

MEETING DATE: 12/08/2008

AGENDA ITEM: PUBLIC HEARING - Adoption of a Resolution Approving Tentative Tract Map No. 65473, TTM P-2008080, for a One Lot Subdivision for Twenty Six (26) Commercial (Retail and Office) Condominium Airspace Units located at 12803-12823 Washington Boulevard (Between Meier and Moore Streets).

ATTACHMENTS

	<u>Pages</u>
1. Proposed City Council Resolution No. 2008-R____ approving Tentative Tract Map No. 65473, TTM P-2008080.	1-6
2. Vicinity Map.	7
3. 500' Public Notice Radius Map.	8
4. August 7, 2008, Planning Commission Staff Report.	9-20
5. Planning Commission Resolution No. 2008-P009.	21-48
6. August 7, 2008, Draft Planning Commission Minutes.	49-51
7. Initial Study/Negative Declaration dated July 17, 2008.	52-74
8. Development Plans and Tentative Tract Map No. 65473 reviewed by the Planning Commission on August 7, 2008.	75-94

1 RESOLUTION NO. 2008-R____

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
4 CULVER CITY, CALIFORNIA APPROVING TENTATIVE
5 TRACT MAP NO. 65473, TTM P-2008080, FOR A ONE
6 LOT SUBDIVISION FOR 26 COMMERCIAL
7 CONDOMINIUM AIRSPACE UNITS AT 12803-12823
8 WASHINGTON BOULEVARD IN THE COMMERCIAL
9 GENERAL (CG) ZONE.

10 WHEREAS, on August 7, 2008, the Planning Commission adopted Resolution
11 No. 2008-P009, conditionally approving Site Plan Review, SPR P-2008079; Administrative
12 Use Permit, AUP P-2008078 and recommending approval of Tentative Tract Map No. 65473,
13 TTM P-2008080, allowing the one lot subdivision of 26 commercial airspace units and to
14 develop said site with a 3-story commercial (office and retail) building on property located at
15 12803-12823 Washington Boulevard, in the Commercial General (CG) Zone in the City of
16 Culver City, County of Los Angeles, State of California; and

17
18 WHEREAS, on August 7, 2008, in accordance with the California
19 Environmental Quality Act (CEQA), the Planning Commission determined the project will not
20 have significant impacts on the environment, and adopted a Negative Declaration; and,

21
22 WHEREAS, on September 22, 2008, upon the request of the applicant, the City
23 Council continued this item to October 27, 2008; and,

24
25 WHEREAS, on October 27, 2008, upon the request of the applicant, the City
26 Council continued this item to December 8, 2008; and,

27
28 WHEREAS, on December 8, 2008, the City Council conducted a duly noticed
public hearing on the Tentative Tract Map application, and after thorough deliberation of the
subject matter, the City Council determined by a vote of ____ to ____ that (i) no new

1 information has become available and no changes in the proposed project have been made
2 since the Planning Commission adopted the Negative Declaration and, therefore, no
3 additional environmental analysis is required and (ii) Tentative Tract Map No. 65473, TTM P-
4 2008080, shall be conditionally approved as stated herein below.

5
6 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
7 CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

8 1. That pursuant to the foregoing recitations and the provisions of the Culver
9 City Municipal Code (CCMC) Title 15, Section 15.10.265, and the following required findings
10 for a Tentative Tract Map is hereby made:
11

12 **A. The proposed map is consistent with the General Plan.**

13 The proposed Tentative Tract Map is consistent with the General Plan Land Use
14 Element in that the proposed commercial subdivision will provide for the revitalization
15 of a commercial corridor through new development on a currently vacant lot, which is
16 consistent with objective 6 of the Land Use Element. This subdivision will also
17 provide for new office and retail condominium spaces and employment opportunities
18 along a section of Washington Boulevard that is lacking in such prospects, furthering
19 the intent of Policy 6.B that focuses on commercial development that encourages
20 intensities and qualities of commercial uses that are sensitive to their locations. The
21 proposed condominium subdivision will create several commercial condominiums on
22 one lot of adequate size, dimensions, and accessibility that is capable of sustaining
23 such a development, thereby being consistent with the City's vision for commercial
24 development that is balanced with the characteristics of adjacent businesses,
25 residential neighborhoods, and local and regional streets and arterials.

26 **B. The design of the proposed subdivision is consistent with the General Plan.**

27 The design of the proposed commercial subdivision is consistent with the General
28 Plan Land Use Element as indicated above and with the Zoning Code development
standards for commercial developments. The project design incorporates features
such as progressively increased setbacks from the adjacent residential properties to
make it more compatible with them. The proposed building will be 48 feet high at the
highest point, but portions of the building close to the rear property line and facing
residential areas will be shorter at 45'-6". These design features incorporated into this
new commercial building is consistent with General Plan Land Use Policy 16.C that
encourages compatible commercial uses adjacent to residential lots in areas of
Washington Boulevard through conditional expansion.

2.

1 The retail building frontage along Washington Boulevard will be set back 5' at the
2 ground floor to allow for pedestrian amenities including landscaping and dining areas.
3 The project site will incorporate off-site improvements such as new curb, gutter,
4 sidewalk, and street trees. Such commercial frontage on and off-site improvements
5 furthers the intent of General Plan Land Use Policy 6.1 that calls for the planning of
6 streetscape improvements such as street trees and landscaping and façade
7 improvements along commercial corridors. The proposed project design makes
8 extensive use of a green screen on four sides of the building and is designed with a
9 planted roof at the second level that consists of a terraced sedum roof towards the
10 Washington Boulevard edge. This roof will support hardy plants to minimize
11 maintenance and water requirements. A planted patio area consisting of various
12 shallow vegetation and plant materials will be located behind the terraced sedum roof
area. Planted roof areas are intended to provide ecological benefits such as cooling
and humidifying the surrounding air, retaining and reducing storm water run-off, and
improving the thermal insulation of the roof itself, thereby mitigating the effects of
"urban heat islands". These green design features are consistent with General Plan
Open Space Element Objective 5 that calls for the extension of the City's park-like
qualities into business districts through urban design improvements.

13 **C. The site is physically suitable for the type of development.**

14 The site is physically suitable for the proposed commercial subdivision in that the
15 project complies with all zoning standards and the proposed structure shall meet all
16 applicable development standards. The project is stepped backed from the rear
17 adjacent to a residential neighborhoods as called for in the Zoning Code and provides
18 for a five foot commercial frontage setback to make way for outdoor dining and
19 landscaping amenities as allowed in the Code. At 48 feet the project is designed at
20 less than the Code allowed 56 foot height limit. The site accommodates the Code
21 required 107 parking spaces and an additional 21 parking spaces that will be
dedicated for public parking purposes. The proposed ground floor retail uses and
upper level office uses are allowed in the Commercial General (CG) Zone. The site
can accommodate the above described project features without the need for
variances.

22 **D. The site is physically suitable for the proposed density of development.**

23 The site is physically suitable for the density/massing of the proposed project in that
24 the site can accommodate the three-story; 6,300 square foot ground floor retail; and
25 31,150 square foot commercial office structure without creating significant impacts for
26 neighboring properties. The site is able to locate all 128 proposed parking spaces on
27 site, in one subterranean level and at grade, supplying more than Zoning Code
28 required parking and all the Zoning Code development standards that apply in the CG
Zone. Although portions of the subterranean parking will encroach underneath
portions of the Public Right-of-Way, the site is able to accommodate 21 public parking
spaces as a public amenity. The subsurface encroachments will not affect public

1 right-of-way access requirements or placement of utilities within the public right-of-way
2 at either above surface, at surface, or below surface areas.

3 **E. The design of the subdivision is not likely to cause substantial environmental**
4 **damage or substantially and avoidably injure fish or wildlife or their habitat.**

5 The proposed commercial tentative tract map subdivision together with the onsite and
6 offsite improvements shall not cause any known environmental damage and shall not
7 damage any fish and/or wildlife habitats because such fish and/or wildlife habitats do
8 not exist on or near the site. The site is currently vacant and up until 2005, was
9 developed with various uses including the Baldwin motel, two apartment buildings and
10 a retail building, thus not serving any known habitat for fish or other wildlife. The one
11 lot subdivision for condominium purposes will occur on existing contiguous land
12 parcels and will not result any new land parcels or physical divisions of existing
13 commercial and residential neighborhoods. With "green" and photovoltaic roof top
14 features, the physical design of the subdivision will act to lessen any potential
15 environmental impacts and the green screens, bio swale, planted roof tops and patio
16 landscaping will provide new habitats for flora and small insects.

17 **F. The design of the subdivision is not likely to cause serious public health**
18 **problems.**

19 The proposed commercial tentative tract map subdivision together with the onsite and
20 offsite improvements shall not cause any known serious public health problems
21 because all applicable subdivision and zoning code development standards shall be
22 met, and the applicant is required to meet all of the conditions of approval that the
23 reviewing agencies of the City, such as the Fire Prevention Division, Planning Division,
24 Building and Safety Division and the Engineering Division have recommended for the
25 project. The uses proposed for this subdivision are consistent with commercial
26 corridor land uses allowed in the Zoning Code.

27 **G. The design of the subdivision will not conflict with easements, acquired by the**
28 **public at large, for access through or use of, property within the proposed**
subdivision.

The proposed commercial Tentative Tract Map subdivision and the onsite and offsite
improvements shall not conflict with any existing and/or proposed easements. No
such easements have been identified on the site. There will be subsurface
encroachments into portions of the public right-of-way. The subsurface
encroachments will not affect public right-of-way access requirements or placement of
utilities within the public right-of-way at either above surface, at surface, or below
surface areas.

1 2. Pursuant to the foregoing recitations and findings, the City Council of the
2 City of Culver City, California, hereby approves Tentative Tract Map No. 65473, TTM P-
3 2008080, subject to the following conditions:
4

5 **Tentative Tract Map No. 65473, TTM P2008080:**

6 **Public Works Department/Engineering Division:**

- 7 1. The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the
8 State of California.
- 9 2. A corner cut off at the southwest corner of Moore Street and Washington Boulevard
10 and southeast corner of Meier Street and Washington Boulevard shall be dedicated
11 for street purposes.
- 12 3. The final map shall conform to the conditionally approved tentative map approved by
13 the Planning Commission on August 7, 2008.
- 14 4. The project boundary shall be tied to at least one (1) global positioning satellite (GPS)
15 monument established by and located within the City of Culver City.
- 16 5. All required boundary monuments shall be installed prior to the recording of the final
17 map. At a minimum, a spike and washer shall be set on the centerline of Moore
18 Street and Meier Street at the intersection of the prolongation of the project's northerly
19 boundary and on the centerline of Washington Boulevard with the intersection of the
20 centerline of Moore and Meier Streets. Each monument shall be tied to at least three
21 (3) points, with lead and tags, and centerline tie notes filed with the Engineering
22 Division.
- 23 6. An improvement bond and agreement shall be filed with the City prior to the recording
24 of the final map for those public improvements awaiting completion and approved by
25 the City Engineer to be bonded. The bond and agreement shall conform to Section
26 66499 of the Subdivision Map Act and include, but not be limited to, labor and material
27 and be based on estimated construction cost unit prices as provided by the City.
- 28 7. The final map shall be submitted to the Los Angeles County Department of Public
 Works for review, approval, and recordation. After approval of the technical aspect of
 the map by Los Angeles County, and prior to recordation, the final map shall be
 approved by the City Council. A copy of the first plan check package as submitted to

1 Los Angeles County shall also be submitted concurrently to the Culver City
2 Engineering Division for Review.

- 3 8. The applicant shall submit a duplicate mylar of the final map to the Los Angeles
4 County Recorder's Office to obtain a conformed copy of the recorded final map. The
5 conformed copy shall be filed with the Culver City Engineering Division.
- 6 9. The final map shall be recorded prior to the issuance of any Certificate of Occupancy
7 for any commercial air space unit.
- 8 10. The Tentative Tract Map shall expire within three (3) years after the date it becomes
9 effective unless the applicant submits an extension request in writing to the Planning
10 Manager and is granted said extension by the Planning Manager or the Planning
11 Commission or the City Council.

12 APPROVED and ADOPTED this _____ day of _____, 2008.

13
14
15 _____
16 D. SCOTT MALSIN, Mayor
17 City of Culver City, California

18
19 ATTESTED BY:

20 APPROVED TO AS FORM:

21 _____
22 MARTIN COLE, City Clerk
A08-00384

23 _____
24 CAROL SCHWAB, City Attorney

25
26
27
28 le.



7.

PROJECT SITE

CITY OF LOS ANGELES
CITY OF CULVER CITY

BEETHOVEN

WASHINGTON BLVD

MOORE

MOORE

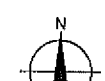
MEIER

MEIER

Attachment No. 2

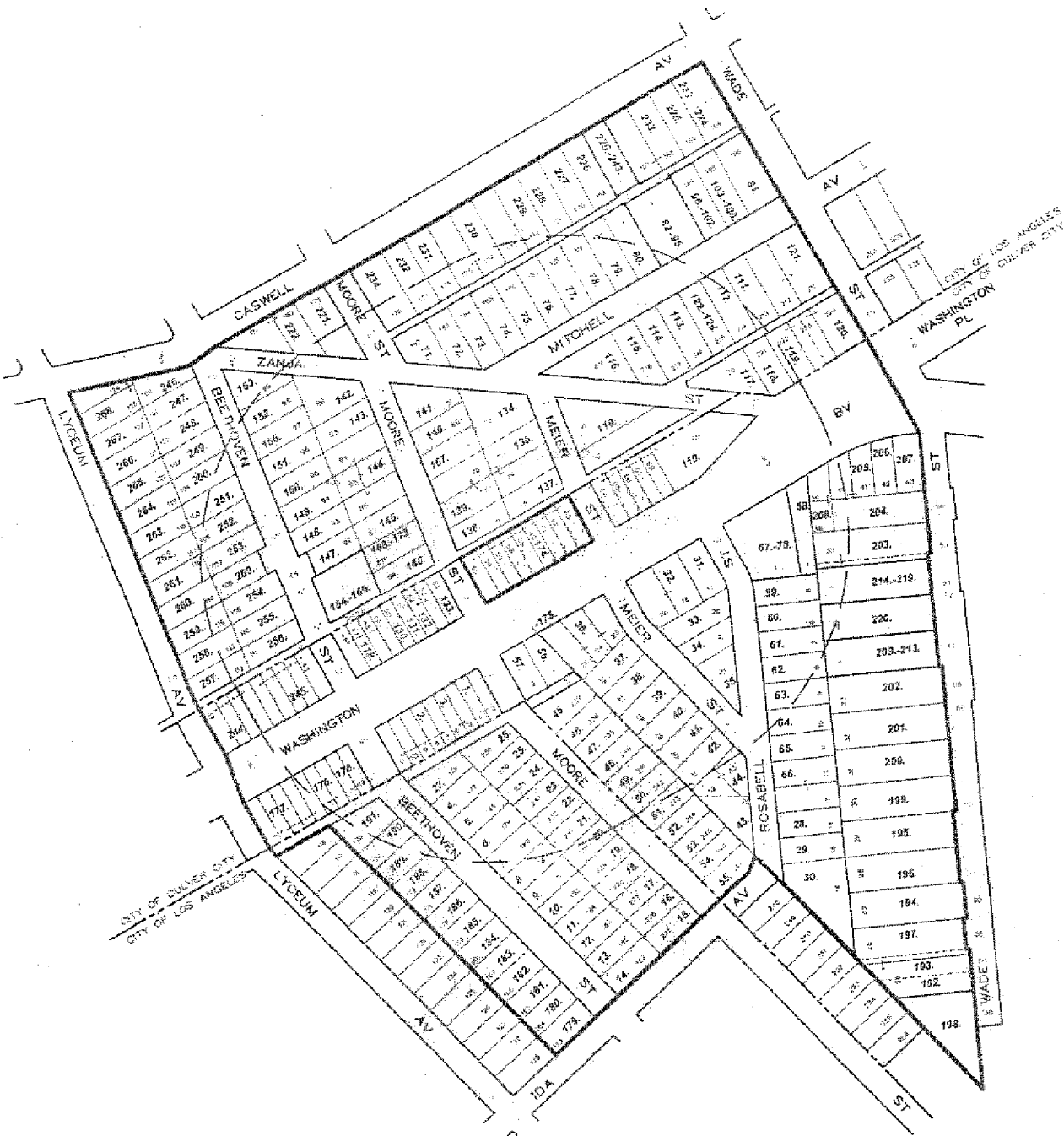
VICINITY MAP

12803-12823 WASHINGTON BLVD
TTM-P2008080



CITY OF CULVER CITY
PLANNING DIVISION
GIS PROGRAM

CITY OF CULVER CITY



500' RADIUS MAP

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
gcmapping@radiusmaps.com

LEGEND

174. OWNERSHIP NO.
— OWNERSHIP HOOK

CASE NO.

