



Culver CITY

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PLANNING COMMISSION MEETING AGENDA WEDNESDAY, MAY 13, 2009

PUBLIC COMMENT

The Planning Commission will listen to the public on any item on the agenda or item of interest that is not on the agenda. The Planning Commission cannot legally take action on any item not scheduled on the agenda. Such items may be referred for administrative action or scheduled on a future agenda.

If you wish to speak to the Commissioners, please complete a Speaker's Card and present it to the Secretary before the agenda item is called. You will be called to the podium by name when it is your turn to speak to the Commissioners.

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

Persons wishing to speak on agenda items will be called at the time the agenda item is brought forward. Comments will generally be limited to five minutes per speaker; however, a three-minute limit may be declared by the Chairperson for agenda items for which many Speaker Cards have been submitted.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

A total of twenty minutes shall be devoted to audience participation at the beginning of the agenda. Speakers will be called on in the order cards were received by the Secretary. If additional time is needed, the Chairperson will allow for same at the end of the agenda.

When the Secretary calls your name, please advance to the podium and state your name and city of residence. Speakers must limit their comments to five minutes. A three-minute limit may be declared by the Chairperson if there is a large number of individuals desiring to address the Commissioners.

NOTE: AT OR ABOUT 11:00 P.M., COMMISSION MEMBERS WILL DETERMINE WHETHER TO CONTINUE WITH DISCUSSION OF REMAINING ITEMS ON THE AGENDA OR TO CARRY SOME/ALL OF THE ITEMS OVER TO A FUTURE MEETING DATE.

CELL PHONES AND OTHER DISTRACTIONS

Use of cell phones, pagers and other communication devices is prohibited while the Planning Commission Meeting is in session. Please turn all devices off or place on silent alert and leave the Chambers to use. During the meeting, please refrain from applause or other actions that may be disruptive to the speakers or the conduct of City business.

MEETING INFORMATION

Planning Commission meetings are regularly scheduled for the second and fourth Wednesdays of every month. Planning Commission Agenda information is available 72 hours before each Planning Commission meeting via a tape recorded message by calling 310-253-5741.

City Council/Agency/Commission meetings can be viewed live on Channel 35 by Comcast subscribers. Meetings are also broadcast on the City's Radio Station AM 1690. To view the Planning Commission meetings on line please visit <http://www.culvercity.org/citygov/netcast.asp>.

ALD

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AGENDA

Planning Commission

Wednesday, May 13, 2009

7:00 p.m.

Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

David Rockwell, Chair
John Kuechle, Vice Chair
Linda Smith Frost, Commissioner
Anthony Pleskow, Commissioner
Linda Shahinian, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

- PH-1.** Site Plan Review and Mitigated Negative Declaration to Allow the Construction of a 43 Foot High, Commercial Building and Parking Structure with 775 Parking Spaces, 41,520 Square Feet of Retail, and 10,000 Square Feet of Restaurant at 8511 Warner Drive in the Industrial General (IG) Zone. (Staff Report: Jose Mendivil (310) 253-5757). **Approve.**

CONSENT CALENDAR. *Note: Consent Calendar items are considered to be routine in nature and may be approved by one motion. Public requests to discuss Consent Calendar items must be filed with the Secretary before the Consent Calendar is called.*

- C-1.** Secretary's Report. **Approve Report.**

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

Next Planning Commission Meeting
May 27, 2009
7:00 PM

Upcoming Public Meeting Schedule –Tentative – 2009

Date	Day	Time	Location
<i>City Council</i>			
<i>May 25</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Redevelopment Agency</i>			
<i>May 18</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Civil Service Commission</i>			
<i>June 3</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Cultural Affairs Commission</i>			
<i>June 9</i>	<i>Tuesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Parks & Recreation Commission</i>			
<i>June 2</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Patacchia Room</i>
<i>Planning Commission</i>			
<i>May 27</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>

- Meetings may be added or changed.
- Times and date may be changed.

Meeting Date: May 13, 2009	Item Number: _____ PH <u>1</u>
AGENDA ITEM: Site Plan Review and Mitigated Negative Declaration to Allow the Construction of a 43 Foot High, Commercial Building and Parking Structure with 775 Parking Spaces, 41,520 Square Feet of Retail, and 10,000 Square Feet of Restaurant at 8511 Warner Drive in the Industrial General (IG) Zone.	
Contact Person/Dept.: Jose Mendivil, Associate Planner; Planning Division	Phone Number: (310) 253-5757
Public Hearing: ☒	Action Item: ☐ Attachments: ☒
Public Notification: April 22, 2009: sign posted on site; notices mailed to all the property owners and occupants in Hayden Tract and Schaefer Street (beyond 500-foot radius; and notice emailed to the Master Notification List.	
Planning Approval: Thomas Gorham, Planning Manager on 5/4/09 Sol Blumenfeld, Director	

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Mitigated Negative Declaration based on the Initial Study (Attachment No. 4) finding that the project will not have a significant adverse impact on the environment provided certain mitigations are implemented; and,
2. Approve Site Plan Review, SPR P-2008047, subject to the Conditions of Approval as stated in Resolution No. 2009-P002 (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.

BACKGROUND:

The proposed project request is a Site Plan Review, to allow the construction of a 43 foot high, commercial building and parking structure with 775 parking spaces, 41,520 square feet of retail, and 10,000 square feet of restaurant in the Hayden Tract at 8511 Warner Drive in the Industrial General (IG) Zone. The project proposes to include:

- Three levels of subterranean parking with some retail;
- One at-grade level with parking and retail/restaurant;

- Second level above grade with parking and retail.

