutant, or create objectionable odors. Therefore, no air quality impacts are expected to occur.

IV. BIOLOGICAL RESOURCES.

(a-f) No Impact. The project site is located in an urbanized commercial area, developed with paved streets, parking area, and retail and office buildings. The project site is not within any federally protected wetlands area or identified in any habitat conservation plan. The proposed street vacation involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. The street vacation is not anticipated to have substantial adverse effect to endangered species or their habitats. Therefore, no biological resources impacts are expected to occur.

V. CULTURAL RESOURCES.

(a-d) No impact. The proposed street vacation will not impact any cultural resources, as it involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. Therefore, the street vacation is not anticipated to have substantial adverse effect to any historical, archaeological, paleontological resource or site. The proposed street vacation will not adversely impact existing or unknown cultural resources.

VI. GEOLOGY AND SOILS.

a-e) No impact. The act of vacating a street and modifying Helms Avenue to a privately owned driveway and a pedestrian area would not generate any greater degree of geologic hazards beyond those

already existing in the area. The project involves no new construction, renovation or demolition of structures or buildings and the project site and surrounding area is already developed and urbanized. Helms Avenue, after it is vacated will function primarily as private driveway as well as additional pedestrian area for the existing Helms Bakery Complex. Therefore, the proposed street vacation would not expose additional people to known geologic hazards or exacerbate unstable geologic conditions or disturb existing and unique geologic structures. There are no known active or potentially active faults located on the project site or is there potential for landslides. Therefore, the proposed street vacation is not anticipated to have substantial adverse effect to geology or soils.

VII. HAZARDS AND HAZARDOUS MATERIALS.

(a-h), No Impact. The proposed street vacation involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. Therefore, this project will not have any impacts in regards to use or disposal of hazardous materials or create a significant hazard to the public or the environment.

VIII. HYDROLOGY AND WATER QUALITY.

(a-f), Less than Significant Impact. The project site is already paved as a public street. The proposed street vacation and proposed changes after Helms Avenue is vacated, such as construction of a cul-de-sac, pedestrian plaza or removal of sidewalks are minor in nature and is not anticipated to have substantial adverse impact to the absorption rate, drainage pattern, and amount of surface water runoff already existing. Any proposed grade changes, excavations, or change to a drainage pattern are required by City of Culver City Municipal Code to obtain a permit and approval from the Public Works Department. Therefore, no hydrology or water quality impacts are expected to occur.

(g-j), No Impact. The proposed project involves no new construction, renovation or demolition of structures or buildings therefore will not locate any structures within a 100-year flood hazard area that would impede or redirect flood flows. Further, as the topography of the site is relatively flat and the Pacific Ocean is approximately 6 miles away, the exposure of people or structures to a significant risk of flooding, inundation by seiche, tsunami, or mudflow is remote.

IX. LAND USE AND PLANNING.

(a-c), No Impact. The proposed street vacation and proposed changes after Helms Avenue is vacated, such as construction of a cul-de-sac, pedestrian plaza or removal of sidewalks will not alter the site in any manner that will require changes in land use or zoning designations, or conflict with policies or plans. The proposed street vacation involves no new construction, renovation or demolition of structures or buildings. Helms Avenue between Venice Boulevard and Washington Boulevard will be vacated as a public through street, it will still be used primarily as a vehicular accessway or driveway. Motorists will still be able to drive in and out of Helms Avenue from Venice Boulevard, however, the south end of Helms Avenue at Washington Boulevard will be closed to through traffic. The street vacation will not physically divide a established community nor is the site is located within an area

designated as a habitat conservation plan or natural community conservation plan. Therefore, the proposed project will not result in any significant impact to land use and planning.

X. MINERAL RESOURCES.

(a-b), No Impact. The proposed street vacation involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. The project site does not contain mineral resources and the proposed street vacation will not 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. Therefore, the proposed project will not 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.

XL NOISE

(a-f), No Impact. The proposed street vacation and associated changes to Helms Avenue will not generate additional or create new noise. The proposed street vacation involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. Any noise from construction activities and construction equipment are regulated by the Culver City municipal code. Therefore no noise impacts are expected to occur.

XII. POPULATION AND HOUSING.

(a-c), No Impact. The proposed street vacation will not induce population growth in the area, either directly or indirectly as involves no new construction, renovation or demolition of structures or buildings or proposes to extend any roads or infrastructure. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. In fact, the southerly end of Helms Avenue at Washington will be closed to through traffic. The project site does not contain any housing; therefore, no displacement or replacement of housing will occur.