DATE: 09-04-2008

SCALE: 1" = 100'

OWNERSHIP MAP

City of Culver City, California
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Meeting Date: August 7, 2008	Item Number: PH-1
AGENDA ITEM: Site Plan Review, Administrative Use Permit, Tentative Tract Map and Negative Declaration for the construction of 3-story commercial building (Retail and Office) located at 12803-12823 Washington Boulevard.	
Contact Person/Dept.: Susan Yun, Senior Planner	Phone Number: (310) 253-5755
Public Hearing: ☒	Action Item: ☐ Attachments: ☒
Public Notification: July 17, 2008: sign posted on the site; notices mailed to all the property owners and occupants within a 300-foot radius of the site extended to the end of City block; and notice emailed to the Master Notification List.	
Planning Approval: Thomas Gorham, Planning Manager 7/30/08	

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Negative Declaration based on the Initial Study finding that the project will not have a significant adverse impact on the environment (Attachment No. 3);
2. Approve Site Plan Review, SPR P-2008079, and Administrative Use Permit, AUP P-2008078, subject to the Conditions of Approval as stated in Resolution No. 2008-P009 (Attachment No. 7); and
3. Recommend Approval to the City Council of Tentative Tract Map No. 65473, TTM P-2008080, subject to the Conditions of Approval as stated in Resolution No. 2008-P009 (Attachment No.7).

PROCEDURES:

1. Chair calls on staff for a brief staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision.

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BACKGROUND:

The proposed project request is a Site Plan Review, to allow the construction of a 37,450 square feet commercial building with one level of subterranean parking; a Tentative Tract Map to subdivide the property into 26 commercial condominium airspace units (not for residential purposes); and an Administrative Use Permit to allow tandem parking.

The project is the product of efforts by the Redevelopment Agency and the City to redevelop the site with high quality commercial development that promotes redevelopment in the West Washington area. In 2005, the Agency acquired the site that contained various uses including the Baldwin motel, two apartment buildings and a retail building. The Baldwin Motel was a blighted, derelict structure used for illicit activities. Pursuant to Redevelopment law, the Agency condemned and cleared the properties. In June 2007, the Agency commenced negotiations with the developer to redevelop the site and in February 2008, entered into a Development and Disposition Agreement (DDA). Upon completion of the entitlement process the developer will take title to the property and develop it in accordance with the DDA and project permits.

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The project site, approximately 24,033 square feet in area, is located on four contiguous parcels which span the north side of Washington Boulevard, on the block between Meier Street on the east and Moore Street on the west. The rear of the project site is bordered by a 15' wide public alley located entirely within the City of Los Angeles.

The project site is surrounded by commercial retail uses to the south, east, and west, and multiple family residential uses to the north. In 2005 to 2006, the site was cleared and is currently unpaved and vacant with no development or landscaping. There is a chain link security fence that surrounds the perimeter of the project site.

Project Description

The proposed project consists of a 3-story, 48-foot high, commercial building with 6,300 square feet of ground floor retail/restaurant space and two levels of office space totaling 31,150 square feet (37,450 square feet overall). The retail

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facades at ground level are set back 5' from the property line to accommodate landscaping, outdoor dining areas and a pedestrian oriented street edge. The office condominium units proposed in the upper levels include four 2-story triangular shaped "office pavilions or pods" set in front along the Washington Boulevard edge above the retail spaces as well as rectangular shaped 2-story "office modules" along the back or north edge of the site. Patios between the office pavilions will be landscaped with "green roofs" that will offer aesthetic and environmental (energy insulating) benefits. Both retail and offices spaces are proposed to be offered for sale as commercial condominium units. The applicant anticipates subdividing the ground floor retail space into five or six spaces, two of which may be improved to accommodate restaurant uses.

The project will provide a total of 128 parking spaces. This consists of 39 parking spaces on the at-grade parking level, including 18 parking spaces required for the retail portion of the building, plus 21 spaces available as general public parking; the public parking spaces are not required to satisfy the parking requirements of the proposed uses. Additionally, the proposed project will provide a total of 89 office parking spaces in the subterranean level (including tandem spaces).

The project also provides offsite improvements including new curb, gutter, sidewalk, and street trees. Further, there will be encroachments at the subterranean parking level into portions of Washington Boulevard, Meier Street and Moore Street.

ANALYSIS:

Architectural Design

The project has been designed to conform to all applicable provisions of the Commercial General (CG) Zone and all City development standards. The proposed building will be 48 feet high at the highest point, but portions of the building close to the rear property line will be shorter at 45'-6" (56' is the height limit in the CG Zone). As described in the project description above, the retail building frontage along Washington Boulevard will be set back 5' at the ground floor to allow for pedestrian amenities including landscaping and dining areas. On the upper floors, above the retail spaces, there are four triangular shaped clusters of office pavilions which provide architectural relief and visual interest to the building elevations. Artwork, in compliance with the City's Art in Public Places program, is proposed to be incorporated along the west side facade of the office pavilions along the Washington Boulevard building frontage.

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The proposed project is an architecturally modern building making use of a variety of building materials including, galvanized expanded metal, concrete masonry units, stucco, galvanized metal cable railings and stairs, a standing seam metal roof with galvalum finish, a custom steel and glass curtain wall system, and an aluminum and glass storefront system. The design makes extensive use of a green screen on four sides of the building. An additional feature of the overall site design is the incorporation of environmentally friendly and energy efficient building design elements. These include:

- Sedum Roof. The planted roof or green roof is located along the second floor level. It consists of a terraced sedum roof canted toward Washington Boulevard and supports hardy plants to minimize maintenance and water requirements. This portion will only be accessible for maintenance but not for foot traffic. Behind the terraced sedum roof area there is a planted patio area consisting of various shallow rooted vegetation and plant materials which is accessible by adjacent hardscape paths. The hardscape consists of permeable concrete pavers and ADA compliant metal grating. There will also be several benches throughout the planted patio area. Both of the planted roof areas are intended to provide ecological benefits such as cooling and humidifying the surrounding air, retaining and reducing storm water run-off, and improving the thermal insulation of the roof itself, thereby mitigating the effects of "urban heat islands".
- Bioswale. Bioswale planters on the third floor are proposed to receive storm water from the roof, filtering and retaining the water before it is released into the City's storm drainage system. The filtration planter consists of a layer of pebbles and a growth medium over filter fabric and gravel. The bioswale planter is proposed to help purify the water, reduce the amount of water and slow the rate of water into the storm drain. The planters also provide a base for the vegetation that will cascade down the alley façade to the "green screen".
- Green Screens. All four sides of the building elevation consist of varying degrees of "green screens" (expanded metal panels with landscaping). At the front of the building along the Washington Boulevard frontage, vines will cover the green screen expanded metal panels along the narrow portions of the storefront at the ground level. On the sides of the building fronting Meier Street and Moore Street, vines are designed to cover most of the building facades. Raised planters at the eastern and western edge of the roof enable vegetation to cascade down over the green screen at the roofline. These planters will collect rain water that feeds the plants and drain slowly onto the gravel roof. At the back of the building, adjacent to the alley, vines will be

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planted along the green screen fence and within the planters at the roof edge to allow vine growth to cascade down portions of the building façade at the second level and down to the fence next to the alley. There will be supplemental irrigation to maintain the green screen during the dry season.

- Solar Power. The project provides photovoltaic solar arrays of approximately 4,600 sf in area which is estimated to generate 69 Kilowatts of power. This exceeds the City's minimum requirement of 4 Kilowatts for a building and project of this size. The solar panels which are elevated from the roof also provide shade for the roof surface, which will help keep the roof and spaces below cooler.
- Natural Ventilation. The project also proposes a passive type mechanical system that is designed to emphasize natural ventilation and radiant floor heating; allowing users to choose not to have an air conditioner. Notwithstanding, provision will be made in each commercial space to easily add air conditioning should future users needs exceed the capability of the natural ventilation system.

Parking

The project's on-site parking meets the parking requirements of the Zoning Code for commercial uses (office, retail, and restaurant), including the total number of vehicle spaces, the dimensions of those spaces, and the drive aisle width.

The project's 128 on-site parking spaces include 21 spaces of public parking for the area. Parking for the office users is provided in a one-level subterranean garage totaling 89 parking stalls (including tandem spaces), while metered self-parking for the public and customers of the ground level retail, totaling 39 parking stalls, is located on grade, immediately behind the retail spaces. Of the 39 parking stalls located on grade, 18 stalls are required for the retail component and 21 parking stalls are surplus and will be available for public parking. Handicap accessible parking is provided both at the surface level (2 spaces) and at the subterranean level (4 spaces). Bicycle parking is also provided at both parking levels.

The applicant is requesting an Administrative Use Permit to allow tandem parking spaces (for the office uses) in the subterranean garage. The Zoning Code allows for required parking for commercial uses to be configured in tandem pairs. The proposed spaces meet the minimum dimensions of the Zoning Code and they are arranged to be no more than two spaces in depth. The Zoning Code requires that a valet or attendant be provided at all times that the tandem

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parking is accessible to users unless it is determined that the nature of the use and its operation will not require attendant parking. The applicant has indicated that they will provide a valet service during normal office business hours (7am-6pm). As such, staff has included a condition of approval requiring a valet or parking attendant be provided within the building to allow for adequate control of the tandem spaces and to ensure that no operational difficulties arise from the use of tandem spaces.

Public Metered Parking. On February 4, 2008, the Redevelopment Agency and City Council approved and entered into a DDA with the developer of the proposed project. As part of the DDA, the developer agreed to partner with the City and the Redevelopment Agency to provide, construct, and maintain public parking on the ground level of the project site. The 39 parking spaces located on the ground level will be metered. The revenue generated from the meters will accrue to the City which is responsible for parking enforcement. The Police Department indicates that patrolling the lot to enforce the proposed hours of operation will be feasible. The proposed metered parking operations will be from 7 a.m. to 11 p.m., Monday – Sunday. As with all public parking in Culver City, the maximum hours and the rate to be charged is set by the City Council pursuant to Section 7.03.520 of the Culver City Municipal Code. There are three types of meters in use in the City; ten hour maximum meters for long term parking, and one hour meters and two hour meters for short term parking. The current rate for meters is 50 cents per hour. The proposed project's public parking area will have two hour maximum meters.

The Public Works Department recommends an alternative to the traditional mechanical, coin operated meter on a pole and intends to install a smart metering system that is cost effective and allows for efficient and safe enforcement by the City and convenience for the users.

Sub-Surface Encroachment. In consideration for the additional (non-code required) public parking offered by the developer, the Agency and the City approved the concept of a sub-surface encroachment for the office parking to extend into the public right-of-way (subject to a utilities and topographic/boundary survey). All of the required parking for the office condominiums is proposed to be in a subterranean garage, portions of which encroach into the public right-of-way - up to 10 feet on a portion of Washington Boulevard and up to 12 feet each on Meier Street and Moore Street.

The utilities survey supplied by the developer and reviewed by the Public Works Department revealed that there are no utilities or infrastructure in the encroachment area and that there would not be an adverse affect to the public right of way. A street title search also was obtained which verified the Agency

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owns the underlying fee title out to the centerline of the streets. This ownership will transfer to the developer once escrow between the Redevelopment Agency and the developer closes.

The DDA requires that prior to the issuance of a Building Permit, a Subterranean Encroachment Agreement with all appropriate legal descriptions of the project area and the sub-surface encroachment area be executed by the City, the Redevelopment Agency and the developer.

Traffic and Circulation

A traffic analysis was conducted for the project by Hirsch/Green Transportation Consulting, Inc. and reviewed and accepted for scope and content by the City's Traffic Engineer as well as the City of Los Angeles Department of Transportation.

The Traffic analysis evaluated the existing (year 2008) and forecast future (year 2011) conditions at nine intersections in the vicinity of the project site during both the AM and PM peak hours. One of the nine intersections studied (Washington Boulevard and Lincoln Boulevard) is located in the City of Los Angeles. In addition to these nine study intersections, an investigation of potential project traffic impacts to five residential streets adjacent to or near the project was conducted. The traffic analysis estimated that the project would generate 620 net new daily vehicle trips, including 56 net trips during the AM peak hour, and 63 net trips during the PM peak hour. The traffic analysis concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS).

The results of the traffic analyses indicate that the proposed project would not significantly impact any of the study intersections, nor would it produce sufficient net new traffic to create significant impacts to any of the adjacent local/residential streets, or to the area's regional arterial roadways and freeways. As a result no off-site traffic mitigation measures are warranted for the project.

Although not specified or required as a mitigation measure in the traffic analysis, the proposed project is required by the Public Works Department to improve the existing curb returns at the northeast corner of the Washington Boulevard and Moore Street, and at the northwest corner of Washington Boulevard and Meier Street from the current approximately 15-foot radius to a larger 25-foot radius. These improvements will allow for easier turns between these local streets and Washington Boulevard, and help improve traffic flow in the project vicinity.

The loading area for the project is proposed to be on-street at curbside adjacent to the project's frontage on Moore Street as permitted by the Zoning Code. The

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City Engineer/Public Works Director reviewed the proposed curbside loading and determined it met Public Works' standards and does not anticipate significant operational or access issues. A condition of approval to the proposed project requires the applicant to process the curbside loading request through the Engineering Division and to make necessary curbside demarcations as required by the City Engineer/Public Works Director.

Access to the surface parking lot will be provided through an entry-only driveway on Moore Street, and by a two-way (entry and exit) driveway on Meier Street. Access to the subterranean parking will be from a two-way driveway on Moore Street, immediately north of the surface parking lot driveway. No access from the public alley is proposed. The proposed access locations are anticipated to operate adequately, with no external vehicular queuing on the fronting streets, and no significant internal queuing within the parking areas. Visibility for drivers entering or exiting the site driveways is not anticipated to be a concern. Vehicles entering the site's driveway are provided with adequate maneuvering room both along the fronting streets and within the site itself. Site distance and driver visibility of oncoming vehicles at the site exits are also acceptable. Any structure or fence at driveway locations will not exceed "eye height" of exiting drivers, and site lines will not be affected.

Security

The project will be secured with a 7' high fence along the alley or back side of the project site. An overhead security gate at the ramp to the subterranean parking is provided. The surface public parking area is to remain open. The project through its CC&Rs will include an owners association that will actively manage and provide surveillance of the site. In addition, the Police Department will conduct regular parking meter enforcement of the site. In the event that security issues arise, the DDA grants the City the sole discretion to install any improvement to provide additional security for the parking area.

Area Compatibility

The proposed commercial development is located along Washington Boulevard, one of the major and significant commercial corridors in the City. The General Plan Designation for the subject property is General Corridor, which is intended for medium scale commercial uses to which patrons travel primarily by car. Commercial uses are located to the south, east and west of the site. The building height permitted at the site is consistent with that permitted on those neighboring properties, which are also zoned commercial.

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The uses to the north behind the 15' public alley are multiple family residential located in the City of Los Angeles. The alley at the rear of the subject property will provide a buffer between the site and the adjacent residential properties, providing a transition from the residential properties to the commercial property.

The project will provide adequate parking on the site, in excess of the code requirements, and the traffic generated by the project is not anticipated to cause a significant impact to the existing or projected traffic levels in the area. Therefore, the proposed development will be compatible with the uses in the vicinity.