Originally the site was a City owned parking lot that was sold to the applicant/owner. The applicant/owner originally planned to construct a much larger multi-story theatre complex and parking structure on the site. That project request was discontinued in favor of the proposed project. As part of the sale of the lot, the City required that the 242 parking spaces on the lot be covenanted to allow their availability to surrounding businesses.

Brief History on 8511 Warner Land Sale

On March 27, 2006 the City sold the 8511 Warner Drive parking lot to Conjunctive Points Warner Development (CPWD), the current property owner, through a Purchase and Sale Agreement. As part of the Purchase and Sale Agreement the City:

- a. Preserved ownership of its half of the adjacent Spur (formally Metro right of way) area (25 feet of its 50 foot total width); and
- b. Required the recording of a covenant upon the property that for a period of ten years:
 - CPWD would be required to lease the existing 242 parking spaces to the public in a fair, equitable, reasonable, and balanced manner.
 - Of the 242 parking spaces, the Willows School is specifically allocated 20 of them.
 - CPWD may relocate the 242 parking spaces anywhere else within the Hayden Tract if they find it necessary to do so.
 - CPWD is required to find substitute parking during redevelopment construction of the site.
 - CPWD may charge a parking rate that is adjusted *"from time to time to the then fair market rate based on comparable parking rates charged by public and private parking facilities within the Culver City Downtown area and Hayden Tract"* (When the Warner Parking Lot was sold to CPWD a rate of \$60 per month per space was being charged by the City. CPWD now charges \$90-\$100 per month, with a new reserved parking option at a cost of \$120 per month).

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The Hayden Tract was historically a manufacturing area that has over the years transitioned to creative office uses. The change from traditional manufacturing to creative office use has created a severe undersupply of parking since the new uses generally have occupied existing buildings without adding additional parking.

The project site, approximately 74,663 square feet in area, is a flat, surface parking lot with 242 parking spaces and is located near the center of Warner Drive, on the north side, between Hayden Avenue and Eastham Drive. The project site is surrounded by commercial, industrial, and educational institutions. More specifically, the site is surrounded to the west by the UCLA School of Art building, to the east by a single story commercial building (currently undergoing tenant

improvements), to the north by the former Los Angeles County Metropolitan Transit Authority (Metro) easement (now City Owned) and single story industrial buildings beyond, and to the south by single story commercial and industrial buildings and portions of an elementary school and school gym.

Project Description

The proposed project consists of a 5-level (3 subterranean levels), 2-story, 43-foot high, commercial building and parking structure with 41,520 square feet of retail space, 10,000 square feet of restaurant space, and 775 parking spaces. The parking structure wraps around the retail/restaurant space with 16,371 square feet of retail in the first subterranean level, 5,715 square feet of retail and 10,000 square feet of restaurant in the 1st floor ground-level, and 19,434 square feet of retail on the second level. The building/parking structure has a zero setback on all sides except the front street facing façade which is setback five feet.

In the first subterranean level, the retail space surrounds an open courtyard with the first and second levels of retail/restaurant space setback to allow light to enter the subterranean courtyard. This open courtyard along with the first and second story decks overlooking the courtyard will serve as potential outdoor dining space. At the very top, in the center of the parking structure, overlooking the second level parking (which is open to the air) is a planned green roof with vegetation and a glass canopy above the courtyard.

The project will provide: code required 119 retail parking spaces and 100 restaurant parking spaces; 242 City covenanted parking spaces to made available for lease to surrounding businesses(if not provided elsewhere in the Hayden Tract during the 10 year covenant period subject to City approval; and 314 excess parking spaces for a total of 775 parking spaces. In addition, several street parking spaces will be eliminated as a result of project related conditions that will require lane restriping and reconfiguration. These street parking spaces to be eliminated will be accommodated within the parking structure which, as noted above, has 314 excess parking spaces.

The project also provides offsite improvements including new curb, gutter, sidewalk, and street trees and will dedicate 3 feet of its street fronting property in order to accommodate an 8 foot wide public sidewalk. Currently the sidewalk fronting the project site on Warner Drive has a substandard width.

ANALYSIS:

Architectural Design

The project has been designed to conform to all applicable provisions of the Industrial General (IG) Zone and all City development standards. The proposed building will be 43 feet high at the highest point with the second level surface parking deck (open to the sky) built at 14 feet above street grade. Along the Warner Drive street frontage the project will be set

back 5 feet and will include a deck area for outdoor dining or lounging. On the sides the project will be built at a zero setback with property line walls and at the rear facing the City owned-former Metro spur, a concrete wall with openings into the parking structure will be built. Currently there are no plans for pedestrian or vehicular access to the former Metro spur area and the Redevelopment Agency is exploring methods to provide additional surface parking in this area

The front façade along with the green roof will offer the most detailed architectural nuances. The portion of the structure that surrounds the retail restaurant space will have an aluminum storefront system with clear glazing, essentially a glass wall with aluminum mullions. At both the street grade and second story level at the front and along the length of the retail/restaurant structure, there will be a concrete deck/catwalk that overlooks the public street on one side and the subterranean courtyard on the other side. A portion of the roof over the subterranean courtyard will be open and the rest of the roof will be covered with glass, creating a canopy effect over the courtyard. In the open section over the courtyard, there will be a series of crisscrossed steel beams from which laminated curved glass cylinders will be suspended. These suspended glass cylinders will be about 2 feet in diameter with varying lengths (the longest cylinders will be approximately 16 feet). The glass ceiling and suspended cylinders will satisfy the Art in Public Places requirement for this project. In addition to the glass ceiling/glass cylinders, the rest of the roof will be a "green roof" with extensive low profile vegetation to moderate temperature in the structure. Overall the project will have a low profile modern look with the second level parking (surrounding the second level retail space) positioned 14 feet above grade at its highest point about. With perimeter walls the height of the second story parking will be at most 22 feet above grade surrounding a structure that is 43 feet above grade at its highest point. The key material features of the structure are concrete, glass, aluminum, and low profile vegetation.