XIII. PUBLIC SERVICES.

No Impact. The proposed street vacation does not involve development such as new construction, renovation or demolition of structures or buildings. Therefore, it would not generate the need for new or additional fire, police, schools, parks or other public facilities. The project will not result in substantial adverse physical impacts associated with public services.

XIV. RECREATION.

(a-b), *No Impact.* The proposed project is a street vacation that involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. No new housing would be created with this project; therefore any demand for parks or other recreational facilities would not be generated. Therefore, the proposed project will not impact recreational opportunities in the City of Culver City. In addition, the project is not anticipated to result in an increase in demand on the City's recreational resources.

XV. TRANSPORTATION/TRAFFIC.

(a), *Less than Significant.* According to the traffic study prepared by Transportation Management Services (TMS) dated August 30, 2001, project related impacts are expected to occur for the street segment at Hutchinson between Venice Boulevard and Washington Boulevard. Majority of the Hutchinson street segment, approximately 457 feet out of 600 feet, lies within the jurisdictional boundaries of the City of Los Angeles. A project-related increase of 21.6 percent is expected on this street segment. Based on the City of Los Angeles Department of Transportation (LADOT) criteria for the Hutchinson street segment, a 16 percent or more of final Average Daily Trips (ADT) is deemed significant. No significant impacts are expected at any of the remaining roadway segments analyzed in the traffic study.

The City of Los Angeles has prepared a Mitigated Negative Declaration (ENV-2001-2840-MND), which incorporates a mitigation measure recommended by the traffic study that may reduce the potential impact on Hutchinson Street to less than significant levels. The proposed mitigation measure states "*The developer shall fund the installation of speed humps contingent upon the Los Angeles Department of Transportation (LADOT) conducting studies after the closure of Helms Avenue to determine if speed humps are warranted. If found warranted by the LADOT, the developer shall coordinate with installation of speed humps at no cost to the City. Please refer to LADOT's transmittal dated August 3, 2001 attached.*" As a majority of the Hutchinson street segment is within the City Los Angeles, the City of Culver City recognizes the City of Los Angeles threshold for significance and agrees with the proposed mitigation measure. Therefore, with the implementation of this mitigation measure by the City Los Angeles it is anticipated that less than significant impacts are expected to occur.

As part of the Street Vacation Resolution by the City of Culver City, the final map addressing Helms Avenue within the City of Los Angeles will be recorded concurrently with Street Vacation Resolution at the Los County Clerks office.

(b,c,g), *No Impact.* Based on the traffic study prepared for the proposed project, no significant impacts are expected to occur regarding exceeding any level of service standard established by the county congestion management agency for designated roads or highways. Also, the proposed street vacation is not expected to result in change in air traffic patterns or conflict with adopted policies, plans or programs supporting alternative transportation.

(d), *Less than Significant with mitigation incorporated.* Helms Avenue between Venice Boulevard and Washington Boulevard will be vacated as a public through street and will be used primarily as a vehicular accessway or driveway. Motorists will still be able to drive in and out of Helms Avenue from Venice Boulevard, however, the south end of Helms Avenue at Washington Boulevard will be closed to through traffic. The closure of Helms Avenue at Washington Boulevard may result in significant impacts to this signalized intersection. However, potential impacts can be mitigated to a level of insignificance by the following measure:

- **Mitigation Measure 2:** Prior to the concurrent recordation of the Street Vacation Resolution and the Final Map addressing Helms Avenue within the City of Los Angeles at the Los Angeles County Recorder's office, the applicant shall submit a traffic signal and striping plan prepared by a California Registered Traffic Engineer to the Culver City Department of Public Works for consideration and approval by the Director of Public Works indicating the revisions to the traffic signal equipment, operation, street pavement markings and traffic sign changes associated with the proposed street vacation.

(e), *Less than Significant with mitigation incorporated.* Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a level of insignificance by the following measure:

- **Mitigation Measure 3:** Prior to the concurrent recordation of the Street Vacation Resolution and the Final Map addressing Helms Avenue within the City of Los Angeles at the Los Angeles County Recorder's office, the applicant shall submit a plan to the City of Culver City Fire Department and Police Department demonstrating adequate emergency access.