The proposed project represents the first major initiative of the Redevelopment Agency along West Washington Boulevard. In June 2007, the Redevelopment Agency approved a multi-faceted redevelopment approach for the area called Area Improvement Plans (AIP's). The fundamental purpose is to stimulate area private investment and set a high design standard for future development. The distinctive project design has the potential to become a landmark building for this area of the City. The project's high caliber of design will be complemented by other nearby Agency activities; in particular, the proposed development of the Agency-owned properties at the intersection of Washington Boulevard and Centinela Avenue, and the West Washington Area Improvement Plan, Phase I which will enhance the adjoining streetscape on Washington Boulevard.

Parkway and Median Landscaping Improvements

The project site is vacant, undeveloped and contains no landscaping. In the parkway within the public right-of-way of Washington Boulevard, there are two side by side palm trees located near the southwest corner of Washington Boulevard and Moore Street. In the parkway on Moore Street, there are two palm trees set approximately 20 feet to 25 feet apart. There are no street trees along the Meier Street parkway. The existing palm trees are to be removed due to the sub-surface encroachments discussed above. The street trees (primarily palm trees) in the vicinity of the project site along the Washington Boulevard corridor were planted over 40 years ago. The tree planting in this area is not coherent and is randomly located. The parkways often lack the provision of street trees and/or healthy ground cover and there are no planted medians.

The West Washington Area Improvement Plan will incorporate a new landscape design for the portion of Washington Boulevard between Beethoven Street and Wade Street. To assist in this effort, the landscape architectural firm of Troller Mayer Associates, Inc. was selected by the Redevelopment Agency on July 7, 2008, to design a new landscaped median for these blocks along Washington

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Boulevard which includes the subject site. The goal of the effort is to create a pedestrian and environmentally friendly streetscape.

In consultation with Planning and Public Works staff, the applicant has proposed improvements to the public parkway including new sidewalks and new parkway landscaping that will provide visual uniformity and enhancements to the project's streetscape. The parkway landscape enhancements include decorative concrete sidewalks, parkways and the addition of six new street trees with metal tree grates and flowering shrubs planted on either side of the street trees. The street trees will be of a species that is broad spreading, pedestrian scale, shade type tree that will be installed approximately 20-25 feet apart. The concept of new pedestrian scale street trees for the proposed project were reviewed and supported by the City's Landscape Architect (Parks Manager) and the Public Works Department, which is responsible for overseeing street trees on the public way. The preliminary landscape plan identifies three species options for the street trees that fit within this criterion. The exact type of street tree to be selected will be determined as part of the Final Landscape Plan to be reviewed by the Planning Manager, Parks Manager and the Public Works Department.

Subdivision

Because the project is intended for sale as an office and retail condominium development, an airspace subdivision is required. There will be 26 commercial office condominium units. The Public Works Department has reviewed the proposed condominium subdivision (Tentative Tract Map No. 65473) and found it to be in compliance with State and local regulations. The developer indicates that the retail area may also be sold as condominiums space if demand warrants.

ACOR and Community Meetings

The applicant made an effort to present the proposed project to area businesses and residents at three public meetings and to the Redevelopment Agency's citizen advisory group, the Advisory Committee on Redevelopment (ACOR). ACOR is comprised of nine community members who are residents or business owners in Culver City and are appointed by the Redevelopment Agency. Upon review of the presentation, at their July 10, 2008 meeting, ACOR unanimously approved a resolution advising the Planning Commission of its unqualified support for the project and recommending that it be approved (See Attachment No. 5, Resolution of Support).

The applicant also held community meetings for the neighbors living near the project. On July 15, 2008, at Culver West Park with approximately 40-45 people in attendance the developer and architect presented project plans and

18.

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responded to questions. This meeting included residents from the Culver Triangle Association, Herbert Street Association and Culver West Neighborhood Association. Attachment No. 6 is summary of the meeting attendees' questions and comments. In general, the attendees of the meeting expressed their strong support for the project.

The applicant also made a presentation before City of Los Angeles community groups including the Mar Vista Community Council, Land Use Committee at the Mar Vista Library on July 15, 2008, and the Del Rey Neighborhood Council, Land Use Committee on July 25, 2008. The community members at the meetings generally expressed their support and the project was well received by those in attendance.

CONCLUSION:

Staff has worked closely with the applicant from the project inception to guide its design in order to meet Zoning Code requirements, address potential community concerns and create a commercial development that promotes area redevelopment goals and is consistent good planning practice. Based on the analysis contained herein staff believes the findings for a Site Plan Review, Tentative Tract Map, and Administrative Use Permit can be made as outlined in proposed Resolution No. 2008-P009 (Attachment No. 7) and recommends project approval.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines a Negative Declaration has been prepared; the project has been determined to have less than significant impacts on the community. The project is consistent with the Zoning Code regulations, and the traffic study determined that expected increased traffic will be below thresholds of significance.

ALTERNATIVE OPTIONS:

The following alternative actions may be considered by the Planning Commission:

1. Approve the application with the recommended conditions of approval if the application is deemed to meet the required findings.

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2. Approve the application with additional or different conditions of approval, if deemed necessary to meet the required findings and mitigate any new project impacts identified at the meeting.
3. Disapprove the application if it does not meet the required findings.

ATTACHMENTS:

1. Project Summary
2. Area Map
3. Draft Initial Study/Negative Declaration dated July 17, 2008
4. Traffic Analysis prepared by Hirsch Green, Inc., dated April 2008.
5. ACOR Resolution No. 2008-ACOR-001, dated July 10, 2008
6. Summary Notes of July 15, 2008 Community Meeting at Culver West Park
7. Draft Resolution No. 2008-P009 (SPR P-2008079, TTM P-2008080, and AUP P-2008078)
8. Development Plans date stamped July 29, 2008 and Tentative Tract Map No. 65473.

1 RESOLUTION NO. 2008-P009

2
3 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
4 CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-
5 2008079, AND ADMINISTRATIVE USE PERMIT, AUP P2008078 AND
6 RECOMMENDING APPROVAL TO THE CITY COUNCIL OF TENTATIVE
7 TRACT MAP NO. 65473, TTM P-2008080, FOR THE ONE LOT SUBDIVISION
8 OF 26 COMMERCIAL AIRSPACE UNITS AND TO DEVELOP SAID SITE WITH
9 A COMMERCIAL OFFICE AND RETAIL BUILDING AT 12803-12823
10 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

11
12 (Site Plan Review, SPR P2008079)
13 (Administrative Use Permit, AUP P2008078)
14 (Tentative Tract Map No. 65473, TTM P2008080)

15
16 WHEREAS, on May 30, 2008, Axis Mundi RE II, LLC, property owner following
17 property disposition by the Culver City Redevelopment Agency, who is the current property
18 owner of 12803 -12823 Washington Boulevard, filed, Site Plan Review, Administrative Use
19 Permit and Tentative Tract Map applications to construct a 3-story, 48-foot high, 37,450
20 square foot commercial building with 6,300 square feet of ground floor retail/restaurant space
21 and two levels of office space totaling 31,150 square feet with surface level parking, and one
22 level of subterranean parking, on the project site described more fully as Lot 55, 56, 57, 58,
23 59, 60, 61, 62 of TRACT NO. 5951, in the City of Culver City, County of Los Angeles, State
24 of California; and,

25
26 WHEREAS, in order to implement said proposed project, approval of the following
27 applications are required:

28
29 1. Site Plan Review: For proposed development project to ensure compliance with the
required standards and city ordinances and establish all onsite and offsite conditions of

21.

Attachment No. 5

1 approval to reflect the site features and compatibility of the proposed project with the uses on
2 adjoining properties; and,

3 2. Administrative Use Permit: For non-residential tandem parking;

4 3. Tentative Tract Map: For the subdivision of the project site into one lot for
5 condominium purposes;
6

7 WHEREAS, on August 7, 2008, the Planning Commission conducted a duly noticed
8 public hearing on these applications, fully considering the application, plans, staff report,
9 environmental information and all testimony presented; and
10

11 WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the
12 Planning Commission has determined the project will not have significant impacts on the
13 environment, and that a Negative Declaration finding is appropriate; and,
14

15 WHEREAS, following conclusion of the public discussion and thorough deliberation of
16 the subject matter, the Planning Commission determined by a vote of 3 to 0 that the project
17 would not result in significant adverse environmental impacts, that a Negative Declaration
18 finding was appropriate and that Site Plan Review and Administrative Use Permit should be
19 conditionally approved; and Tentative Tract Map No.65473, should be conditionally approved
20 and recommended to the City Council for approval as set forth herein below.
21

22 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
23 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

24 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
25 Municipal Code (CCMC), the following findings are hereby made:
26

27 **Site Plan Review:**

28 As outlined in CCMC Title 17, Section 17.540.020, the following required findings for a Site
29 Plan Review are hereby made:

1 **A. The general layout of the project, including orientation and location of buildings,**
2 **open space, vehicular and pedestrian access and circulation, parking and**
3 **loading facilities, building setbacks and heights, and other improvements on the**
4 **site, is consistent with the purpose and intent of this Chapter, the requirements**
5 **of the zoning district in which the site is located, and with all applicable**
6 **development standards and design guidelines.**

7 The general layout of the project is consistent with the Commercial General (CG)
8 zoning district and the proposed project conforms to all applicable provisions of the
9 CG zone. The rear of the building facing a residential neighborhood incorporates the
10 code required step back at a 60 degree angle while the front facing Washington
11 Boulevard is set back five feet from the property line to incorporate pedestrian
12 amenities such as landscaping and outdoor dining areas. These setback features are
13 consistent with Zoning Code standards that are intended to protect residential
14 neighborhoods from commercial development and facilitate commercial projects along
15 commercial corridors with pedestrian friendly amenities.

16 The project provides the code required parking with additional spaces for public
17 parking purposes. The proposed building height, at a maximum of 48 feet, is below
18 the code required maximum allowable height of 56 feet and building projections into
19 setback areas are within code required height limits for architectural projections.
20 Vehicular access to on-site parking is situated off Moore and Meier Streets at a short
21 distance to Washington Boulevard facilitating access to the site. The structure is well
22 designed for pedestrian access to the ground floor retail spaces and second and third
23 floor office components of the project from Washington Boulevard, the surface
24 parking, and the subterranean parking area with an elevator and stairs. The loading
25 area for the project will be on-street at curbside adjacent to the project's frontage on
26 Moore Street as permitted by the Zoning Code and has been reviewed and approved
27 by the City Engineer/Public Works Director.

28 **B. The architectural design of the structure and the materials and colors are**
29 **compatible with the scale and character of surrounding development and other**
30 **improvements on the site and are consistent with the purpose and intent of this**
31 **Chapter, the requirements of the zoning district in which the site is located, and**
32 **with all applicable development standards and design guidelines.**

33 The building will be 48 feet high at the highest point, shorter than the code maximum
34 allowed 56 feet and will have a step-back design feature at the rear with a height of 45
35 feet, 6 inches for the portion of the building closest to the residential area north of the
36 site. By stepping back the rear of the structure, the project's impacts to the residential
37 neighborhoods is lessened making the project more compatible for that residential
38 neighborhood. The building frontage along Washington Boulevard, with its five foot
39 setback to allow pedestrian amenities such as landscaping and outdoor dining,
40 establishes a pedestrian feature for future development and redevelopment of
41 surrounding commercial sites.

1 The proposed project is an architecturally modern building making use of a variety of
2 building materials including, galvanized expanded metal, concrete masonry units,
3 stucco, galvanized metal cable railings and stairs, a standing seam metal roof with
4 galvalum finish, a custom steel and glass curtain wall system, and an aluminum and
5 glass storefront system.

6 The design also incorporates environmentally friendly and energy efficient building
7 design elements including roof top photovoltaic solar panels, green screens on all four
8 sides of the building, second story roof gardens, and permeable concrete. On the
9 upper floors, above the retail spaces, there are four triangular shaped clusters of office
10 pavilions which provide architectural relief and visual interest to the building
11 elevations. Artwork, in compliance with the City's Art in Public Places program, is
12 proposed to be incorporated along the west side facade of the office pavilions along
13 the Washington Boulevard building frontage.

14 The building materials noted above along with the environmentally friendly design
15 features will provide for an architectural style and color scheme that will complement
16 existing development in the area in that the structure will be of medium massing and
17 scale as are existing commercial buildings.

18 **C. The landscaping, including the location, type, size, color, texture, and coverage**
19 **of plant materials, provisions for irrigation, and protection of landscape**
20 **elements has been designed to create visual relief, complement structures, and**
21 **provide an attractive environment and is consistent with the purpose and intent**
22 **of this Chapter, the requirements of the zoning district in which the site is**
23 **located ,and with all applicable development standards and design guidelines.**

24 The proposed landscaping meets all zoning code requirements providing visual relief
25 and enhancing sustainability goals. More specifically on-site landscape features
26 include:

- 27 • Sedum Roof. The planted roof or green roof is located along the second floor level.
28 It consists of a terraced sedum roof canted toward Washington Boulevard and
29 supports hardy plants to minimize maintenance and water requirements. Behind
the terraced sedum roof area there is a planted patio area consisting of various
shallow rooted vegetation and plant materials. Hardscape paths on the second
story roof consist of permeable concrete pavers. These planted areas will provide
ecological benefits such as cooling and humidifying the surrounding air, retaining
and reducing storm water run-off, and improving the thermal insulation of the roof
itself, thereby mitigating the effects of "urban heat islands".
- Bioswale. Bioswale planters on the third floor are proposed to receive storm water
from the roof, filtering and retaining the water before it is released into the City's
storm drainage system. The bioswale planter is proposed to help purify the water,
reduce the amount of water and slow the rate of water into the storm drain. The

24.

1 planters also provide a base for the vegetation that will cascade down the alley
2 façade to the "green screen".

- 3 • Green Screens. All four sides of the building elevation consist of varying degrees
4 of "green screens" (expanded metal panels with landscaping). At the front of the
5 building along the Washington Boulevard frontage, vines will cover the green
6 screen expanded metal panels along the narrow portions of the storefront at the
7 ground level. On the sides of the building fronting Meier Street and Moore Street,
8 vines are designed to cover most of the building facades. Raised planters at the
9 eastern and western edge of the roof enable vegetation to cascade down over the
10 green screen at the roofline. These planters will collect rain water that feeds the
11 plants and drain slowly onto the gravel roof. At the back of the building, adjacent
12 to the alley, vines will be planted along the green screen fence and within the
13 planters at the roof edge to allow vine growth to cascade down portions of the
14 building façade at the second level and down to the fence next to the alley.

15 Along with new sidewalks, the proposed landscaping along the public right-of-way will
16 provide visual uniformity and enhancements to the project's streetscape. The
17 parkway landscape enhancements will include decorative concrete sidewalks,
18 parkways and the addition of six new street trees with metal tree grates and flowering
19 shrubs planted on either side of the street trees. The street trees will be of a broad
20 spreading, pedestrian scale, shade type tree that will be installed approximately 20
21 feet apart. Overall, the on and off-site hardscape and landscaping techniques will
22 complement the modern style of architecture for this site, soften that new style and the
23 massing of the proposed building and provide for capture of storm water runoff in a
24 sustainable manner.

25 **D. The design and layout of the proposed project will not interfere with the use and
26 enjoyment of neighboring existing or future development, will not result in
27 vehicular or pedestrian hazards, and will be in the best interest of the public
28 health, safety, and general welfare.**

29 The proposed location of the commercial project will not result in conflicts with uses in
the existing adjacent residential neighborhood and commercial area. Access to the
surface parking lot will be provided through an entry-only driveway on Moore Street,
and by a two-way (entry and exit) driveway on Meier Street. Access to the
subterranean parking will be from a two-way driveway on Moore Street, immediately
north of the surface parking lot driveway. No access from the public alley abutting the
residential neighborhood is proposed. The proposed access locations are anticipated
to operate adequately, with no external vehicular queuing on the fronting streets, and
no significant internal queuing within the parking areas. Visibility for drivers entering or
exiting the site driveways is not anticipated to be a concern. Vehicles entering the
site's driveway are provided with adequate maneuvering room both along the fronting
streets and within the site itself. Site distance and driver visibility of oncoming vehicles
at the site exits are also acceptable. Any structure or fence at driveway locations will
not exceed "eye height" of exiting drivers, and site lines will not be affected.