Parking

The project's on-site parking meets the parking requirements of the Zoning Code for commercial uses (retail and restaurant), including the total number of vehicle spaces, the dimensions of those spaces, and the drive aisle width. Per the Zoning Code, the retail portion of the project requires 119 parking spaces and the restaurant portion requires 100 parking spaces. In addition, per a Redevelopment Agency sale agreement an additional 242 parking spaces must be covenanted and made available for lease to surrounding businesses. At a total of 775 parking spaces provided, there is an excess of 314 parking spaces, thereby providing more than the minimum code required parking. The applicant intends to make the excess parking available to the public and surrounding businesses. Bicycle parking will also be provided within the parking structure.

Approximately 20 to 23 street parking spaces will be lost along Warner Drive as a result of traffic mitigations that will require re-striping of Warner Drive to add left and right turn lanes. This re-striping will require that un-metered angled street parking spaces be re-striped as parallel street parking spaces or that parallel street parking spaces be eliminated all together. Although the loss of public parking spaces may seem significant, the project as noted has 314 excess parking spaces that will be made available to the public and surrounding businesses. In addition, parallel parking is desirable from a safety standpoint, in lieu of angled parking as is the case currently on Warner Drive.

Traffic and Circulation

A traffic impact analysis was conducted for the project by KOA Corporation and reviewed and accepted for scope and content by the City's Traffic Engineer.

According to the KOA February 23, 2009 Traffic Impact Analysis (Traffic Study) for the proposed project, the project is expected to generate 2,006 Daily Trips, 43 AM Peak Hour trips, and 140 PM Peak Hour trips. This estimated future PM Peak trip count is above 50 trips and a traffic study was required for the project. The City of Culver City has established guidelines to determine if a project will have significant impact at a specific location in terms of project related increases in volume-to-capacity (V/C) ratio. The threshold criteria is as follows:

Level Of Service*	Final V/C**	Project Related V/C Increase (or threshold of significant impact)
D	0.801 – 0.900	Equal to or greater than 0.040
E and F	0.901 or more	Equal to or greater than 0.020

* LOS D is Fair Traffic Movement; LOS E is Poor Traffic Movement; LOS F is Failed Traffic Movement (tremendous traffic delays).

** Final V/C is the ratio at an intersection, considering traffic from the project, ambient and related project growth, and without proposed traffic mitigations.

Of the 19 intersections studied, only one was determined to be significantly impacted in the AM Peak because of the project related traffic along with traffic from related projects and future growth. The intersection of Hayden Avenue and Warner Drive is expected to have a V/C increase of 0.028 and is further expected to go from LOS E to LOS F. The V/C increase of 0.028 is greater than the 0.020 V/C threshold of significance. None of the 19 intersections are expected to meet or exceed the V/C ratio increase level of significance for the PM peak.

Proposed mitigations that are expected to lessen the impact to less than significant includes the following restriping actions: along Warner Drive between Hayden Avenue and the project entrance, installation of a left turn lane into the project site; on westbound Warner Drive, installation of a left turn lane onto south bound Hayden Avenue; on southbound Hayden Avenue, installation of a left turn lane onto east bound Warner Drive; and on north bound Hayden Avenue, installation of a right turn lane onto east bound Warner Drive.

The Traffic Study shows that the restriping mitigations, which will result in a smoother flow of traffic, will also result in a V/C decrease for the AM Peak at the Hayden Avenue/Warner Drive intersection of -0.068 – well below the threshold of significance. The PM Peak V/C decrease result of -0.018 is also below the threshold of significance. In addition to these mitigations, the project applicant will be required to post a bond for the future installation of a traffic signal at the Hayden Avenue/Warner Drive intersection. The Metro Exposition Light Rail Project, expected to be completed in 2010, will include signalization of National Boulevard and Eastham Drive and traffic signal modifications at National Boulevard and Jefferson Boulevard. These traffic enhancements may affect the traffic patterns at the intersection of Hayden Avenue/Warner Drive and therefore after full occupancy of the project, the City will conduct traffic counts at the intersection to determine if a traffic signal is warranted. If warranted the project applicant will be responsible for the design and construction of the signal; if not warranted the bond will be returned to the applicant.

During construction inadequate emergency access could occur because of construction related street closures and traffic delays. In order to mitigate this impact to less than significant, the applicant will be required to submit a Construction Staging and Traffic Plan prior to issuance City permits. This plan will include information on staging and local haul routes; number of truck trips such as material evacuation, steel delivery, concrete pour and other deliveries; street/lance closures; pedestrian circulation and traffic control; duration of construction activities/hours of operation; construction parking plan; prohibition of on-street parking by construction workers; and a parking plan.

With both the re-striping mitigations, the bond for a potential future Traffic Signal at Hayden Avenue and Warner Drive, and the Construction Staging and Traffic Plan, overall traffic impacts to the surrounding area will be reduced.