(f), *Less Than Significant Impact.* The proposed project will not impact any required or approved parking for the Beacon Laundry building or other related projects within the Helms Bakery Complex. Currently, there are parking spaces within the vacated right of way on either side of Helms Avenue. However, these parking spaces are not required parking spaces for the Beacon Laundry site or other related projects within the City of Culver City. Therefore, once Helms Avenue is vacated, these parking will not have negative impacts to the required parking. The underlying site plan for the Beacon Laundry site requires that the applicant to maintain the existing driveways accessible from the vacated right-of way.

XVI. UTILITIES AND SERVICE SYSTEMS.

(a-g), *No Impact.* The proposed street vacation involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. Therefore, the project will not result in the demand for or improvements to water or wastewater treatment facilities, storm water drainage facilities or land fills. Any proposed grade changes, or change to a drainage pattern are required by City Code to obtain a permit and approval from the City of Culver City Public Works Department. Also, all existing utilities will be provided as part of the street vacation resolution. Therefore, no utilities and service systems impacts are expected to occur.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

(a-c), No Impact. The proposed street vacation does not have the potential to degrade the quality of the environment since it involves no new construction, renovation or demolition of structures or buildings. Through separate and required City permits, the applicant will only make minor changes to Helms Avenue such that it will no longer appear or be used as through public street but rather a privately owned driveway and pedestrian area. As the project site is fully paved there is no potential to substantially reduce the habitat of fish or wildlife species, or cause other biological concerns. The project will not impact any important examples of California cultural resources of historic or prehistoric significance. Furthermore, the proposed street vacation will not result in cumulative impacts, or environmental effects, which will cause adverse effects to human beings, either directly or indirectly.

MITIGATION MONITORING PROGRAM

In accordance with State law AB3180 (Public Resources Code 21081.6), a mitigation program has been prepared for the project. The Public Resources Code requires all Public agencies to develop a mitigation monitoring and reporting program when an Environmental Impact Report (EIR) or Mitigated Negative Declaration is adopted which identifies significant impacts that will be mitigated to a level of insignificance. The monitoring program shall be designed to ensure compliance with mitigation measures during project implementation.

The project applicant shall secure a signed verification for each of the mitigation measures which indicates 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 Community Development Department will have primary responsibility for monitoring and reporting the implementation of the mitigation measures. The mitigation measures have been identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM Helms Avenue Street Vacation				
Mitigation Measure	TIMING	Verification Of Compliance	Dept/Division Signature	Date
AESTHETICS				
Mitigation 1: The applicant shall submit to the City of Culver City, a detailed plan for consideration of and approval by the City Engineer and Planning Manager, or his/her designee, illustrating any physical changes proposed to or near the intersection of Helms Avenue and Washington Boulevard including but not limited to the construction of a pedestrian plaza, a cul-de-sac, new lighting, installation of bollards, signage, and removal of sidewalks and trees.	Prior to the concurrent recordation of the Resolution of Street Vacation and the Final Map addressing Helms Avenue within the City of Los Angeles at the Los Angeles County Recorder's office.	Planning, Traffic Engineering, and Engineering		
TRAFFIC/TRANSPORTATION				
Mitigation Measure 2: The applicant shall submit a traffic signal and striping plan prepared by a California Registered Traffic Engineer to the Culver City	Prior to the concurrent recordation of the Resolution of Street Vacation and the	Traffic Engineering		

Department of Public Works for consideration and approval by the Director of Public Works indicating the revisions to the traffic signal equipment, operation, street pavement markings and traffic sign changes associated with the proposed street vacation.	Final Map addressing Helms Avenue within the City of Los Angeles at the Los Angeles County Recorder's office.			
Mitigation Measure 3: The applicant shall submit a plan to the City of Culver City Fire Department and Police Department demonstrating adequate emergency access.	Prior to the concurrent recordation of the Resolution of Street Vacation and the Final Map addressing Helms Avenue within the City of Los Angeles at the Los Angeles County Recorder's office.	Fire and Police		

REFERENCES

1. City of Culver City General Plan, 1996
2. City of Culver City Zoning Ordinance
3. Traffic Study prepared by TMS, August 30, 2001.
4. City of Culver City Memorandum by the Traffic Engineering Manager, July 26, 2001
5. City of Los Angeles Department of Transportation Memorandum, August 3, 2001
6. City of Los Angeles, Proposed Mitigated Negative Declaration (2001-2840-MND), August 24, 2001

RESOLUTION NO 2002-R 015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION, RESERVING A UTILITY EASEMENT, AND ORDERING THE VACATION OF ALL OF HELMS AVENUE FROM WASHINGTON BOULEVARD, TOWARDS VENICE BOULEVARD, TO THE CITY LIMITS OF THE CITY OF CULVER CITY