1 The project will provide adequate parking on the site, in excess of the code
2 requirements, and the traffic generated by the project is not anticipated to cause a
3 significant impact to the existing or projected traffic levels in the area. The commercial
4 use is located along an existing commercial corridor with pedestrian access off of the
5 commercial sidewalk or through a ground floor lobby accessed from the ground floor
6 parking garage.

7 These vehicle and pedestrian access features along with the more than adequate on-
8 site parking will lessen the possibility of interference with the use and enjoyment of
9 adjacent residential and commercial areas and future development and will reduce the
10 possibility of vehicular or pedestrian hazards.

11 **E. The existing or proposed public facilities necessary to accommodate the
12 proposed project (e.g., fire protection devices, parkways, public utilities,
13 sewers, sidewalks, storm drains, street lights, traffic control devices, and the
14 width and pavement of adjoining streets and alleys) will be available to serve the
15 subject site.**

16 The existing and proposed public service facilities necessary to accommodate the
17 project such as: the width and pavement of the adjoining street, traffic control devices,
18 sewers, storm drains, proposed parkways, proposed sidewalks, street lights, proposed
19 street trees, fire protection devices, and public utilities are provided for adequately as
20 confirmed by the City agencies that reviewed the project during the interdepartmental
21 review process.

22 **F. The proposed project is consistent with the General Plan and any applicable
23 specific plan.**

24 The proposed project is consistent with the General Plan Land Use Element in that
25 the project will provide for the revitalization of a commercial corridor through new
26 development on a currently vacant lot, which is consistent with objective 6 of that
27 Element. The project will also provide for new office and retail condominium spaces
28 and employment opportunities along a section of Washington Boulevard that is lacking
29 in such prospects, furthering the intent of Policy 6.B that focuses on commercial
development that encourages intensities and qualities of commercial uses that are
sensitive to their locations.

The project as proposed will incorporate design features such as progressively
increased setbacks from the adjacent residential properties with the height of the
building close to the rear property line and facing residential areas being 45 feet, 6
inches. The residential uses north of the site are separated by a 15' public alley; the
alley at the rear of the subject property will provide a buffer between the site and the
adjacent residential properties, providing a transition from the residential properties to
the commercial property. These design features are consistent with General Plan
Land Use Policy 16.C that encourages compatible commercial uses adjacent to

1 residential lots in areas of Washington Boulevard through conditional expansion. The
2 retail building frontage along Washington Boulevard will be set back 5' at the ground
3 floor to allow for pedestrian amenities including landscaping and dining areas. The
4 project site will incorporate off-site improvements such as new curb, gutter, sidewalk,
5 and street trees. Such commercial frontage on and off-site improvements furthers the
6 intent of General Plan Land Use Policy 6.1 that calls for the planning of streetscape
7 improvements such as street trees and landscaping and façade improvements along
8 commercial corridors.

9 The proposed project design makes extensive use of a green screen on four sides of
10 the building and is designed with a planted roof at the second level that consists of a
11 terraced sedum roof towards the Washington Boulevard edge. This roof will support
12 hardy plants to minimize maintenance and water requirements. A planted patio area
13 consisting of various shallow vegetation and plant materials will be located behind the
14 terraced sedum roof area. Planted roof areas are intended to provide ecological
15 benefits such as cooling and humidifying the surrounding air, retaining and reducing
16 storm water run-off, and improving the thermal insulation of the roof itself, thereby
17 mitigating the effects of "urban heat islands". These green design features are
18 consistent with General Plan Open Space Element Objective 5 that calls for the
19 extension of the City's park-like qualities into business districts through urban design
20 improvements.

21 Overall the project is compatible with surrounding area; the proposed commercial
22 development is located along Washington Boulevard, one of the major and significant
23 commercial corridors in the City. The General Plan Designation for the subject
24 property is General Corridor, which is intended for medium scale commercial uses to
25 which patrons travel primarily by car, similar to the proposed project. Commercial
26 uses are located to the south, east and west of the site. The building height permitted
27 at the site is consistent with that permitted on those neighboring properties, which are
28 also zoned commercial.

29 **Administrative Use Permit:**

As outlined in CCMC Title 17, Section 17.530.020, the following required findings for an
Administrative Use Permit are hereby made:

- A. **The proposed use is allowed within the subject zoning district with the approval
of an Administrative Use Permit and complies with all applicable provision of
this Title and CCMC.**

The existing Commercial General (CG) zoning designation allows the proposed use of
tandem parking subject to an Administrative Use Permit as outlined in CCMC Section
17.320.035.C.1.b, and the proposed tandem parking layout complies with all other
applicable provisions regarding parking design and layout guidelines. Each stall is
nine (9) feet in length and 36 feet in depth and a proper aisle width is provided.

27.

1 **B. The proposed use is consistent with the General Plan and any applicable**
2 **Specific Plan.**

3 The proposed use of tandem parking to facilitate in the development of a commercial
4 project is consistent with the "General Corridor" General Plan Land Use Designation.
5 The General corridor designation allows a range of small-to medium-scale commercial
6 uses. Tandem spaces, with the assistance of a parking attendant, will be available to
all office units, which will facilitate the full use of the small-to medium-scale office
condominiums.

7 **C. The design, location, size and operating characteristics of the proposed use are**
8 **compatible with the existing and future land use in the vicinity of the subject**
9 **site.**

10 The proposed use, design, location, size and operating characteristics of the tandem
11 parking spaces will not have an impact on adjacent uses and are therefore found to be
12 compatible with the existing and future residential and commercial land uses in the
13 vicinity of the subject site. All tandem spaces will be managed by a parking attendant
to ensure their efficient use for the office units. Further, each tandem pair is nine (9)
feet in width by 36 feet in length, sufficient for two vehicles to maneuver into and out of
said spaces.

14 **D. The subject site is physically suitable for the type and intensity of use being**
15 **proposed, including access, compatibility with adjoining land uses, shape, size,**
16 **provision of utilities and the absence of physical constraints.**

17 The generally flat configuration of the site, the vehicular access to the site from Moore
18 Street via Washington Boulevard, the adequate design of the ramp down into the
19 subterranean parking where the tandem parking is located, and the proposed onsite
20 parking configuration is physically suitable to accommodate tandem parking. The
21 tandem parking is compatible with the adjoining commercial and residential uses
because of its management through attendant parking which will lessen parking
impacts by the project on adjoining commercial and residential neighborhoods. The
22 tandem parking will not impact any utilities and there are no physical constraints that
would prevent the use of tandem parking.

23 **E. The establishment, maintenance or operation of the proposed use will not be**
24 **detrimental to the public interest, health, safety or general welfare or injurious to**
25 **persons, property or improvements in the vicinity and zoning district in which**
26 **the property is located.**

27 The establishment of tandem parking on the site through this approval subject to the
28 conditions of approval will not be detrimental to the public interest, health, safety or
29 general welfare or injurious to persons, property or improvements in the surrounding
commercial zoning district or vicinity since said tandem parking will not generate any
onsite or offsite impacts.

1 **Tentative Tract Map No. 65473:**

2 As outlined in CCMC Title 15, Section 15.10.265, the following required findings for a
3 Tentative Tract Map are hereby made:

4 **A. The proposed map is consistent with the General Plan.**

5
6 The proposed tentative tract map is consistent with the General Plan Land Use
7 Element in that the proposed commercial subdivision will provide for the revitalization
8 of a commercial corridor through new development on a currently vacant lot, which is
9 consistent with objective 6 of that Element. This subdivision will also provide for new
10 office and retail condominium spaces and employment opportunities along a section
11 of Washington Boulevard that is lacking in such prospects, furthering the intent of
12 Policy 6.B that focuses on commercial development that encourages intensities and
13 qualities of commercial uses that are sensitive to their locations. The proposed
14 condominium subdivision will create several commercial condominiums on one lot of
15 adequate size, dimensions, and accessibility that is capable of sustaining such a
16 development, thereby being consistent with the City's vision for commercial
17 development that is balanced with the characteristics of adjacent businesses,
18 residential neighborhoods, and local and regional streets and arterials.

14 **B. The design of the proposed subdivision is consistent with the General Plan.**

15
16 The design of the proposed commercial subdivision is consistent with the General
17 Plan Land Use Element as indicated above and with the Zoning Code development
18 standards for commercial developments. The project design incorporates features
19 such as progressively increased setbacks from the adjacent residential properties to
20 make it more compatible with them. The proposed building will be 48 feet high at the
21 highest point, but portions of the building close to the rear property line and facing
22 residential areas will be shorter at 45'-6". These design features incorporated into this
23 new commercial building is consistent with General Plan Land Use Policy 16.C that
24 encourages compatible commercial uses adjacent to residential lots in areas of
25 Washington Boulevard through conditional expansion.

26
27 The retail building frontage along Washington Boulevard will be set back 5' at the
28 ground floor to allow for pedestrian amenities including landscaping and dining areas.
29 The project site will incorporate off-site improvements such as new curb, gutter,
sidewalk, and street trees. Such commercial frontage on and off-site improvements
further the intent of General Plan Land Use Policy 6.I that calls for the planning of
streetscape improvements such as street trees and landscaping and façade
improvements along commercial corridors. The proposed project design makes
extensive use of a green screen on four sides of the building and is designed with a
planted roof at the second level that consists of a terraced sedum roof towards the
Washington Boulevard edge. This roof will support hardy plants to minimize
maintenance and water requirements. A planted patio area consisting of various

29 29.

1 shallow vegetation and plant materials will be located behind the terraced sedum roof
2 area. Planted roof areas are intended to provide ecological benefits such as cooling
3 and humidifying the surrounding air, retaining and reducing storm water run-off, and
4 improving the thermal insulation of the roof itself, thereby mitigating the effects of
5 "urban heat islands". These green design features are consistent with General Plan
6 Open Space Element Objective 5 that calls for the extension of the City's park-like
7 qualities into business districts through urban design improvements.

8 **C. The site is physically suitable for the type of development.**

9 The site is physically suitable for the proposed commercial subdivision in that the
10 project complies with all zoning standards and the proposed structure shall meet all
11 applicable development standards. The project is stepped backed from the rear
12 adjacent to a residential neighborhoods as called for in the Zoning Code and provides
13 for a five foot commercial frontage setback to make way for outdoor dining and
14 landscaping amenities as allowed in the Code. At 48 feet the project is designed at
15 less than the Code allowed 56 foot height limit. The site accommodates the Code
16 required 107 parking spaces and an additional 21 parking spaces that will be
17 dedicated for public parking purposes. The proposed ground floor retail uses and
18 upper level office uses are allowed in the Commercial General (CG) Zone. The site
19 can accommodate the above described project features without the need for
20 variances.

21 **D. The site is physically suitable for the proposed density of development.**

22 The site is physically suitable for the density/massing of the proposed project in that
23 the site can accommodate the three-story; 6,300 square foot ground floor retail; and
24 31,150 square foot commercial office structure without creating significant impacts for
25 neighboring properties. The site is able to locate all 107 required parking spaces on
26 site, in one subterranean level and at grade, while meeting all the Zoning Code
27 development standards that apply in the CG zone. Although portions of the
28 subterranean parking will encroach underneath portions of the Public Right-of-Way,
29 the site is able to accommodate 21 public parking spaces as a public amenity. The
subsurface encroachments will not affect public right-of-way access requirements or
placement of utilities within the public right-of-way at either above surface, at surface,
or below surface areas.

**E. The design of the subdivision is not likely to cause substantial environmental
damage or substantially and avoidably injure fish or wildlife or their habitat.**

The proposed commercial tentative tract map subdivision together with the onsite and
offsite improvements shall not cause any known environmental damage and shall not
damage any fish and/or wildlife habitats because such fish and/or wildlife habitats do
not exist on or near the site. The site is currently vacant and up until 2005, was
developed with various uses including the Baldwin motel, two apartment buildings and
a retail building, thus not serving any known habitat for fish or other wildlife. The one

30.

1 lot subdivision for condominium purposes will occur on existing contiguous land
2 parcels and will not result any new land parcels or physical divisions of existing
3 commercial and residential neighborhoods. With "green" and photovoltaic roof top
4 features, the physical design of the subdivision will act to lessen any potential
environmental impacts and the green screens, bio swale, planted roof tops and patio
landscaping will provide new habitats for flora and small insects.

5 **F. The design of the subdivision is not likely to cause serious public health**
6 **problems.**

7 The proposed commercial tentative tract map subdivision together with the onsite and
8 offsite improvements shall not cause any known serious public health problems
9 because all applicable subdivision and zoning code development standards shall be
10 met, and the applicant is required to meet all of the conditions of approval that the
11 reviewing agencies of the City, such as the Fire Prevention Division, Planning Division,
Building and Safety Division and the Engineering Division have recommended for the
project. The uses proposed for this subdivision are consistent with commercial
corridor land uses allowed in the Zoning Code.

12 **G. The design of the subdivision will not conflict with easements, acquired by the**
13 **public at large, for access through or use of, property within the proposed**
14 **subdivision.**

15 The proposed commercial tentative tract map subdivision and the onsite and offsite
16 improvements shall not conflict with any existing and/or proposed easements. No
17 such easements have been identified on the site. There will be subsurface
18 encroachments into portions of the public right-of-way. The subsurface
19 encroachments will not affect public right-of-way access requirements or placement of
utilities within the public right-of-way at either above surface, at surface, or below
surface areas.

20 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
21 Commission of the City of Culver City, California, hereby approves Site Plan Review, SPR
22 P2008079 and Administrative Use Permit, AUP P2008078; and hereby recommends to the
23 City Council for approval of Tentative Tract Map No. 65473, TTM P2008080 subject to the
24 following conditions:
25
26
27
28
29

31.

1 **GENERAL CONDITIONS**

2
3 **Planning Division:**

- 4 1. The final working drawings shall conform to the development plans, colored renderings,
5 and materials sample board presented to and reviewed and approved by the Planning
6 Commission at its meeting on August 7, 2008, except as noted below.
- 7 2. The resolution approving Site Plan Review SPR P-2008079 and Administrative Use
8 Permit AUP P-2008078 and the conditions of approval shall be referenced on the cover
9 sheet and repeated in full on attached additional sheets of the final working drawings.
- 10 3. The applicant or the property owner shall provide the construction contractor(s) and each
11 subcontractor related to the project a copy of the final project Conditions of Approval.
12 These conditions shall be enforceable through all legal and equitable remedies, including
13 the imposition of fines against each and every person who conducts any activity on behalf
14 of the applicant / property owner on or near the project site. The applicant / property
15 owner, and general construction contractor are ultimately responsible for all actions or
16 omissions of a subcontractor.
- 17 4. Conditions of approval herein shall apply to the applicant / property owner, the
18 contractor/builder of the project, and any successor applicant / property owner that may
19 legally assume benefit of this Site Plan Review and Administrative Use Permit.
- 20 5. The City reserves the right to periodically inspect the premises without prior notification, to
21 ensure ongoing compliance with all conditions of approval.
- 22 6. This Site Plan Review SPR P-2008079 and Administrative Use Permit AUP P-2008078
23 shall expire unless:
- 24 A. Actual construction, in accordance with a valid City-issued building permit, is
25 commenced on the site within one (1) year after the effective date of the site plan
26 review; or
- 27 B. Prior to the site plan review expiration date, or any previously granted extension to
28 that expiration date, a written request for an extension, accompanied by any and all
29 required fees, has been satisfactorily filed by or on behalf of the applicant / property
owner and, thereafter, an extension is granted by the Community Development
Director, or designee or the Planning Manager.

During the period any extension request has been satisfactorily and timely filed and any
decision regarding that request has been made by the City, this Site Plan Review and
Administrative Use Permit approval shall be suspended.

32.