With regards to Congestion Management Plan (CMP) requirements, the nearest CMP arterial monitoring intersections (implemented by the Los Angeles County Metropolitan Transportation Authority - Metro) to the project site are the intersections of La Cienega Boulevard and Jefferson Boulevard and Venice Boulevard and Overland Avenue. Based on the incremental project trip generation estimates, the proposed project is not expected to add 50 or more new trips per hour to these locations in either direction during morning and afternoon peak hours which is below Metro's threshold for further CMP analysis.

With the lane restriping as noted above, access to and from the site will be adequate and traffic is expected to flow easier than had no re-striping been required. Further, parking spaces and aisle widths all meet code minimum dimensions assuring internal circulation will be adequate. With several businesses in the Hayden Tract that are within walking distance to the site, adequate public sidewalks and pedestrian crosswalks exist that will allow easy pedestrian access and circulation to and from the site. Further, with excess parking, there exists the possibility that local businesses will have the ability to lease parking spaces at the site. This could potentially relieve street parking in the Hayden Tract, thereby lessening street parking congestion and easing circulation overall in the area.

Security

The project will be required to have in place a security plan that includes on-site security and the plan will require that it be approved by the Culver City Police Department and the Planning Division. In addition there will be lighting throughout the parking structure as well as a parking toll booth that will act as a security measure.

Area Compatibility

The project site is located in the Industrial General (IG) Zone and is within an area consisting of light industrial and commercial uses. The proposed project is consistent with the Culver City General Plan Land Use Element which has a General Plan land use designation of Industrial. Although there are industrial uses in the areas surrounding the project site, there is a trend in the area to convert traditional industrial uses to light and clean industrial and commercial uses (office, design, and architecture). The proposed project with its restaurant and retail spaces would be consistent with this trend and would provide a resource to the nearby community by adding parking spaces, retail space, and restaurant amenities. Such a commercial community serving resource is encouraged in the Industrial description of the Land Use Element. The project as proposed is consistent with the Zoning Code – the height, setbacks, parking, and proposed uses are all allowed in the IG Zone as noted in the code.

At a maximum of 43 feet in height towards the center of the structure and 22 to 24 feet in height from grade to the second level parapet wall (and outside parking deck), the development will blend in the area that has surrounding single and two story industrial designed buildings with uses ranging from a private school and a university art school to industrial and office uses. With several buildings in the Hayden Tract having gone through façade improvements (or that are currently undergoing such improvements), this project with its modern concrete material, glass walls, and angled edges will compliment those structures that have been given façade improvements with similar modern designs, lines, and material. The convex like shape of portions of the roof containing the green roof will mimic some of the bow truss roofs in the area that are common for industrial buildings. There are no residential uses in the Hayden Tract and as such the project's design should not create impacts to residential uses. The street facing façade with the modern glass walls, courtyard, and suspended glass cylinders will provide a strong presence in the neighborhood. The

parking structure portion of the project with its concrete look and straight lines is designed to be functional and consistent with surrounding bow truss, industrial and warehouse designed buildings.

Landscaping

As a parking structure surrounding retail and restaurant space there is not much room for landscaping. Public Works will require that the sidewalk fronting the project be planted with street trees consistent with the Street Tree Master Plan. A key on-site feature will be a green roof that will provide low profile and sun tolerant vegetation. This green roof will be above the second level retail space and will surround the glass roof and suspended glass cylinders. Although the applicant has not indicated that the project will be submitted for LEED certification, this added green roof feature will provide an aesthetic visual contrast to the concrete and glass walls and to the surrounding industrial buildings while moderating temperature in the building.

Community Outreach

In June of 2006, the applicant sent letters to all Hayden Tract property owners informing them of their plan to develop 8511 Warner Drive and further surveyed the property owners on their current and future parking needs. Follow up correspondence and meetings have occurred with Hayden Tract property owners who are interested in acquiring more parking for their businesses. On October 28, 2008 a meeting was held with the majority of the immediately surrounding property owners who were briefed on the current proposal. According to the applicant the response of the property owners was favorable. One and one meetings with specific property owners have also occurred – according to the applicant reactions by property owners at these one on one meetings have been favorable. See Attachment No. 6 for more details. As of the writing of this staff report no community meeting with the residents of Schaefer Street has been scheduled. On May 7th (after delivery of this staff report) a meeting with the Schaefer Street residents is scheduled and staff will provide a verbal summary at the public hearing. It is the understanding of staff that the various community meetings did not result any major changes to the proposed project. Recently, a group of area business and property owners also have reviewed project plans in the Planning Division and some have expressed concern about the termination of parking covenants in several years that will allow the owner to set parking rates without price regulations. The issue of pricing for parking is not within the jurisdiction of the Commission according to Legal Counsel.

CONCLUSION:

As outlined herein staff believes the findings for a Site Plan Review can be made as outlined in proposed Resolution No. 2009-P002 (Attachment No. 7) and recommends project approval. In addition to maintaining the currently covenanted 242 parking spaces for the 10 year term (seven years remaining), the project will provide excess parking in an area that currently is deficient in parking. Further, the project will provide a community resource by adding retail and restaurant space on a currently underdeveloped lot. Such commercial community serving amenities are lacking in the Hayden Tract and once completed will partly address this deficiency and provide said amenities, within walking distance, to the nearby residential community.