WHEREAS, in accordance with the California Environmental Quality Act the City of Culver City has provided public notice of the intent to adopt a Mitigated Negative Declaration for this project, and

WHEREAS, proceedings have been duly taken pursuant to the provisions of the Streets and Highways Code §8300, et seq of the State of California for vacating all of Helms Avenue from Washington Boulevard, towards Venice Boulevard, to the City Limits of the City of Culver City, more particularly described on Exhibit 'A' and illustrated on Exhibit B" attached hereto and by reference made parts hereof, and

NOW, THEREFORE, the City Council of the City of Culver City, California, DOES HEREBY RESOLVE as follows

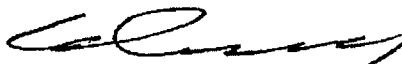
1 The City Council based upon the initial study, public comments and the record before it determines that the project will not have a significant adverse impact on the environment because of implementation of the mitigation measures listed in the Mitigated Negative Declaration and hereby adopts the Mitigated Negative Declaration

2 The City Council finds that it is necessary to reserve an easement, within said Helms Avenue for use of existing utilities This utility easement shall be within the northeasterly 20 00 feet of the 60 00 feet wide Helms Avenue

1 3 The City Council finds that said portion of said street, as described in
2 the Resolution of Intention (Resolution No 2002-R010) and in Exhibit 'A' and Exhibit B
3 attached hereto are unnecessary for present or prospective public street purposes and
4 said portion of said street reserving the utility easement described in Section 2 above, is
5 hereby vacated

6 4 The City Clerk is hereby authorized and directed to cause a certified
7 copy of this Resolution to be recorded in the Office of the County Recorder of Los Angeles
8 County, California, upon receipt of written approval from the City Engineer. The written
9 approval shall be dependent upon the concurrent recording of a Parcel Map or a Final Map
10 showing that portion of Helms Avenue between Washington Boulevard and Venice
11 Boulevard within the city limits of the City of Los Angeles, as being vacated

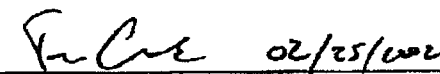
12 APPROVED and ADOPTED this 25th day of February, 2002

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16 EDWARD M. WOLKOWITZ, Mayor
17 City of Culver City, California

18 ATTEST

19 APPROVED AS TO FORM

20  02/25/02
21 TOM CRUNK, City Clerk

22 
23 CAROL A. SCHWAB, City Attorney

Exhibit "A"

LEGAL DESCRIPTION

HELMS AVENUE VACATION

BEING A PORTION OF HELMS AVENUE, 60 FEET WIDE, AS SHOWN ON THAT MAP OF TRACT 11898, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED IN BOOK 226, ON PAGE 42 OF OFFICIAL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS

BEGINNING AT THE MOST EASTERLY CORNER OF LOT 2 OF SAID TRACT 11898,

THENCE, NORTH 35° 49' 30" WEST, ALONG THE NORTHEASTERLY SIDE OF SAID LOT 2, WHICH IS ALSO THE WESTERLY SIDE OF HELMS AVENUE, 140 00 FEET, TO THE MOST NORTHERLY CORNER OF SAID LOT 2, LOCATED ON THE CITY LIMITS LINE OF THE CITY OF CULVER CITY CREATED BY ORDINANCE NO 83, PASSED ON AUGUST 14, 1922,