- 1 7. The applicant and the property owner, excluding the Culver City Redevelopment Agency,
2 shall jointly indemnify, defend and hold harmless the City, and the City's elected and
3 appointed officials, officers, employees, agents, contractors and consultants from and
4 against any and all claims, demands, lawsuits, judgments, liability, injury or damage which
5 may result from or arise in connection with third party challenges to the City's approval of
6 the Project. Said indemnification shall be set forth in a written instrument acceptable to
7 the City Attorney, which shall be signed by the applicant and the property owner prior to a
8 building permit being issued.
- 9 8. Use all reasonable efforts to reuse and recycle construction and demolition debris, to use
10 environmentally friendly materials, and to provide energy efficient buildings, equipment
11 and systems.
- 12 9. All planted areas shall be landscaped, irrigated and maintained pursuant to Culver City
13 Municipal Code (CCMC) Title 17 – Chapter 17.310 Landscaping. As part of the building
14 permit filing process, a minimum of three (3) sets of detailed landscape and irrigation
15 plans - separate from the final working drawings shall be submitted to the Planning
16 Division for review and approval.
- 17 10. In addition to the screening requirements for onsite parking areas and Fire Department
18 connections, the following items shall be screened from surrounding and nearby public
19 and private properties in a manner consistent with City standards and suitable to the
20 subject development as approved by the Planning Manager. In general, the height of any
21 required screening device shall be no lower on any side than the height of the highest
22 feature requiring screening and:
 - 23 A. All exteriors of the proposed buildings shall be free of all un-aesthetically treated,
24 exposed elements (i.e., plumbing pipes, electrical conduits, and National Pollution
25 Discharge Elimination System (NPDES) elements) which shall be placed within the
26 exterior walls. Where exposed wall-mounted features or equipment may be
27 necessary (i.e., ventilators and utility meters), recessed wall mounted cabinets or other
28 similar devices shall be constructed within the wall, whenever possible, to
29 accommodate such features and equipment so that they are flush with and do not
project out from the main exterior wall plane. With or without recesses, the exposed
portions of such features or equipment shall be of a color to blend, not contrast, with
the adjoining finished building color, subject to the approval of the Planning Manager;
 - B. All roof-mounted mechanical equipment, duct vents and the like shall not project
above the horizontal plane of the building's lowest primary opaque architectural
feature(s) (i.e., parapet walls, penthouse structures or screening walls); and
 - C. All ground-mounted equipment (i.e., transformers and air conditioners) shall be
located within the building or in underground vaults if the equipment is located within a
street facing setback, or it shall be screened with walls and/or landscaping if not
located within a street facing setback. Ground-mounted equipment shall not be
located in the landscaped areas fronting any public right-of-way.

33.

- 1 11. The public notification signs installed in accordance with the CCMC public notification
2 requirements for this review process shall be removed within ten (10) days of the end of
3 the appeal period or the final decision of the City Council and/or Redevelopment Agency
4 (if applicable), whichever occurs last.
- 5 12. The refuse containers assigned to or otherwise used by the building shall be stored onsite
6 in the trash enclosure.
- 7 13. All hardscape areas along both the exterior of the buildings and/or within the interior of
8 the project sites shall include the use of decorative pavement (i.e., materials, finish and
9 color) in select areas to the satisfaction of the Planning Manager.
- 10 14. The project and its operations shall comply with all applicable local, special district or
11 authority, county and federal statutes, codes, standards, and regulations including, but
12 not limited to, Building Safety Division, Fire Department, Planning Division and Public
13 Works Department code requirements and it shall comply with all applicable comments
14 and code requirements as determined during the City's building permit review process.
- 15 15. The driveway, garage ramps and all floor areas used for vehicle maneuvering shall be
16 treated with a medium broom finish in order to create an anti-skid surface.

17 **Building and Safety Division:**

- 18 16. The Culver City Building Safety Division requires separate permits for building, electrical,
19 plumbing, and mechanical work.
- 20 17. The building permit application requires the submission of five (5) sets of architectural,
21 and two (2) sets each of the structural drawings and calculations, the geotechnical report,
22 the energy forms, and the mechanical, electrical, and plumbing permit applications.
- 23 18. A separate shoring permit shall be required along with two (2) sets of shoring plans and
24 structural calculations stamped by a State of California licensed engineer. Support,
25 notification and upgrades of adjacent properties may be required. If upgrades to adjacent
26 properties are required, the Culver City Building Safety Division and the Culver City
27 Engineering Division will determine what upgrades, if any, shall be the responsibility of
28 which property owner.
- 29 19. All portions of the parking structure shall be minimum 2 hour. rated, reinforced concrete
construction.
20. All stair shafts shall be 2 hour rated on all sides continuous to a street or public way.
Stairs may be open to streets but the "building" side of the stairs shall be 2 hour rated. A
driveway or a drive aisle shall not be considered a means of egress. All shafts shall be
minimum 2 hour rated from the foundation to the underside of the roof deck or to the top

34.

of parapet walls as part of any shaft construction. All shafts shall be enclosed at all levels to other areas of the building.

21. The doors into the exit stairs at the garage level shall swing into the exit stairs.

22. All parking areas shall be minimum 2 hour rated to all other areas of the building.

23. All portions of the 2nd floor wall on the rear alley within 2.5 feet of the property line shall be 1 hour rated with 45 minimum openings. Any wall on the rear alley 2.5' or further from the property line may be unrated.

24. All portions of the 1st, 2nd, and 3rd floor building structure shall be 1 hour rated based on Type V 1 hour rated construction.

25. All treads, risers, handrails, etc. inside any common area stairway shall be 100% non-combustible construction.

26. A continuous path of egress shall be provided from all exit stairways to a street or public way; minimum 1 hour rated.

27. All trash rooms shall be minimum 2 hour rated to all other areas.

28. The transformer room and any service rooms shall each be minimum 2 hour rated.

29. All utilities shall be underground or enclosed in the building construction. No overhead utilities shall be permitted.

30. All exit signage and emergency egress lighting shall have individual battery back up and/or be self powered in addition to any emergency generator power.

31. The project shall be reviewed under the 2007 California Building Code (CBC).

32. No opening shall be permitted without filing and gaining prior approval of a Certificate of Occupancy (C of O) or final inspection if no C of O is to be issued by the Building Official.

33. The overall construction permit application drawings shall:

A. Indicate any proposed construction staging areas; and

B. Include a schedule of the special inspections anticipated, the firm proposed for the special inspections and the resumes of any special inspectors for this project. The City reserves the right to reject any special inspector at any time. If a City inspector is inspecting a portion of the work for which a special inspection is required; the special inspection report shall be made available to City inspector on their arrival to the jobsite. All jobsite supervisors, contractors, and subcontractors shall give their priority to the City inspector when they are onsite.

35.

1 34. Comply with all provisions of the City's solar photovoltaic power ordinance.

2 35. A geotechnical engineering design level report shall accompany the overall construction
3 permit application.

4 36. Tempered or laminated glazing shall be specified at all hazardous locations.

5 37. The overall construction permit application drawings shall indicate any construction
6 staging areas proposed.

7
8 **Fire Department:**

9 38. The project shall be designed to be in compliance with the requirements of California Title
10 24, the National Fire Protection Association (NFPA) and the CCMC.

11 39. Building shall have fire sprinklers per National Fire Protection Association (NFPA) 13.
12 Fire Department Connection (FDC) shall be located as approved by Fire Marshal. The
13 Double Detector Check Assembly (DDCA) shall be located as required by Southern
14 California Water (SCW) and the screening of this device shall be per the Planning
15 Department requirements. A separate permit from the Fire Department is required along
16 with plan review and approval for fire sprinklers, contact the Fire Prevention Division.
17 Minimum density of fire sprinkler system shall be Ordinary Hazard Group I, 0.15 over
18 1500 square feet.

19 40. Location of the Fire Department fire sprinkler connection (FDC) shall be approved by the
20 Fire Marshal. Culver City Fire Department requires each FDC to be within 30-50 feet of a
21 fire hydrant. A new fire hydrant may be required to meet this requirement. Contact
22 Culver City Engineering Division for permits and placement of fire hydrants to maximize
23 on-street parking.

24 41. Required fire flow: A fire flow requirement of a minimum 2625 gallons per minute from 2-
25 3 adjacent fire hydrants as determined by the Fire Marshal. Any and all upgrades to
26 surrounding water main(s) to meet the minimum required fire flow shall be at the sole
27 cost of the applicant.

28 42. Provide lighted addresses viewable from the public way.

29 43. Provide fire sprinkler monitoring and fire alarm system per NFPA 72, fire monitoring
system shall be separate from the security system. Photo electric smoke detectors are
required in all mechanical, electrical, telephone and similar rooms. Heat detectors shall
be provided where the environment is inappropriate for smoke detection. Provide audible
visual devices per NFPA 72 public mode. Make preparations for connection to all Duct
Smoke detection per CCFD regulations and for connection to Class I hood extinguishing
systems.

30 *He .*

- 1 44. Trash areas within five feet of the building shall be protected by fire sprinklers.
- 2 45. Fascia and tops of exterior walls shall be constructed of hard materials able to withstand
3 the weight of firefighters and firefighting equipment. Contact CCFD for requirements. (No
4 foam products shall be used.)
- 5 46. Parapets in excess of five feet shall have catwalks, contact CCFD for requirements.
- 6 47. Provide a pre-fire plan prior to request for Certificate of Occupancy, contact Captain Bill
7 Bischoff at (310) 253-6825 for requirements.
- 8 48. Provide Knox Box and/or Knox key switches. Motorized access gates to have 'Knox' key
9 switch. Contact CCFD for specific requirements.
- 10 49. Provide fire extinguishers, size, location and type shall be approved by Fire Marshal.
- 11 50. Access for emergency fire and medical personnel: Concrete surfaces between the street
12 and main entrance for each building shall be paved to allow the rolling of a medical
13 gurney.
- 14 51. Below grade parking structure shall have smoke exhaust system operated by the fire
15 sprinkler system in the garage area.
- 16 52. Special submittals for review are required for green building construction. 1 hour
17 construction with fire sprinkler system shall be provided if roof structure has green
18 elements restricting fire fighting operations. Smoke and heat vents may also be required
19 pending review of proposed use.
- 20 53. All rooms interior and exterior shall be provided with numbers and description. Stairways
21 shall be marked at access and on each landing stair number and if stairway provides roof
22 access or no roof access.
- 23 54. All emergency lights and exit lights shall have self contained battery backup power.
- 24 55. Provide smooth flooring surface at main entrance and elevator lobbies for use by fire
25 department emergency equipment.
- 26 56. Provide a class III standpipe system in with 2 1/2" and 1 1/2" reducing covers outlets
27 located in each stairwell landing.
- 28 57. A Fire Department Note Legend and Table shall be included on the drawings.

29 **PRIOR TO THE ISSUANCE OF ANY DEMOLITION, GRADING, EXCAVATION, AND/OR
BUILDING PERMIT:**

Planning Division:

37.

1 58. Submit to the Planning Manager for approval:

- 2 A. An exterior light fixture and illumination plan. Said exterior lighting shall be developed
3 pursuant to CCMC Section 17.300, General Property Development and Use
4 Standards. The plan shall identify the location and type of all exterior light fixtures.
5 All lighting shall be directed onsite and light sources shall be shielded so as not to be
6 intrusive to surrounding properties; and
7
8 B. A vector / pest control abatement plan prepared by a pest control specialist licensed
9 and/or certified by the State of California. Said plan shall outline all steps to be taken
10 prior to the commencement of any demolition / construction activity so as to insure
11 any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes]
12 that may populate the subject site do not relocate to or impact adjoining residences
13 and/or businesses.

10 **Public Works Department/ Engineering:**

11 59. Prior to the issuance of any building permits, two (2) sets of Site Improvement/Grading
12 Plans prepared by a civil engineer registered in the State of California, shall be submitted
13 to the Engineering Division for review, approval, and permitting. Among other things, the
14 Site Improvement/Grading Plan shall include detailed drainage and grading of the site
15 indicated by topographical lines and spot elevations, and indicate all proposed and
16 existing utilities. An initial plan check fee in the amount of \$750.00 will due upon first
17 submittal.

16 60. The applicant shall provide a geotechnical report from a State of California licensed
17 geotechnical engineer reporting on the suitability of the onsite soils to support the
18 proposed construction and shall include a liquefaction analysis. The report shall also
19 identify any special considerations necessary to satisfy California Building Code (CBC)
20 requirements.

20 61. The preliminary grading and drainage plan are not necessarily approved. Final grading
21 and drainage plan shall be reviewed at the construction permit stage.

21 62. All existing driveway approaches proposed to be closed shall be reconstructed into a full
22 width sidewalk per American Public Works Association (APWA) Standards and to the
23 satisfaction of the City Engineer.

24 63. New street trees shall be planted along Washington Boulevard. The new street trees
25 shall be planted with tree wells per APWA Standards and irrigated to the satisfaction of
26 the City's Street Tree Maintenance Supervisor. The new street trees shall not be
27 planted within 25 feet of the beginning of any curb return. The size and species of said
28 street trees shall be determined as part of the final landscape plan subject to review and
29 approval by the Public Works Director, Planning Manager and Parks Manager.

28 64. Reconstruct all sidewalks, the east and west alley curb returns on the south side of the
29 alley, curb ramps, curbs, and gutters along the property's frontage on Washington

1 Boulevard, Moore Street, and Meier Street per APWA Standards, ADA, and to the
2 satisfaction of City Engineer or his/ her designee.

3 65. Reconstruct all damaged concrete or asphalt concrete roadway pavements located along
4 the property's frontage on Washington Boulevard, Moore Street and Meier Street per
APWA Standards and to the satisfaction of City Engineer or his/ her designee.

5 66. Remove existing driveway approach located along Washington Boulevard frontage and
6 reconstruction into new standard curb and full width sidewalks per APWA Standards and
to the satisfaction of City Engineer or his/ her designee.

7 67. Convert the existing street lights along the property frontage with Washington Boulevard
8 to low voltage power. The work shall include new street lights standards, pull boxes,
9 service pedestal, and the installation of new conduit and wiring and shall be completed to
10 the satisfaction of the City Engineer. Due to the subterranean parking structures
11 encroachment into the sidewalk area, the streetlight and traffic signal wiring shall be
placed in an interdict type conduit.

12 68. All utilities that require relocation or new service to the proposed project shall be
13 completed to the satisfaction of the City Engineer and applicant shall be responsible in
obtaining the approval from the respective agencies and/or utility company.

14 69. All water backflow devices shall be located on private property.

15 70. Install a 4-inch solid yellow stripe to delineate the egress/ingress of all driveways and
16 intersections of the driveway aisles.

17 71. Reconfigure the parking meters and designated parking spaces with painted "T's" along
18 the project's Washington Boulevard frontage, which shall not conflict with the location of
19 new street trees. The existing parking meters maybe used where feasible and as
20 approved by the City Engineer. The parking spaces shall be configured in a "Monterey
Style" layout.

21 72. Provide a standard 25-foot radius curb return and standard Right of Way corner cut offs
22 at Washington Boulevard/ Moore Street and Washington Boulevard/ Meier Street.

23 73. Construct new handicap ramps at the southwest corner of Moore Street and Washington
24 Boulevard and southeast corner of Meier Street and Washington Boulevard per APWA
Standards and ADA to the satisfaction of City Engineer or his/ her designee.

25 74. Sidewalk areas above encroaching portions of the parking structure shall have a distinct
26 pattern and have warning plaques installed to the satisfaction of the City Engineer.

27 75. Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway
28 pavement shall be designed to the latest edition of the American Public Works
29 Association (APWA) Standard Plans. All on-site runoff, to include roof drainage, shall

1 adhere to the Standard Urban Stormwater Mitigation Plan requirements prior to being
2 discharged into the street via curb drains and/or storm drain system.

3 76. A hydrology and hydraulic study for the site drainage shall be prepared by registered civil
4 engineer in the State of California and submitted for review and approval. The hydrology
5 study shall be based on a 25-year frequency storm and to Los Angeles County
6 standards.

7 77. Prior to the commencement of any excavation, the applicant shall install a temporary
8 construction fence around the site. The height and fence material is subject to approval
9 by the City Engineer.

10 78. Due to the change of use and increased density, this project is subject to a City's Sewer
11 Facility Charge. This charge shall be paid directly to the Engineering Division prior to the
12 issuance of any permit.