ENVIRONMENTAL DETERMINATION:

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

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.
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. Public Notice Area Map
3. Aerial Map
4. Draft Initial Study/Mitigated Negative Declaration dated April 22, 2009
5. Traffic Study prepared by KOA, dated February 23, 2009
6. Summary Community Outreach by the Applicant
7. Draft Resolution No. 2009-P002 (SPR P-2008047)
8. Development Plans date stamped June 30, 2008

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:	
Site Plan Review, SPR P-2008047 allow the construction of a 43 foot high, commercial building and parking structure with 775 parking spaces, 41,520 square feet of retail space, and 10,000 square feet of restaurant space at 8511 Warner Drive in the Industrial General (IG) Zone.	
PROJECT ADDRESS/LOCATION:	APPLICANT INFORMATION:
8511 Warner Drive Culver City, CA 90232	Samitaur Constructs 3528 Hayden Avenue, 3 rd Floor Culver City, CA 92032 (310) 204-4464
PERMIT/APPLICATION TYPE:	
☐ Administrative Use Permit ☐ Conditional Use Permit ☐ Administrative Site Plan Review ☒ Site Plan Review ☐ Administrative Variance ☐ Variance ☐ Master Sign Program ☐ Certificate of Appropriateness ☐ Certificate of Exemption ☐ DOBI	☐ Tentative Parcel Map ☐ Tentative Tract Map ☐ Lot Line Adjustment ☐ Zoning Code Amendment - Text ☐ Zoning Code Amendment - Map ☐ General Plan Amendment - Text ☐ General Plan Amendment - Map ☐ Planned Unit Development ☐ Specific Plan ☐ Other:
APPROVAL BODY: ☒ Public Hearing ☐ Public Meeting ☐ Administrative	
☐ Administrative ☒ Planning Commission ☐ City Council	☒ Redevelopment Agency ☐ Other:
ENVIRONMENTAL DETERMINATION AND NOTICING:	
CEQA Determination	☐ Categorical Exemption, Class 32 ☐ Negative Declaration or ☒ Mitigated Negative Declaration ☐ Environmental Impact Report, Type: _____
CEQA Noticing	☐ Notice of Exemption (w/in 5 days of decision) ☒ Notice of Intent to Adopt (21 days prior to decision) ☐ Notice of Determination (w/in 5 days of decision) ☐ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision) ☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness
PUBLIC NOTIFICATION:	

Mailing Date: 4/22/09	☒ <i>Property Owners</i> ☒ <i>Occupants</i> ☐ <i>Adjacent Property Owners & Occupants</i>	☐ <i>w/in 500' foot radius</i> ☐ <i>w/in 500' foot radius / Extended</i> ☒ <i>Other: Beyond 500' radius – all of Hayden Tract and Schaefer Street</i>
Posting Date: 4/22/09	☒ <i>Onsite</i> ☐ <i>Offsite</i>	☐ <i>Other:</i>
Publication Date: N/A	☐ <i>Culver City News</i>	☐ <i>Other:</i>
Courtesy Date: 4/22/09	☒ <i>City Council</i> ☒ <i>Commissions</i> ☒ <i>Master Notification List</i> ☐ <i>Culver City Website</i> ☐ <i>Cable Crawler</i>	☐ <i>Press Release</i> ☒ <i>HOA /Neighborhood Groups</i> ☐ <i>Culver City Organizations</i> ☒ <i>Other: Chamber of Commerce, Tom Camerella, Marta Zaragoza, & Downtown Business Association.</i>

GENERAL INFORMATION:

General Plan Industrial	Zoning Industrial General (IG)
Redevelopment Plan Area #3	Overlay Zone/District NA
Legal Description Lots 30,31,32, and the West 79 feet of Lot 33 of Tract No. 13503	Existing Land Use Surface Parking Lot

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>
North:	IG 1-story Industrial	Former Metro Easement; now City Owned &
South:	IG	1-story commercial/industrial buildings, school gym
East:	IG	Single Story Commercial Building
West:	IG	UCLA School of Art Building

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	
<u>Required/Allowed</u>			
Lot Area	74,663 S.F.	No Change	N/A
Building Coverage:	0 S.F.	72,768 S.F.	N/A
Landscaped Area:	0 S.F.	14,410 S.F.	No min.

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	
<u>Required/Allowed</u>			
Parking:			
Covenanted	242	242	242
Retail	0	119	119
Restaurant	0	100	100
Excess	0	314	0
Handicapped	15	16	16
(Part of Total)			
Total:	242	775	461
Building Height:	0'	43'	43'
Building Setbacks:			
Front	N/A	5'	5'
Rear	N/A	0'	None
Required			
Side (East)	0'	0'	None
Required			
Side (West)	0'	0'	None
Required			

ESTIMATED FEES:

☒ New Development Impact: \$46,520	☒ School District: <u>TBD</u>	☒ Plan Check: <u>TBD</u>
☐ In Lieu Parkland:	☒ Art: <u>TBD</u>	☒ Sewer: <u>TBD</u>

INTERDEPARTMENTAL REVIEW:

Planning, Engineering, Building & Safety, Fire Prevention, Redevelopment Agency, and City Attorney reviewed the project. Comments have been incorporated into the plans or where made part of the recommended conditions of approval.

ART IN PUBLIC PLACES:

Applies to Project

RESOLUTION NO. 2009-P002

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-2008047 FOR THE CONSTRUCTION OF A PARKING STRUCTURE AND RETAIL/RESTAURANT SPACE AT 8511 WARNER DRIVE IN THE INDUSTRIAL GENERAL (IG) ZONE.