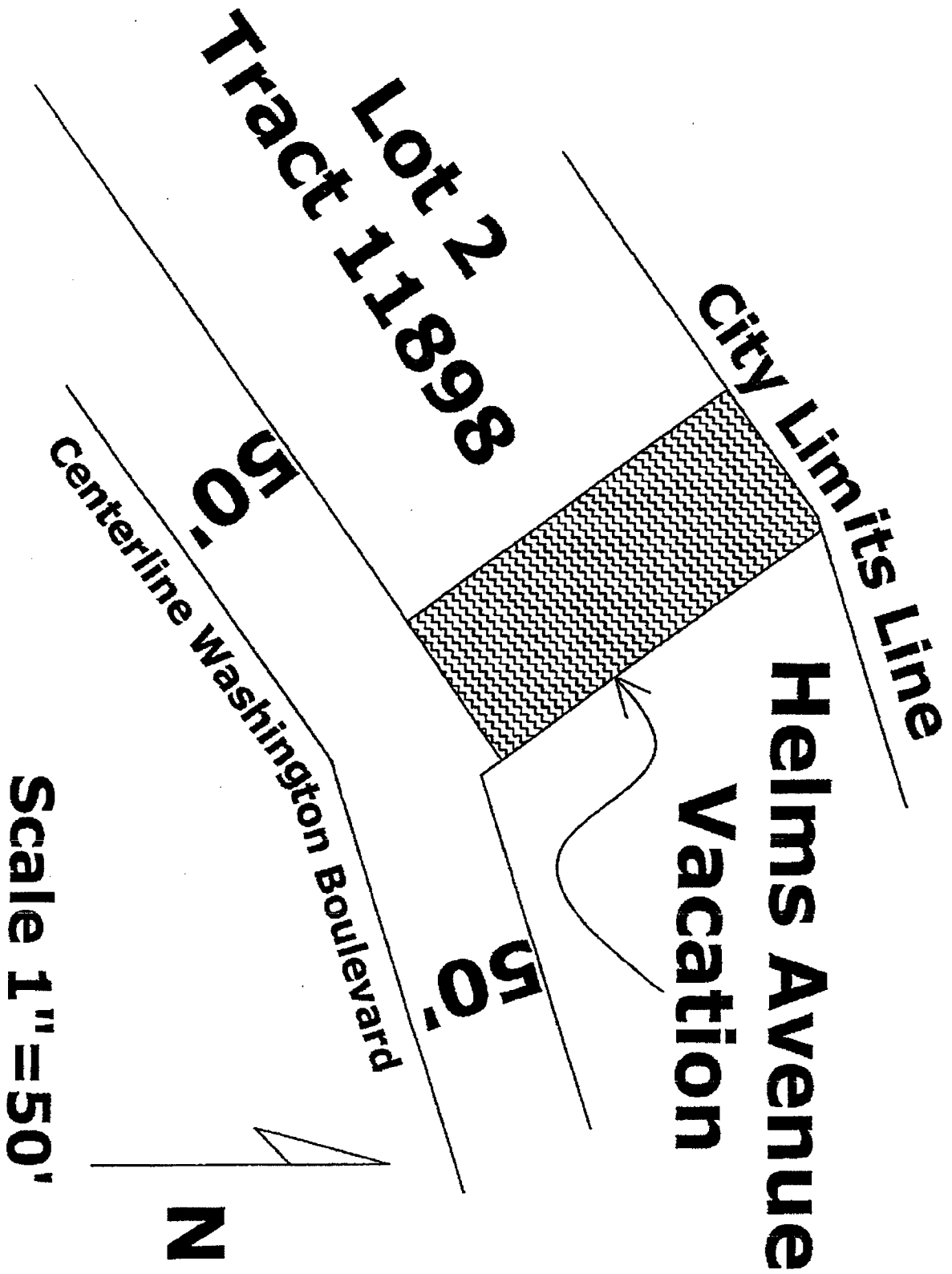
THENCE, NORTH 54° 18' 10" EAST, ALONG SAID CITY LIMITS LINE, WHICH IS PARALLEL TO, AND 190 FEET DISTANT NORTHWESTERLY AT RIGHT ANGLES FROM, THE CENTERLINE OF WASHINGTON BOULEVARD, 55 26 FEET,

THENCE, NORTH 72° 23' 10" EAST, ALONG THE SAID CITY LIMITS LINE, 4 99 FEET TO A POINT ON THE EASTERLY SIDE OF HELMS AVENUE,

THENCE, SOUTH 35° 49' 30" EAST, ALONG THE EASTERLY SIDE OF HELMS AVENUE, 138 47 FEET,

THENCE, SOUTH 54° 18' 10" WEST, 60 00 FEET TO THE POINT OF BEGINNING

Exhibit "B"



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1 1. The City Council, based upon the Mitigated Negative Declaration adopted
2 by Resolution No. 2002-R015, determines no further environmental analysis is necessary and
3 hereby readopts the Mitigated Negative Declaration.

4 2. The City Council, finds it is necessary to correct the legal description and
5 plat map for that portion of Helms Avenue that was ordered vacated per Resolution No. 2002-
6 R015, to accurately reflect the intent and physical description of the vacation of Helms Avenue
7 from Washington Boulevard, towards Venice Boulevard, to the city limits of the City of Culver
8 City.

9 3. The City Council finds it is necessary to reserve an easement within that
10 vacated portion of Helms Avenue for use of existing utilities. This utility easement shall be
11 within the full 60.00 feet width of Helms Avenue.