13 79. Provide a trash enclosure with minimum size of 200 square feet. However, the
14 appropriate size of the trash enclosure, location, and required number of bins for the
15 proposed development must be approved by the Public Works/Environmental Programs
16 and Operations Division Manager, (310) 253-6400. Applicant will be required to provide a
17 separate container for both recyclable waste and regular solid waste material. The
18 proposed trash enclosure shall include a minimum eight feet wide clear opening, six inch
19 concrete curb along the perimeter wall of the trash enclosure, and side access door, and
20 a main access gate.

21 80. Per the Culver City Municipal Code CCMC Section 5.01.010, Ordinance No. 2201-011
22 Solid Waste Management, the Culver City Sanitation Bureau has the exclusive franchise
23 for all solid and recyclable waste material handling within the City limits. To arrange for
24 waste management activities, contact a Sanitation representative at (310) 253-6400.

25 Local Stormwater Pollution Prevention Plan

26 81. Concurrently with the submittal of the Site Improvement / Grading Plan, a Local Storm
27 Water Pollution Prevention Plan (LSWPPP) package prepared by a registered Civil
28 Engineer shall be submitted for review and approval by the City Engineer.

29 82. The LSWPPP package shall be developed and implemented in accordance with the
requirements of the current Los Angeles County Municipal Stormwater NPDES Permit
No. CAS614001 and the CCMC Section 5.05.035. Prior to the issuance of any
demolition, grading, excavation and/or building permit, the applicant shall have a
LSWPPP package approved by the City Engineer.

83. The LSWPPP package shall include all of the individual items listed in the Engineering
Division's "Requirements for Local Storm Water Pollution Prevention Plan" handout.

40.

1 84. The scope of the information shown on the LSWPPP plans shall be limited to NPDES
2 relevant information. Prior to the start of design of these plans and of necessary reports,
3 the applicant's civil engineer shall meet with the City's Stormwater Program Manager to
4 obtain information on the City-specific LSWPPP requirements.

5 85. Plan check fees for the LSWPPP shall be paid at the time of the initial submittal per the
6 most current fee schedule established by the City Council.

7 86. Applicant shall appropriately and effectively implement the Best Management Practices
8 (BMP) identified in the LSWPPP and reduce to the Maximum Extent Practicable (MEP)
9 both the volume of storm water leaving the site as well as the amount of sediments and
10 other pollutants in the storm water and the non-storm water discharges.

11 Standard Urban Stormwater Mitigation Plan

12 87. Concurrently with the submittal of the Site Improvement / Grading Plan, a Standard
13 Urban Stormwater Mitigation Plan (SUSMP) or a site-specific mitigation package
14 prepared by a civil engineer licensed by the State of California shall be submitted for
15 review and approval by the City Engineer. The SUSMP shall be developed and
16 implemented in accordance with the requirements of the following:

17 A. The current Los Angeles County Municipal Stormwater NPDES Permit No.
18 CAS004001 (Order No. 01-182);

19 B. The most recent SUSMP for Los Angeles County and Cities in Los Angeles County as
20 approved by the Los Angeles Regional Water Quality Control Board; and

21 C. CCMC Section 5.05.040.

22 88. Prior to the start of design of these plans and of necessary reports, the applicant shall
23 retain a civil engineer licensed in the State of California who is experienced in designing
24 SUSMP and preparing a BMP reports. The civil engineer shall meet with the City's
25 Stormwater Program Manager for a mutual understanding of the required submittals.

26 89. A covenant, to be effective in perpetuity unless terminated with approval of the Public
27 Works Director, shall be recorded in the Offices of the Los Angeles County Recorder.
28 The recorded covenant shall include provisions requiring the current property owner and
29 any and all successors-in-interest, transferees and assignees to maintain all on-site
structural stormwater pollution removal devices, including, but not limited to,
Detention/Sedimentation Systems, Filtration Systems, Infiltration Systems, Oil and Water
Separators, Water Quality Inlets and Dry Wells, all in accordance with the Operation and
Maintenance Plan approved by the Public Works Director or his/her designee. In
addition, the specific structural BMPs to be utilized and maintained for the property shall

1 be set forth in the covenant. The covenant shall be in a form approved by the City
2 Attorney.

3 90. If structural and/or treatment control BMPs are located within an area proposed for
4 dedication as an easement or fee title to the City or Redevelopment Agency, the BMPs
5 shall remain under the ownership and responsibility of the developer/owner until the
6 dedication is accepted by the City Council and recorded with the Los Angeles County
7 Recorder.

8 91. The Site Improvement / Grading Plans shall note that the contractor shall comply with the
9 California Stormwater Best Management Practice Handbooks.

10 92. Plan check fee for the SUSMP shall be paid at the time of the initial submittal, per the
11 most current fee schedule established by the City Council.

12 **DURING CONSTRUCTION:**

13 **Planning Division:**

14 93. Information that includes contact names and telephone numbers of the applicant /
15 property owner, construction contractor(s) and City shall be posted at the project site so
16 as to be visible to the public. These names and telephone numbers shall be made
17 available to adjacent property owners and residents.

18 94. Best efforts shall be used to ensure all construction workers and contractors park onsite
19 or on the street directly in front of the project site or at designated offsite locations
20 approved by the City and not in the surrounding neighborhood.

21 95. All graffiti shall be removed within forty eight (48) hours of its application and said
22 removal standards shall continue once the development becomes operational.

23 96. The following noise standards shall be complied with at all times:

24 A. No construction equipment shall be operated without an exhaust muffler and all such
25 equipment shall have mufflers and sound control devices (i.e., intake silencers and
26 noise shrouds) that are no less effective than those provided on the original
27 equipment;

28 B. All construction equipment shall be properly maintained to minimize noise emissions;

29 C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be
setback from any street and other property lines so as to maintain the greatest
distance from the public right-of-way and from noise sensitive receptors;

D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and
air conditioning units) shall be minimized by proper selection of equipment and the
installation of acoustical shielding as approved by the Planning Manager and the

1 Building Official in order that compliance with the CCMC Noise Regulations and
2 Standards is achieved; and

3 B. Stationary source equipment (i.e., compressors) shall be located so as to maintain the
4 greatest distance from the public right-of-way and from noise sensitive receptors.

5 **Public Works Department/Engineering Division:**

6 97. The applicant shall prepare for the City Engineer's and Planning Manager's approval,
7 prior to approval of the grading plan, a Construction Management Plan, which includes
8 at a minimum the following:

- 9 a) Present a project briefing to adjacent property owners providing information on
10 pending development and construction activities. Mailed notice of date and time of
11 project briefing shall be provided to adjacent property owners and all interested parties
12 wishing to be notified.
- 13 b) Executing a public information program to advise motorists of the impending
14 construction activities (e.g., a project briefing and mailers to adjacent property owners,
15 media coverage, portable message signs and informational signs at the job site).
- 16 c) Obtaining approval from the City Engineer and all affected agencies for any
17 construction detours, construction work requiring encroachment into public rights-of-
18 way, or any other street use activity (e.g., haul routes).
- 19 d) Providing timely notification of construction schedules to all affected agencies (e.g.,
20 Police Department, Fire Department, Department of Public Works, Department of
21 Community Development and transit agencies) and to adjacent affected property
22 owners.
- 23 e) Coordinating construction work with affected agencies and adjacent affected property
24 owners at least ten days prior to start of work.
- 25 f) Preparing a traffic control plan for the streets surrounding the work area with specific
26 information regarding the Project's construction and activities that will disrupt normal
27 traffic flow.
- 28 g) Installing and maintaining all approved traffic controlled devices within the work area
29 for a maximum day and night time effectiveness.
- 30 h) Prohibiting dirt hauling and construction material deliveries and removal during the
morning and afternoon peak traffic periods, cleaning of equipment and streets as

H3.

necessary, as specified by the City's Traffic Engineering Manager or the City Engineer's designee.

i) Scheduling and expediting work to cause the least amount of disruption and interference to vehicular and pedestrian traffic flow. All weekday daytime work on City streets shall be performed only between the hour of 9:00 a.m. and 3:00 p.m. There shall be no work on City streets on Saturdays, Sundays or legal holidays.

j) Arranging pre-construction meetings with affected agencies to properly plan methods of controlling traffic through work areas.

k) Installing and maintaining during all construction periods a permanently manned "Complaint Hotline" telephone; keeping a log of all calls and the disposition thereof to this line; submitting copies thereof at least once a month to the City Planner; and making the log available to the public upon request.

98. Storage of construction materials and equipment shall be within the designated work area and shall be screened from public view.

99. The construction contractor shall advise the Public Works inspector of the schedule and shall meet with the inspector prior to commencement of work.

100. Hours of construction shall be limited from 8:00 A.M. to 6:00 P.M. Monday to Friday, and from 9:00 A.M. to 6:00 P.M. on Saturday. Construction is prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 A.M. to 9:00 A.M.) and afternoon (4:00 P.M. to 6:00 P.M.) peak traffic periods.

101. During construction, dust shall be controlled by regular watering and as directed by the Public Works Department City inspector.

102. All staging and storage of construction equipment and materials, including the construction dumpster and storage containers shall be on-site only. The applicant shall obtain prior written permission from adjacent property owners for any construction staging occurring on adjacent property.

103. A copy of the Local SWPPP, inspection logs, and training records shall also be kept on site and available for inspection at all times during construction.

PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO):

Planning Division:

44.

- 1 104. All onsite and offsite landscaping and irrigation shall be completed to the satisfaction
2 of the Planning Manager.
- 3 105. Submit to the Planning Manager and Building Official a written record of all "green
4 building" design, construction and operational elements of the project as defined by
5 the United States Green Building Council (USGBC) or other similar organization as
6 may be determined by the Building Official.
- 7 106. All applicable conditions of approval and required onsite and offsite improvements
8 shall be completed to the satisfaction of the Planning Manager.
- 9 107. The City's Art in Public Places requirement per CCMC Title 15, Section 15.06.100 et
10 seq shall be fulfilled. The Public Art shall be maintained on an ongoing basis and
11 installed or created on a material that is durable and does not fade over time.
- 12 108. The declaration of covenants, conditions and restrictions (CC&Rs), the owners'
13 association bylaws and, if applicable, the condominium plan (Condo Plan) shall be
14 submitted to the City Attorney and approved. The CC&Rs shall include provisions
15 requiring the owners association to actively manage and provide surveillance of the
16 property. Additionally, the applicant shall record with the Los Angeles County
17 Recorder, concurrently with the recordation of the final map, the City approved
18 CC&Rs and, if applicable, the Condo Plan.
- 19 109. The Community Development Director or his/her designee may make a
20 determination, under Section 17.320.35 (B) (1) (b) (ii) of the Zoning Code, that
21 attended parking is not required on the property, only if each pair of tandem spaces
22 has been assigned and designated to a single condominium airspace unit, to the
23 satisfaction of the Director. The Director may rescind such determination at any time
24 (in which event attended parking shall thereafter be required). If attended parking is
25 required, the applicant or property owner shall submit an attended parking plan to the
26 Director for review and approval.

27 **Public Works Department / Engineering Division:**

- 28 110. The applicant or property owner shall at his or her expense repair or replace any
29 damage to the public right-of-way caused by the construction of the proposed project.
Such repair or replacement shall be completed to the satisfaction of the City Engineer.
111. Prior to issuance of the Certificate of Occupancy, the operators and/or owners shall
construct all the stormwater pollution control BMPs and structural treatment control
BMPs shown on the approved SUSMP or site-specific mitigation plan and submit a
stormwater observation report (may obtain form from the City's Stormwater Program
Manager), which shall include a wet-signed and stamped certification statement by
the engineer, who prepared the SUSMP site plans, confirming that the SUSMP BMPs
have been built as designed.

1 112. The applicant shall submit to the City Stormwater Program Manager a notarized
2 Master Covenant and Agreement (regarding on-site BMP maintenance) to be
3 recorded by the County Recorder of Los Angeles County. Prior to getting the
4 Agreement notarized, the applicant's civil engineer shall contact the City's Stormwater
Program Manager for review of the Agreement and for information on other
requirements associated with the recording process.

5 113. After the construction of the SUSMP-related BMPs, the applicant shall submit to the
6 City Stormwater Program Manager a completed Stormwater Observation Report Form
7 (stamped and signed by the civil engineer or architect responsible for the SUSMP
8 design) to certify, based on their observations, that all SUSMP-related BMPs have
been constructed per the specifications and drawings.

9 114. All Public Works Department Conditions of Approval shall be completed to the
10 satisfaction of the City Engineer.

11 **Transportation Division:**

12 115. Pursuant to Municipal Code § 7.05.015 TRANSPORTATION DEMAND AND TRIP
13 REDUCTION MEASURES, prior to issuance of a certificate of occupancy, the
14 developer shall provide and continuously maintain the following which shall be met to
15 the satisfaction of the Planning Manager and Director of Transportation:

16 A bulletin board, display case, or kiosk displaying transportation information in a
17 prominent area accessible to the greatest number of employees shall be installed.
18 Such required information shall include, but is not limited to, the following:

- 19 A. Current maps, routes and schedules for public transit routes serving the site;
- 20 B. Telephone numbers for referrals on transportation information including numbers
21 for the regional ridesharing agency, transportation management associations, and
22 local transit operators;
- 23 C. Ridesharing promotional material supplied by commuter-oriented organizations;
- 24 D. Bicycle route and facility information, including regional/local bicycle maps and
25 bicycle safety information; and
- 26 E. A listing of any other facilities and resources that may be available for carpoolers,
27 vanpoolers, bicyclists, transit riders and pedestrians at the site.
- 28 F. All information required by this Section shall be regularly stocked on a periodic
29 basis.

30 **Tentative Tract Map No. 65473, TTM P2008080:**

31 **Public Works Department/Engineering Division:**

32 116. The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the
33 State of California.

46.

- 1
2 117. A corner cut off at the southwest corner of Moore Street and Washington Boulevard
3 and southeast corner of Meier Street and Washington Boulevard shall be dedicated
4 for street purposes.
- 5 118. The final map shall conform to the conditionally approved tentative map approved by
6 the Planning Commission on August 7, 2008.
- 7 119. The project boundary shall be tied to at least one (1) global positioning satellite (GPS)
8 monument established by and located within the City of Culver City.
- 9 120. All required boundary monuments shall be installed prior to the recording of the final
10 map. At a minimum, a spike and washer shall be set on the centerline of Moore
11 Street and Meier Street at the intersection of the prolongation of the project's northerly
12 boundary and on the centerline of Washington Boulevard with the intersection of the
13 centerline of Moore and Meier Streets. Each monument shall be tied to at least four
14 (4) points, with lead and tags, and centerline tie notes filed with the Engineering
15 Division.
- 16 121. An improvement bond and agreement shall be filed with the City prior to the recording
17 of the final map for those public improvements awaiting completion and approved by
18 the City Engineer to be bonded. The bond and agreement shall conform to Section
19 66499 of the Subdivision Map Act and include, but not be limited to, labor and material
20 and be based on estimated construction cost unit prices as provided by the City.
- 21 122. The final map shall be submitted to the Los Angeles County Department of Public
22 Works for review, approval, and recordation. After approval of the technical aspect of
23 the map by Los Angeles County, and prior to recordation, the final map shall be
24 approved by the City Council. A copy of the first plan check package as submitted to
25 Los Angeles County shall also be submitted concurrently to the Culver City
26 Engineering Division for Review.
- 27 123. A copy of the final map in digital and mylar format shall be filed with the Engineering
28 Division prior to final acceptance by the City.
- 29 124. The final map shall be recorded prior to the issuance of any Certificate of Occupancy
for any office air space unit.

1 APPROVED and ADOPTED this 7th day of August 2008.

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4
5 JOHN KUECHLE, VICE - CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:

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10 Yvonne Hunt
11 Administrative Secretary

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REGULAR MEETING OF THE
PLANNING COMMISSION, CITY OF CULVER CITY,
CALIFORNIA

August 7, 2008
7:00 P.M.

Call to Order & Roll Call

Present: John Kuechle, Vice Chair
Marcus Tiggs, Commissioner
Linda Smith Frost, Commissioner

Absent: David Rockwell, Chair (Excused)
Anthony Pleskow, Commissioner (Recused)

Staff Present:

Sol Blumenfeld,	Community Development Director
Thomas Gorham,	Planning Manager
Susan Yun,	Senior Planner
Heather Baker,	Assistant City Attorney
Barry Kurtz,	City Traffic Consultant

oOo

Pledge of Allegiance

The Pledge of Allegiance was led by Thomas Gorham.