(Site Plan Review, SPR P2008047)

WHEREAS, on March 17, 2008, Samitaur Constructs acting for the property owner of 8511 Warner Drive, filed a Site Plan Review application to construct a parking structure with 775 parking spaces, 41,520 square feet of retail space, and 10,000 square feet of restaurant space, all within a 5-level, 43 foot high development, with three of the five levels being subterranean, the project being located in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement said proposed project, approval of the following application is required:

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

WHEREAS, on May 13, 2009, the Planning Commission conducted a duly noticed public hearing on these applications, fully considering the application, plans, staff report, environmental information and all testimony presented; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Planning Commission has determined the project will not have

significant impacts on the environment provided certain mitigations are adopted, and that a Mitigated Negative Declaration finding is appropriate; and,

WHEREAS, following conclusion of the public discussion and thorough deliberation of the subject matter, the Planning Commission determined by a vote of ___ to ___ that the project would not result in significant adverse environmental impacts, that a Mitigated Negative Declaration finding was appropriate and that the Site Plan Review should be conditionally approved as set forth herein below.

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

SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City Municipal Code (CCMC), as outlined in CCMC Title 17, Section 17.540.020, the following findings for a Site Plan Review are hereby made:

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

The general layout of the project is consistent with the Industrial General (IG) zoning district in which the site is located. The proposed project conforms to all applicable provisions of the IG zone. The proposed building will be 43 feet high at the highest point with the second level surface parking deck (open to the sky) built at 14 feet above street grade. Along the Warner Drive street frontage the project will be set back 5 feet and will include a deck area for outdoor dining or lounging. On the sides the project will be built at a zero setback with property line walls and at the rear facing the City owned-former Metro spur, a concrete wall with openings into the parking structure will be built.

The project provides adequate parking as required by the code with an additional 314 parking spaces; the proposed building meets the code requirements for height and building setbacks, and building projections are

within code required height limits for architectural projections. Vehicular access to on-site parking is situated off of Warner Drive and with traffic mitigations that require lane restriping along Warner Drive and Hayden Avenue, said vehicular access to and from the site is adequate. The structure is well designed for pedestrian access from surrounding businesses with a widened sidewalk fronting the project and added on-site paving for ease of entry into the structure. Interior elevators and stair cases also provide adequate pedestrian access from the parking structure to the retail and restaurant portions of the project site. Further ease of access is facilitated through installation of a valet parking lane and valet services and two exit lanes. At the grade level northwest corner of the parking structure, sufficient area is provided for trucks to enter and maneuver along side a loading elevator.

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

The front façade along with the green roof will offer detailed architectural nuances such as the portion of the structure surrounding the retail restaurant space with its aluminum mullions and storefront glazing. At both the street grade and second story level at the front and along the length of the retail/restaurant structure, there will be a concrete deck/catwalk with decorative paving that will overlook the public street on one side and the subterranean courtyard on the other side. A portion of the roof over the subterranean courtyard will be open to below with the rest of the roof covered with glass, creating a canopy effect over the courtyard. In the open-to-below section over the courtyard there will be a series of crisscrossed steel beams from which laminated curved glass cylinders will be suspended. These suspended glass cylinders, at about 2 feet in diameter with varying lengths (the longest approximately 16 feet), will form a key art-as-architecture feature and provide a prominent visual affect as one enters the retail/restaurant portion of the parking structure. In addition to the glass ceiling with suspended glass cylinders, the rest of the roof will have a “green roof” with extensive low profile vegetation. Overall the project will have a low profile modern look with the second level parking (surrounding the second level retail space) positioned 14 feet above grade at its highest point about. With perimeter walls the height of the second story parking will visually appear to be approximately 22 feet above grade surrounding a structure that is 43 feet above grade at its highest point – similar to the massing and height of surrounding industrial buildings. The key material features of the structure - concrete, glass, aluminum, and low profile vegetation – give the building a functional look in keeping with surrounding industrial buildings, many of which have been

or are undergoing tenant improvements that both preserve their industrial design and provide modern architectural elements of clean, straight lines, similar to this project.

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

As a parking structure built to all setback limits, there is limited room for landscaping. However, the project will be subject to Public Works street tree requirements and public street trees will be planted at periodic intervals along the Warner Drive frontage that add a visual relief to the modern glass and concrete design. Given this limitation on availability of landscaping areas, a key on-site feature will be a green roof that will provide low profile and sun tolerant vegetation. This green roof will be above the second level retail space and will surround the glass roof and suspended glass cylinders. This added green roof feature will provide an aesthetic visual contrast to the concrete and glass walls and to the surrounding industrial buildings. Through the minimal landscaping features along the sidewalk and the green roof, overall visual relief will be achieved and the landscaping will offer a contrast to the straight lines, concrete, and glass wall architectural design features of the project.

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

The project site is located in the Industrial General (IG) Zone and is within an area consisting of light industrial and commercial uses. Although there are industrial uses in the areas surrounding the project site, there is a trend in the area to convert traditional industrial uses to light and clean industrial and commercial uses (office, design, and architecture). The proposed project with its restaurant and retail spaces will be consistent with this trend and will provide a resource to the nearby community by adding parking spaces, retail space, and restaurant amenities, all within a structure that meets both setback and height limit code restrictions. Such a commercial community serving resource will enhance the area and encourage further revitalization of the area rather than limit the use or future development of surrounding areas. As a low profile parking structure providing more than the code required parking and with restriping of surrounding streets and construction of a wide sidewalk, both

vehicular and pedestrian access will be adequate and overall the project be in the best interest of the public health, safety, and general welfare.