12 4. The City Council finds said portion of said street, as described in the
13 Resolution of Intention (Resolution No. 2002-R010) and Exhibit "A" and Exhibit "B" attached
14 hereto, are the correct legal description and plat map for that portion of Helms Avenue that was
15 ordered vacated per Resolution No. 2002-R015, and are unnecessary for present or
16 prospective public street purposes, and that said portion of said street, reserving the utility
17 easement described in Section 3 above, is hereby vacated.

18 5. The City Clerk is hereby authorized and directed to cause a certified copy
19 of this Resolution to be recorded in the Office of the County Recorder of Los Angeles County,
20 California, upon receipt of written approval from the Public Works Director/City Engineer. The
21 written approval shall be dependent upon the concurrent recording of a Parcel Map or a Final
22 map showing that portion of Helms Avenue between Washington Boulevard and Venice
23 Boulevard, within the city limits of the City of Los Angeles, as being vacated.

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6. Resolution No. 2002-R015 is hereby rescinded.

APPROVED and ADOPTED this _____ day of _____ 2008.

D. SCOTT MALSIN, Mayor
City of Culver City, California

ATTEST:

APPROVED AS TO FORM:

MARTIN R. COLE
City Clerk

CAROL A. SCHWAB
City Attorney

EXHIBIT "A"

LEGAL DESCRIPTION

HELMS AVENUE VACATION

BEING A PORTION OF HELMS AVENUE, 60 FEET WIDE, AS SHOWN ON THAT MAP OF TRACT 11898, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED IN BOOK 226, ON PAGE 42 OF OFFICIAL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEASTERLY CORNER OF LOT 2 OF SAID TRACT 11898, SAID POINT BEING THE TRUE POINT OF BEGINNING. THENCE, NORTH 35°49'08" WEST 140.00 FEET ALONG THE NORTHWESTERLY SIDELINE OF HELMS AVENUE, 60 FEET WIDE, (SAID COURSE SHOWN AS SOUTH 35°49'30" EAST ON SAID MAP) TO THE NORTHEASTERLY CORNER OF SAID LOT 2, LOCATED ON THE CITY LIMITS LINE OF THE CITY OF CULVER CITY CREATED BY ORDINANCE NO. 83, ADOPTED ON AUGUST 14, 1922;

THENCE, NORTH 54°18'03" EAST, ALONG SAID CITY LIMITS LINE, WHICH IS PARALLEL TO AND 190 FEET DISTANT NORTHWESTERLY AT RIGHT ANGLES FROM THE CENTERLINE OF WASHINGTON BOULEVARD, 54.84 FEET;

THENCE, NORTH 72°22'54" EAST, ALONG SAID CITY LIMITS LINE, 5.43 FEET TO A POINT ON THE NORTHEASTERLY SIDELINE OF HELMS AVENUE;

THENCE, SOUTH 35°49'08" EAST, ALONG THE NORTHEASTERLY SIDELINE OF HELMS AVENUE, 147.37 FEET, TO THE NORTHERLY SIDELINE OF WASHINGTON BOULEVARD;

THENCE, SOUTH 72°22'54" WEST, ALONG SAID NORTHERLY SIDELINE 29.19 FEET TO AN ANGLE POINT;

THENCE, SOUTH 54°18'03" WEST, ALONG SAID NORTHERLY SIDELINE 32.27 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING AN AREA OF 8,521 SQUARE FEET MORE OR LESS

RESERVATION STATEMENT:

RESERVING OVER SAID VACATION A 60 FOOT WIDE EASEMENT FOR PUBLIC UTILITIES, SANITARY SEWER AND EMERGENCY ACCESS PURPOSES TO THE CITY OF CULVER CITY.

EXHIBIT "B"

60'

CITY OF CULVER
CITY OF LOS ANGELES

ANGELES CITY

HELMS AVENUE
VACATION

L16

L13

L11

L12

50'

WASHINGTON

50'

BOULEVARD

SCALE: 1"=50'

LINE TABLE		
LINE	LENGTH	BEARING
L9	5.43	N72°22'54"E
L10	54.84	N54°18'03"E
L11	29.19	S72°22'54"W
L12	32.27	S54°18'03"W
L13	140.00	N35°49'08"W
L16	147.37	S35°49'08"E

TRUE POINT OF BEGINNING

SE COR LOT 2, TRACT NO. 11898
MB 226, PG42