Items Not on the Agenda

None

PUBLIC HEARING

PH-1 Site Plan Review, Tentative Tract Map, Administrative Use Permit, and Negative Declaration for the Construction of 3-story Commercial Building (Retail and Office) located at 12803-12823 Washington Boulevard.
(Staff Report: Susan Yun (310) 253-5755)

Sol Blumenfeld outlined the history of the project; Susan Yun gave a brief summary of the project.

Present for the applicant:

Wally Marks	Applicant
Jim Suhr	Applicant
Roger Sherman	Architect

COMMISSIONER COMMENTS

Commissioner Smith Frost

- Inquired about the possibility of full service restaurants at the project site and if the estimated revenue was based on construction costs.
- Concerned about vacant lots in the West Washington area.
- Supports the project.

Commissioner Tiggs

- Inquired about whether there will be a gate for ingress/egress on Meyer.
- Traffic study - ITE stated there were 634 added trips and did not factor in the public parking.
- Inquired whether the loading area on Moore Street will have sufficient space due to the narrowness of the street.
- Inquired whether the City of Culver City will pay the costs to install and maintain the parking meters and requested an description of "smart meters".
- Supports a program to monitor the developer's "green screen" activity and progress.
- Supports the project

Vice Chair Kuechle

- Asked whether the rule allowing restaurants of up to 1500 sq. ft. without requiring additional parking applied to the site as a whole, or to each restaurant.
- Inquired whether the mural might fade over time, and was told that the materials to be used would not fade, and that the conditions of approval would also address this concern.
- Stated that using the area under the sidewalks for subsurface parking was a good use of land, and should be considered for other projects, when appropriate.
- Supports the project.

Motion to approve the Site Plan Review, Negative Declaration, Administrative Use Permit and Tentative Tract Map was moved by Commissioner Tiggs, seconded by Commissioner Smith Frost. **Vote 3-0.**

o o o

ITEMS FROM STAFF

Thomas Gorham discussed upcoming meetings. The next regularly scheduled meeting will be changed to September 10, 2008 regarding 9919 Jefferson.

ITEMS FROM COMMISSIONERS

Commissioner Tiggs informed the Commission that Symantec is now Leeds certified.

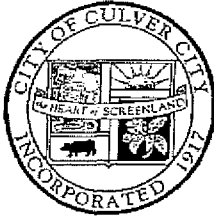
Vice Chair Kuechle inquired about the revised resolution for Irving Place, which has still not been reviewed by the Commission.

ADJOURNMENT

There being no further business, at 8:30 p.m., the Planning Commission adjourned its meeting to an Adjourned Regular Meeting to be held on September 10, 2008.

John Kuechle, Vice Chair
City of Culver City
Planning Commission

Yvonne D. Hunt
Administrative Secretary



Culver

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

PROPOSED NEGATIVE DECLARATION

Project Title and File No.: Site Plan Review (SPR) -P2008079; Tentative Tract Map (TTM) - P2008080; and Administrative Use Permit (AUP) -P20088078

Project Location: 12803 - 12823 Washington Boulevard, Culver City, CA 90232 (Meier Street and Moore Street)

Project Sponsor: Axis Mundi RE II, LLC – James Suhr and Wally Marks
8758 Venice Boulevard, Suite 101, Los Angeles, CA 90034

Project Description: Proposed three (3) story 37,450 square feet office/retail development with 39 ground level metered public parking spaces (open to general public and for retail uses), and one level of subterranean parking with 89 parking spaces (including tandem spaces) for office uses. The request also includes a Tentative Tract Map to subdivide the property for commercial condominium purposes.

Environmental Determination:

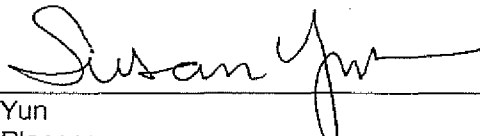
This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this **NEGATIVE DECLARATION** based on the following finding:

- ☒ 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.

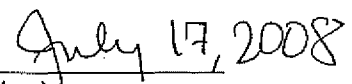
A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this **NEGATIVE DECLARATION** may be obtained at:

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

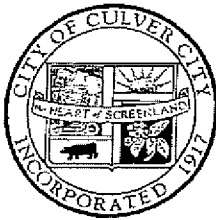
The public is invited to comment on the proposed **NEGATIVE DECLARATION** during the review period, which ends **Thursday, August 7, 2008.**



Susan Yun
Senior Planner

52.


Date July 17, 2008



Culver City

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Axis Mundi - "Baldwin" Site Site Plan Review (SPR)-P2008079 Tentative Tract Map No. 65473 (TTM)-P2008080 Administrative Use Permit (AUP)-P2008078		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Susan Yun, Senior Planner (310) 253-5755		
Project Location/Address:	12803 -12823 Washington Boulevard		
Nearest Cross Street:	Meier Street and Moore Street	APN:	4236-021-900 4236-021-901 4236-021-902 4236-021-903
Project Sponsor's Name & Address:	Axis Mundi RE II, LLC (James Suhr and Wally Marks) 8758 Venice Boulevard, Suite 101 Los Angeles, CA 90034		
General Plan Designation:	General Corridor	Zoning:	Commercial General (CG)
Redevelopment Project Area:	Component Area No. 4		
Overlay Zone/Special District:	Commercial Setback Overlay (CSO) and Redevelopment Project Area Overlay (RP) Zones.		
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>			
The proposed project consists of the development of a new three-story commercial condominium building totaling 37,450 square feet which will consist of 6,300 square feet of retail spaces at the ground level and 31,150 square feet of office spaces at the 2nd and 3rd levels. The project will be built on a vacant full block site currently owned by the Culver City Redevelopment Agency. Parking for the office users is provided in a one-level subterranean garage totaling 89 parking stalls (including tandem spaces), while metered self-parking for the public and customers of the ground level retail totaling 39 parking stalls is located on grade, immediately behind the retail stores. Of the 39 parking stalls located on grade, 18 stalls are required for the retail component and 21 parking stalls are surplus and will available for public parking.			

53.

The project also includes offsite improvements including new curb, gutter, sidewalk, and street trees. It also includes encroachment at the subterranean parking level into portions of Washington Boulevard, Meier Street and Moore Street.

The requested actions include a Site Plan Review to construct a three-story commercial building and one level of subterranean parking, a Tentative Tract Map to subdivide the building into 26 commercial condominium units, and an Administrative Use Permit to allow the use of tandem parking spaces in one level subterranean parking area.

Existing Conditions of the Project Site:

The project site is located on four contiguous parcels which span the north side of Washington Boulevard, on the block between Meier Street on the east and Moore Street on the west. The rear of the project site is bordered by an alley in the City of Los Angeles. The site, measuring approximately 24,043 square feet of gross land area is vacant unpaved land, flat in topography and composed of dirt. There are no buildings, structures, or landscaping currently on the project site.

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

West: Retail

East: Retail Shopping Center

North: 15' foot Alley and Multifamily Residential (within the City of Los Angeles)

South: Retail

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

None

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

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.



Susan Yun, Senior Planner



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.</u> The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is level with no substantial ocean or mountain views that can be considered scenic that will be affected by the project. No mitigations are necessary.				
b). <u>Less Than Significant.</u> There are no significant rock outcroppings on the site or historic buildings within a state scenic highway. The project site is currently void of any buildings, trees and is mostly an unpaved vacant area covered with soil and dirt. There is a chain link security fence that surrounds the perimeter of the project site. The only existing trees are the four street trees adjacent to the project site (two Palm trees along Washington Boulevard and two Palm trees on Moore Street) that will be removed by the applicant. The proposed project will include parkway landscape enhancements such as decorative concrete sidewalks and the addition of six new street trees with metal tree grates and flowering shrubs planted on either side of the street trees. As a standard code requirement and condition of approval to the project, the developer is required to prepare and submit a landscaping plan to the satisfaction of the City that must demonstrate enhanced and improved parkway landscaping including the provision and replacement of the removed street trees. The proposed landscaping plan will reduce this impact to a level that is less than significant. No mitigations are necessary.				
c). <u>Less Than Significant.</u> There is minimal visual character or quality of the project site as it is currently void of any buildings, trees or significant landscaping and is mostly an unpaved vacant area covered with soil and dirt. There is only a chain link security fence that surrounds the perimeter of the project site.				
The proposed project will improve the visual character and quality of the site by constructing an architectural modern building making use of a variety of building materials including stucco, galvanized metal, standing seam metal roof, metal cable railings, CMU block, and aluminum and glass storefronts. The three story office/retail project is also an "environmentally friendly" green building consisting of "green screens" (metal screens with landscaping) on the building façades, provisions of photovoltaic solar arrays of approximately 4,600 sf in area, a planted "sedum" roof area, a bio swale area to provide onsite storm water retention, and passive design elements such as natural ventilation and radiant floor heating. Also, the proposed project as mentioned in Section I.b. above will result in enhanced and improved streetscape and parkway improvements with the addition of decorative concrete sidewalks and four new street trees and landscaping along the public right of way. Finally, the facades of the office pavilions on the elevations will be decorated artwork in compliance with the City's Art in Public Places program.				
The proposed project once implemented will act as catalyst to help redevelop the commercial area at this western area of Washington Boulevard by creating an active retail streetscape for small tenants with creative office spaces above. 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.				

56.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d). <u>Less Than Significant.</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 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 not shine or glare directly onto adjacent public and private properties. With implementation of these code requirements, 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: 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:				
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?	☐	☐	☐	☒
Responses: a).- c). <u>No Impact.</u> 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. 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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
Responses:				
a). <u>Less Than Significant Impact.</u> The project site is within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles County and 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 AQMP was approved in 1997. 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 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. The proposed project does not require an amendment to the General Plan land use designation of General Commercial, therefore no conflict with the AQMP would occur. No mitigation measures are required.				
b).-c). <u>Less Than Significant Impact.</u> The project would result in short-term emissions during construction (e.g., dust, construction equipment exhaust) and long-term emissions due to traffic generated by the project after construction is completed. In its <u>CEQA Air Quality Handbook</u>, the SCAQMD provides specific criteria for determining whether the potential air quality impacts of a project are significant.				
<u>Project Emissions.</u> Tables 6-2 and 6-3 of the AQMD CEQA Handbook provide guidance for determining whether a project could exceed these thresholds of significance during construction or operations. For construction emissions, the threshold for an office project is 559,000 square feet of gross floor area. For operations emissions, the threshold for a small office project (10-100 units) is 96,221 square feet. The proposed project would contain 37,450 square feet of gross floor area; therefore it is well below the AQMD threshold of significance for construction and operations. The threshold for grading is 177 acres. The proposed project would result in approximately 48,700 cubic yards of grading, therefore the project is also well below the threshold of significance for grading activities. In addition, conditions of approval for the project would reduce dust emissions through compliance with National Pollutions Discharge Elimination System (NPDES) water quality requirements. No mitigation measures are necessary.				
d). <u>Less Than Significant Impact.</u> Sensitive receptors include residential multi-family neighborhoods behind the 15' alley. Although the project site would cause emissions in close proximity to existing multi-family homes, these emissions would be less than significant due to the temporary nature of construction and the office/retail use of the property as discussed in Section III.a, above.				
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. The closest sensitive uses to the project area are multi-family homes behind the 15' alley. This would be a temporary impact and would be mitigated by existing AQMD regulations requiring proper maintenance of vehicle engines and exhaust systems, and therefore is not considered significant. No mitigation measure is 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
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?	☐	☐	☒	☐
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).- f). <u>Less Than Significant Impact.</u> The project site is currently vacant and void of any development or significant vegetation; however the site is existing disturbed land as it was previously developed with various uses including a motel, apartment building and retail buildings. In 2005 to 2006, the site was cleared and now is mostly bare dirt, with no trees or significant vegetation. No sensitive native plants or wildlife are known to inhabit the site. There is no riparian habitat or other sensitive natural community on the site. The project site supports no federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. Because the project site is completely surrounded by development and within an urbanized area, it is not part of a resident migratory wildlife corridor or wildlife nursery site. Development of the proposed project would result impacts that are less than significant. No mitigation measure is 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
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).- d). <u>Less than Significant Impact.</u> Information on existing conditions of the project site per City records and information submitted by the applicant with project application materials indicates no identified cultural resources exist on site, and no significant adverse impacts relative to cultural resources are associated with the project. The proposed project is an intensification of a vacant, but previously developed and disturbed land. 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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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). <u>Less Than Significant Impact</u>. Based on a Geotechnical Engineering Investigation (dated February 13, 2008) prepared by Geotechnologies, Inc. for the proposed project, the site is not located in an Alquist-Priolo zone. The closest active faulting occurs on the Santa Monica Fault Zone, which is located approximately 3.5 miles north of the site and the Newport-Inglewood Fault Zone approximately 4.0 miles to the east. As a result, surface rupture is not likely on the site, although the site would be expected to experience groundshaking during a seismic event in the area. In the event of a strong earthquake, there is a potential for structural damage to the building and utilities. A standard code requirement requires the submittal of the geotechnical report (referenced above) 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 shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. Compliance with the recommendations in the geotechnical report and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary. a)(iii). <u>Less Than Significant Impact</u>. Based on information contained in the geotechnical report referenced above, the project site is not located within an area subject to liquefaction. Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. Based on a liquefaction analysis of the soils conducted as part of the geotechnical report referenced above, the site soils would not be capable of liquefaction. The geotechnical report referenced above ensures adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, 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. Compliance with the recommendations in the geotechnical report and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary. a)(iv). <u>Less Than Significant Impact</u>. The site is relatively level with a slight southwest ground surface gradient. Based on the geotechnical report referenced above and prepared for the site, the probability of seismically-induced landslides occurring on the site is considered to be low due to the general lack of elevation difference across or adjacent to the site. No mitigation measures are necessary. b). <u>Less Than Significant Impact</u>. Soil erosion can occur naturally, and may be accelerated during excavation and construction when vegetation cover is removed and bare soil is disturbed. However, 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 (BMP's) 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 condition. These plans would reduce this impact to a level that is less than significant. c). <u>Less Than Significant Impact</u>. See Section VI.a, above. No mitigation measures are required.				