In addition, at a maximum of 43 feet in height towards the center of the structure and 22 to 24 feet in height from grade to the second level parapet wall (and outside parking deck), the development will blend with surrounding single and 2-story industrial designed buildings with uses ranging from a private school and a university art school to industrial and office uses. With several buildings in the Hayden Tract having gone through façade improvements (or that are currently undergoing such improvements), this project with its modern concrete material, glass walls, and angled edges will compliment those structures that have been given façade improvements with similar modern designs, lines, and material. Such improvements and design features will not limit the use of surrounding properties that have undergone such tenant improvements. There are no residential uses within the Hayden Tract where the project is located thereby limiting any potential conflict that the project's design and layout may have with residential areas.

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

The existing and proposed public service facilities necessary to accommodate the project such as: the width and pavement of the adjoining street, traffic control devices, sewers, storm drains, proposed parkways, proposed sidewalks, street lights, proposed street trees, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process provided certain improvements are completed as part of the project. The project will require a dedication along the Warner Drive frontage thereby resulting and a full width pedestrian sidewalk and will require restriping of Warner Drive and Hayden Avenue for left and right turn lanes. The increase in traffic due to the development will flow more easily with these restriping requirements that comply with Public Works Department standards and will result in an adequate traffic circulation design.

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

The proposed project is located within the City of Culver City's Redevelopment Project Component Area No. 3. As required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan

Land Use Element. The project's proposed land uses are consistent with both the General Plan and the Redevelopment Plan. The site has a General Plan Land Use designation of Industrial and its zoning, Industrial General (IG), is consistent with the General Plan Land Use designation. The proposed project will be compatible with surrounding office, light/clean industrial, and school uses and will provide a resource to the nearby community by adding parking spaces, retail space, and restaurant amenities. Such a commercial community serving resource is encouraged in the Industrial description of the Land Use Element. The project as proposed is consistent with the General Plan and the Zoning Code – the height, setbacks, parking, and proposed uses are all allowed in the IG Zone as noted in the code.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Site Plan Review, SPR P2008047, subject to the following conditions:

GENERAL CONDITIONS

Planning Division:

1. The final working drawings shall conform to the development plans and colored renderings date received on June 30, 2008, and to the materials board date reviewed on March 17, 2008, except as may be noted below.
2. The resolution approving Site Plan Review, SPR P-2008047 and the conditions of approval shall be referenced on the cover sheet and repeated in full on attached additional sheets of the final working drawings.
3. Conditions of approval herein shall apply to the applicant/property owner, the contractor/builder of the project, and any successor applicant/property owner that may legally assume benefit of Site Plan Review, SPR P-2008047.
4. Site Plan Review, SPR P-2008047 shall expire unless:

- A. Actual construction, in accordance with a valid City-issued building permit, is commenced on the site within one (1) year after the effective date of the entitlements; or
 - B. Prior to the entitlement's expiration date, or any previously granted extension to that expiration date, a written request for an extension, accompanied by any and all 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.
- 5. The City reserves the right to periodically inspect the premises without prior notification to ensure ongoing compliance with all conditions of approval.
 - 6. The applicant and the property owner shall jointly indemnify, defend and hold harmless the City and the City's elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all claims, demands, lawsuits, judgments, liability, injury or damage which may result from or arise in connection with third party challenges to the City's approval of the Project. Said indemnification shall be set forth in a written instrument acceptable to the City Attorney, which shall be signed by the applicant and the property owner prior to a building permit being issued.
 - 7. The applicant or property owner shall provide the construction contractor(s) and each subcontractor related to the project a copy of the final project conditions of approval. These conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the applicant / property owner on or near the project site. The applicant/property owner and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor.
 - 8. All reasonable efforts shall be employed to reuse and recycle construction and demolition debris, to use environmentally friendly materials and to provide energy efficient buildings, equipment and systems. **In addition, as per a mitigation measure identified in the CEQA Initial Study for this Site Plan Review, where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes. Further, if the applicant is able to accomplish the intended purpose of this mitigation measure which is to reduce thermal loss and reduce energy demand for temperature control purposes, through some other design strategy, then that alternative design strategy shall be considered acceptable for purposes of satisfying this mitigation measure.**

9. All planted areas shall be landscaped, irrigated and maintained pursuant to CCMC Title 17 – Chapter 17.310, Landscaping. As part of the building permit filing process, a minimum of three (3) sets of detailed landscape and irrigation plans – separate from the final working drawings shall be submitted to the Planning Division for review and approval. Said plans shall include, but not be limited to, a landscape and irrigation plan for all green building design landscape components including, but not limited to, green roofs.
10. In addition to the screening requirements for onsite parking areas and Fire Department connections, the following items shall be screened from surrounding and nearby public and private properties in a manner consistent with City standards and suitable to the subject development as approved by the Planning Manager. In general, the height of any required screening device shall be no lower on any side than the height of the highest feature requiring screening and:
 - A. All exteriors of the proposed building shall be free of all un-aesthetically treated, exposed elements (i.e., plumbing pipes, electrical conduits and National Pollution Discharge Elimination System (NPDES) elements) which shall be placed within the exterior walls. Where exposed wall-mounted features or equipment may be necessary (i.e., ventilators and utility meters), recessed wall mounted cabinets or other similar devices shall be constructed within the wall, whenever possible, to 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.
11. The public notification signs installed in accordance with the CCMC public notification requirements for this review process shall be removed within ten (10) days of the end of the appeal period or the final decision of the City Council and/or Redevelopment Agency, whichever occurs last.