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> Expansive soils are generally high in clay content. The standard code requirements and project condition of approval described in Section VI.a, above, will ensure that this project complies with applicable engineering standards and that potential impacts are reduced 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. 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). Less Than Significant. No routine use, transport or disposal of hazardous materials is proposed in connection with the operation of the project. The Phase I Environmental Site Assessment report (dated October 2004) indicates that there is no evidence that hazardous materials may have been stored or spilled on the property in the past with the exception of one former usage on the site as a dry cleaner at 12807

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Washington Boulevard from about 1954 to 1962. As recommended in the Phase I report, a soil-gas survey in the vicinity of the former dry cleaning facility was conducted to determine if the site has been impacted. The soil-gas survey (Phase II Environmental Site Assessment) dated November 23, 2005, concluded the subsurface soils at the site have not been impacted by solvents or aromatic hydrocarbons in the areas investigated and no further environmental site assessment was necessary for the site. No mitigation measures are necessary. b). <u>Less Than Significant Impact.</u> During construction, gasoline- and diesel-powered equipment would be used. In the event of an accident, gasoline or diesel fuel could be spilled. Standard building permit provisions would require that the contractor follow proper site maintenance and spill cleanup procedures to minimize health hazards. No mitigation measures are necessary. c). <u>Less Than Significant.</u> No hazardous materials would be used in connection with the new project. The site is within one-quarter mile of Culver City Montessori Pre-School, located at 11312 Washington Boulevard. The only potential hazardous materials present at the site would be asbestos or lead-based paint in building materials to be demolished and removed. However, since the buildings that were located on the site were demolished a few years ago, this reduces this potential impact to a level that is less than significant. No additional mitigation measures are necessary. d). <u>No Impact.</u> According to the Phase I report, the property is not included on any list of hazardous materials sites. No mitigation measures are necessary. e). <u>No Impact.</u> The project site is not located within 2 miles of an airport. The nearest airport (Los Angeles World Airports - LAWA) is approximately 3.2 miles south of the site. No mitigation measures are necessary. f). <u>No Impact.</u> There are no private airstrips within the project vicinity. 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, due to temporary street or lane closures. Standard City conditions require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. No mitigation measures are necessary. h). <u>Less Than Significant Impact.</u> The project is not located on an urban/wildland edge. Standard building and fire code requirements would reduce this potential impact to a level that is less than significant. No mitigation measures are necessary. Mitigation Measure(s): None Required				

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 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)?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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).	<u>Less Than Significant Impact.</u> During excavation and construction, 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 to 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). 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 condition. The proposed project also incorporates certain environmentally friendly design elements such as the incorporation of a bio- swale and planted sedum roof that will collect and naturally filter rain water and condensation from the building roof before it enters into the City's stormwater drainage system. 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).	<u>Less Than Significant Impact.</u> The project would have negligible effect on groundwater supplies or recharge. No wells are proposed as part of the project. The project would replace a vacant unpaved area with a commercial structure and hardscape (parking lot, sidewalks, driveways, etc.) resulting in an increase in stormwater runoff but the amount of new impermeable surfaces (less than 25,000 s.f.) would have no measurable effect on groundwater recharge. In addition, the projects' green roof, bio swale area and other landscape irrigation would result in increased groundwater percolation during dry months, offsetting the effect of new impermeable surfaces to some extent. No mitigation measures are necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c).	<u>Less Than Significant Impact.</u> Grading in connection with the project would result in insignificant changes to existing drainage patterns. The proposed projects plans include facilities to collect and convey runoff to the storm drain system located in public streets. Standard City and State code requirements for storm water runoff and drainage plans are adequately prepared and ensure that grading and drainage would be done in a manner that does not cause substantial erosion, siltation or flooding. Such requirements would reduce potential impacts to a level that is less than significant. No mitigation measures are necessary.				
d).	<u>Less Than Significant Impact.</u> The site is mostly bare/dirt ground. However, standard code requirements and conditions of approval to 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. There are no streams or rivers on or adjacent to the site. Standard City and State code requirements for stormwater runoff and drainage as described in the above sections would substantially reduce this impact to a level that is less than significant.				
e).	<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. No mitigation measures are necessary.				
f).	<u>Less Than Significant Impact.</u> See Sections VIII. a). - d)., above. There are no other known impacts to water quality. No additional 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 located within the Stone Canyon Dam Inundation zone. Although the potential for dam failure is low, dam owners are required under Section 8589.5 of the California Government Code to prepare emergency response plans, for warning, evacuation, and post-flood actions. Due to the distance of the project site from the Stone Canyon Dam and the extent of 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.				
j).	<u>No Impact.</u> The site is not located in an area that is subject to seiche, tsunami or mudflows. No mitigation measures are necessary.				

Mitigation Measure(s): None Required

IX. LAND USE AND PLANNING - Would the project:

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?	☐	☐	☐	☒

Responses:

- a). Less Than Significant Impact. The project would not physically divide an established community as the

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
proposed office and retail uses are similar types of land uses to the existing adjacent commercial uses directly east, west and to the south of the project site. No mitigation measures are necessary. b). <u>Less Than Significant Impact.</u> The General Plan Land Use Element designates the property General Corridor which is a commercial designation. The property is presently zoned General Commercial which permits the proposed office and retail uses. The proposed commercial use is consistent with these designations and respects all provisions and development regulations of the Zoning Code and General Plan. The application does not include any variance or request to amend the General Plan or Zoning designations. No mitigation is necessary. 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				
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?	☐	☐	☐	☒
Responses:				
a).-b). <u>No Impact.</u> Current site conditions and City records 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. No Mitigation Measures are necessary.				
Mitigation Measure(s): None Required				
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?	☐	☐	☒	☐

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

1. Construction Noise. A short-term noise increase during construction would be expected to occur from the use and transport of heavy construction equipment. Pursuant to the City's Municipal Code, any construction adjacent to noise-sensitive land uses shall be limited to the hours of 8:00 a.m. to 8:00 p.m. Monday through Friday and 9:00 a.m. through 7:00 p.m. on Saturday and 10:00 a.m. through 7:00 p.m. Sundays.

However due to residential neighborhoods located near the project site, further limitations to construction hours are imposed as part of the project approval. A condition of approval is placed on the project prohibiting construction on Sundays and on City specified Holidays and further limiting construction activity from 8:00 a.m. to 6:00 p.m. on Mondays through Friday. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). Any construction that occurs outside these hours shall comply with the noise limits contained in the Municipal Code. The standard code requirement and conditional of approval further limiting the hours of construction activity would reduce construction noise to a level that is less than significant:

2. Traffic Noise. The project would generate additional traffic on the surrounding street network, which could result in an increase in traffic noise levels. The project would be expected to generate approximately 620 net new daily trips. This is roughly projected to result in an increase in traffic volumes along Washington Boulevard from a forecast total of approximately 37,300 vehicles per day (both directions) without the project in 2011, to approximately 37,920 vehicles per day with the project in 2011, an increase of about 1.7%. It should be further noted that the project volume additions to Washington Boulevard are totals of all approach direction. In actuality, the project trip additions are divided between vehicles coming/going east of the site, and those traveling west of the site. As such, the actual maximum project trip additions to any particular segment of Washington Boulevard would be approximately 310 vehicles per day (west of the site). This equates to only a 0.85% increase in traffic. This additional traffic would result in a negligible increase in noise. No mitigation measures are necessary.

- b). Less Than Significant Impact. A short-term increase in groundborne vibration and noise would be expected to occur during grading and construction. The small size of the project and limitations on allowable hours of construction found in the City's Municipal Code as well as conditions of approval to the project would reduce this impact to a level that is less than significant.

- c). Less Than Significant Impact. As discussed in Section XI.a.2 above, the proposed project would generate an insignificant increase in noise levels due to marginal increases in traffic on surrounding streets. No mitigation is necessary.

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e).-f). <u>No Impact</u> . The site is not located near an airport flight path and there are no private airstrips within the vicinity of the site. No mitigation measures are necessary.				
<u>Mitigation Measure(s)</u> :None Required				

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 construction of replacement housing elsewhere?	☐	☐	☐	☒
<u>Responses:</u>				
a). <u>No Impact</u> . The proposed project contains no residential uses and would serve existing residents; therefore it would not induce any population growth. No mitigation measures are necessary.				
b). <u>No Impact</u> . No homes would be displaced by the proposed development. No mitigation measures are necessary.				
c). <u>No Impact</u> . See XII.b, above. No mitigation measures are necessary.				
<u>Mitigation Measure(s)</u> : None Required				

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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
<u>Responses:</u>				
a) <u>Fire protection?</u>				
<u>Less Than Significant Impact</u> . The project site is surrounded by existing development that is currently served by the Culver City Fire Department and the project would have no significant effect on the long-term demand for fire protection. Temporary impacts on fire protection could occur due to street lane closures during construction, however. Standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. 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)	<i>Police protection?</i>				
	<u>Less Than Significant Impact.</u> The proposed project would not cause a substantial increase in demand for police protection; however temporary impacts could occur due to street lane closures during construction. Standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. No mitigation measures are necessary.				
c)	<i>Schools?</i>				
	<u>No Impact.</u> The proposed project would not generate additional students since it is not a residential use. No mitigation measures are necessary.				
d)	<i>Parks?</i>				
	<u>No Impact.</u> The proposed project would not generate additional residents or demand for parks since it is not a residential use. No mitigation measures are necessary.				
e)	<i>Other public facilities?</i>				
	<u>No Impact.</u> The proposed project would have no effect on any other public facilities. No mitigation measures are necessary.				
Mitigation Measure(s): None Required					

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? | ☐ | ☐ | ☐ | ☒ |

Responses:

- a). No Impact. The proposed project would not generate additional residents or demand for recreational facilities since it is not a residential use. No mitigation measures are necessary.
- b). No Impact. The proposed project does not include recreational facilities, nor would it generate additional residents or demand for recreational facilities since it is not a residential use. No mitigation measures are necessary.

Mitigation Measure(s): None Required

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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)?	☐	☐	☐	☒

Responses:

The following analysis is based on the Traffic Impact Analysis Report (April 2008) prepared by Hirsch Green Transportation Consulting, Inc.

a).-b). Less Than Significant Impact. Two separate issues are addressed in this section: 1) Impacts after project completion; and 2) Impacts during construction.

1. Impacts After Project Completion

Level of Service (LOS) is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. Level of Service 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 proposed three story office/retail commercial building is expected to generate approximately 620 net new daily trips, including 56 net trips during the AM peak hour, and 63 net trips during the PM peak hour. The traffic study analyzed potential traffic impact on 9 intersections adjacent or in close proximity to the project site and 5 local street segments in relation to the project. One of the nine intersections studied (Washington Blvd. and Lincoln Blvd.) is located in the City of Los Angeles. According to the traffic study, most of the study intersections currently operate at acceptable levels of service for urban conditions (LOS A through LOS D). There are three study intersections that currently operate at LOS E or LOS F during one or both of the peak hours.

The traffic study identified the 2011 future levels of service at the study intersections for both the "without" project and "with" project scenarios. In the future (2011) "without" project analysis, the level of service of the nine study intersections was worsened as compared to existing 2008 conditions with predominantly LOS D to F conditions. This deterioration in level of service is a result of ambient traffic growth and on going and/or proposed development within and near the study area, and is expected to occur whether or not the proposed project is built. In the future (2011) "with" project analysis, the proposed project will generally result in only nominal incremental increases in area intersection operations and is not expected to produce any changes in the forecast "without" project levels of service in any of the nine intersections. Hence, the addition of the proposed project traffic would not have a significant impact on traffic conditions

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
in the near term (year 2011). Although not specified as a mitigation measure in Traffic Study, the proposed project is required by Public Works Department to improve the existing curb returns at the northeast corner of the Washington Boulevard and Moore Street, and at the northwest corner of Washington Boulevard and Meier Street from the current approximately 15-foot radius to a larger 25-foot radius. These improvements will allow for easier turns between these local streets and Washington Boulevard, and help improve traffic flow in the project vicinity. No mitigation measures are necessary. 2. Impacts During Construction Short-term impacts would occur due to construction traffic and temporary street lane closures. Standard conditions require that a traffic control plan be prepared to specify measures to minimize travel disruptions and safety hazards. This provision would reduce potential short-term construction traffic impacts to a level that is less than significant. c). <u>No Impact</u>. The project would have no effect on air traffic patterns. No mitigation measures are necessary. d). <u>Less Than Significant Impact</u>. The operations of the project's driveways were examined to assure that safe operations and adequate capacity are provided to accommodate the anticipated vehicular demands of the project. Access to the project's parking facilities will be provided via a combination of driveways located along both Moore Street and Meier Street; no vehicular site access will be provided from Washington Boulevard. The Traffic Study prepared for the project analyzed and concluded that the proposed parking access locations will operate adequately, with no external vehicular queuing on the fronting streets, and no significant internal queuing within the parking areas. Visibility for drivers entering or exiting the site driveways is also not anticipated to be a concern. Vehicles entering the site's driveway are provided with adequate maneuvering room both along the fronting streets and within the site itself. Site distance and driver visibility of oncoming vehicles at the site exists is also acceptable. Any structure or fence at driveway locations will be "eye height" of exiting drivers, and site lines will not be affected. Loading for the project is proposed via an on-street location space along the project's Moore Street frontage adjacent to the project site. Standard City code requires the any proposed on-street loading zone to be reviewed and approved by the City's Public Works Department to ensure no loading impacts will occur and that proper signing and hours of operation are in place. As mentioned above in Section XVa,b, the project will be required per code requirements to improve the existing 15' foot radius curb return at Washington Boulevard (Corner of Meier and Moore Streets) to a larger 25' foot radius providing a safer, smother, and easier vehicular turn movements. Implementation of these code requirements and site design elements of the proposed project would reduce any potential impacts below the level of the significance. No mitigation measures are necessary. e). <u>Less Than Significant Impact</u>. See Sections XIII.a and XV.a and d, above. The standard code requirements and site design elements discussed in those sections would reduce potential impacts to a level that is less than significant. f). <u>Less Than Significant Impact</u>. The project will provide a total of 39 parking spaces on the at-grade parking level, including the required 18 retail spaces plus an additional 21 spaces for use as general public parking; the public parking spaces are not required. Additionally, the proposed project will provide a total of 89 office parking spaces in the subterranean level. As there are tandem spaces proposed in the subterranean level for the office uses, an Administrative Use Permit is requested as part of the project approval. The project meets the current City parking requirements for commercial uses plus provides an additional 21 non-required public parking spaces. Therefore, no project-related parking shortages or "overflow" parking in the adjacent residential neighborhoods or commercial areas by the project employees or visitors is anticipated.				

71.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- g). No Impact. There are no policies that apply to the project related to alternative transportation. No mitigation is necessary.

Mitigation Measure(s): None required

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? | ☐ | ☐ | ☒ | ☐ |

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. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City which has sufficient capacity to serve the needs of the proposed project. No expansion of the existing facilities is necessary. The proposed project will have less than significant impacts to the waste water system. No mitigation measures are necessary.
- c). Less Than Significant Impact. The City is primarily served by the Los Angeles County Storm Drainage System. The City currently maintains some its own storm drains that connect to the County systems. The combined system is adequate to serve the proposed project. No Mitigation Measures are necessary.
- d). Less Than Significant Impact. Water service for this project site comes from the City of Los Angeles Department of Water and Power (LADWP). Most of Culver City receives water service from the Golden State Water (GSWC) Company which depends on the Metropolitan Water District for its supply. However, for those portions of the City west of McLaughlin Avenue is served by LADWP. LADWP acquires its water supply from wells, the Metropolitan Water District reclamation efforts, and from the Owens Valley and Mono Basin via aqueducts. There are sufficient water supplies to the City to serve the proposed project, no expansion to the services are necessary. The proposed project will have less than significant impacts to the water system. No mitigation measures are necessary.
- f). Less Than Significant Impact. Solid waste from the project area is disposed of at the Puente Hills landfill in

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
the City of Industry. Other landfills available for City waste disposal include BKK Sanitary Landfill located in the City of West Covina and Bradley West Landfill located in the City of Sun Valley. The Municipal Code requires provision of trash containers for recyclable materials and yard waste to reduce solid waste generation. No mitigation measures are necessary. g). <u>Less Than Significant Impact</u>. 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.				

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 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) No Impact. The project will not degrade the quality of the environment nor have any significant impacts to any plant or animal wildlife species because the site itself is currently vacant and void of any development or significant vegetation. The proposed project will be a significant aesthetic improvement to the site and revitalize the surrounding area by activating the street with new retail and office uses. Also, the project will introduce new and enhanced landscaping and vegetation where currently there minimal to none.
- b) Less Than Significant Impact. The project would contribute to short-term cumulative impacts in the areas of air quality, noise and traffic during the construction period. The project's contribution to these cumulative impacts would be substantially reduced by the standard City code requirements and conditions of approval, and hence the incremental impacts of the project would be less than significant.
- c) Less Than Significant Impact. The project does not have the potential to cause adverse effects on human beings, either directly or indirectly. The proposed project's design features, standard City code requirements and conditions of approvals described herein reduced any potential impacts to a level that is less than significant.

Mitigation Measure(s): None Required.

XVIII. EARLIER ANALYSES:

None

References Utilized:

1. CEQA Air Quality Handbook by SQAMD, 1993 update
2. City of Culver City General Plan Program EIR, November 1995
3. Culver City Redevelopment Plan Amendment and Merger EIR, November 16, 1998
4. Phase I Environmental Site Assessment (12803 -12823 Washington Blvd.), prepared by Smith-Emery Geo Services, October 2004
5. Phase II Environmental Site Assessment (12807 Washington Blvd.), prepared by Smith-Emery Geo Services November 23, 2005
6. Geotechnical Engineering Investigation for 12803 Washington Blvd., prepared by Geotechnologies, Inc., February 13, 2008
7. Traffic Impact Analysis prepared by Hirsch Green Transportation Consulting Inc., for 12803 Washington Boulevard, Revised April 2008