12. The refuse containers assigned to or otherwise used by the building shall be stored onsite in the trash enclosure.
13. All hardscape areas along both the exterior of the building and/or within the interior of the project site shall include the use of decorative pavement (i.e., materials, finish and color) in select areas to the satisfaction of the Planning Manager.
14. The project and its operations shall comply with all applicable local, special district or authority, county and federal statutes, codes, standards and regulations including, but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department code requirements and it shall comply with all applicable comments and code requirements as determined during the City's building permit review process.
15. The driveway, garage ramps and all floor areas used for vehicle maneuvering shall be treated with a medium broom finish in order to create an anti-skid surface.
16. All security elements along the exterior of the site shall be architecturally compatible with the project as determined by the Planning Manager.
17. A certificate of occupancy for the approved project will be issued only upon completion of all required site improvements and satisfaction of all conditions of approval.
18. All mitigation measures as identified in the Mitigated Negative Declaration adopted for this project shall be completed as specified in this resolution herein.
19. All parking areas shall be developed pursuant to CCMC Title 17 - Chapter 17.320, Off-Street Parking and Loading. Additionally, all parking driveways shall be provided with automatic loop detectors for exiting vehicles to open any security gate(s) from within the parking areas; said gates for all parking areas serving commercial uses shall remain in an open position during normal business hours to the satisfaction of the Planning Manager except where gates are needed in the closed position to ensure payment of parking fees.
20. Glazing shall be installed, that to the extent possible, does not produce a reflective glare.
21. The project shall be subject to all conditions of the Public Parking Covenants Affecting Real Property that was recorded on June 12, 2006, in the Los Angeles County Recorder's Office as Instrument No. 061279457

- that, among other things, reserves 242 parking spaces for availability to local businesses, requires temporary replacement parking during construction, and reserves among the covenanted parking a certain number of parking spaces for The Willows School.
22. **The project shall be designed and operated to conserve energy as required by Southern California Edison, Southern California Gas Company, and/or other appropriate agencies. This is a Mitigation Measure.**
 23. **Heavy-duty trucks shall turn off their engines immediately upon reaching the loading docks in order to limit emissions during idling. This is a Mitigation Measure.**

Building and Safety Division:

24. The Culver City Building and Safety Division requires separate permits for building, electrical, plumbing and mechanical work.
25. The building permit application shall require the submission of five (5) sets of architectural and two (2) sets each of the structural drawings and calculations, the geotechnical report, energy forms and the mechanical, electrical, and plumbing permit applications.
26. A separate shoring permit shall be required along with two (2) sets of shoring plans and structural calculations stamped by a State of California licensed engineer. Support, notification and upgrades including, but not limited to, special backfill conditions, as may be imposed by the Building Official and/or City Engineer as part of the plan check process, of adjacent properties shall be required. The Building Safety Division and the Engineering Division shall determine what upgrades, if any, shall be the responsibility of which property owner.
27. All portions of the parking structure shall be a minimum two (2) hour rated, reinforced concrete construction.
28. An independent structural peer review shall be required of the overall building and shoring and any atypical structures. The cost of the structural peer review shall be in addition to any other city fees and shall be paid by the permit applicant prior to completion of the structural peer review.
29. All egress stair shafts shall be two (2) hour rated on all sides continuous to a street or public way. Stairs may be open to streets but the "building" side of stairs shall be two (2) hour rated. A driveway or a drive aisle shall not be considered a means of egress. All shafts shall be a minimum of two (2) hour rated from the foundation to the underside of the roof deck or to the top of parapet walls as part of any shaft construction.

30. Exterior east and west property line walls shall be at minimum, three (3) hour rated of reinforced concrete construction and shall include a parapet extending a minimum of thirty (30) inches above any adjacent roof, driving, or walking surface.
31. All parking areas shall be minimum two (2) hour rated to all other areas of the building and all treads, risers, handrails and other design elements inside any common area stairway shall be made of one hundred percent (100%) non-combustible construction. A continuous path of egress, at a minimum one (1) hour rated, shall be provided from all exit stairways to a street or public way.
32. All trash rooms, electrical transformer rooms, mechanical rooms, and any service rooms shall be a minimum two (2) hour rated to all other areas.
33. All utilities shall be underground or enclosed in the building construction. No overhead utilities shall be permitted.
34. 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.
35. No opening shall be permitted without filing and 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. Any scheduled partial or full opening and accompanying advertising for such an opening occurring prior to issuance of a C of O or prior to final inspection if no C of O is to be issued by the Building Official, shall first be approved by the City.
36. 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 the 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. Additional special inspections of the steel/glass overhead structure will be required at the discretion of the Building Official.

37. The applicant shall comply with all provisions of the City's solar photovoltaic power ordinance (Ordinance No. 2008-004; codified as CCMC Section 15.02.1000).
38. The doors into the exit stairs at the garage level shall swing into the exit stairs.
39. The project shall be reviewed under the 2007 California Building Code (CBC).
40. **Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted on the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey, Special Publication 117, Guidelines for Evaluating and Mitigation Seismic Hazards in California, 1997. These measures shall be included in the final project designs and prior to Building Permit issuance in a matter meeting the approval of the Building Official. This is a Mitigation Measure.**

Fire Department:

41. The project shall be designed to be in compliance with the requirements of California Title 24, the National Fire Protection Association (NFPA) and the CCMC.
42. The building shall have fire sprinklers per NFPA 13 and CCMC Section 9.02. All fire department connections (FDC's) shall be located as approved by Fire Marshal. Each FDC shall be located within 30'-0" to 50'-0" of a fire hydrant. A new fire hydrant may be required to meet this requirement as determined by the Fire Marshal. The double detector check assembly (DDCA) shall be located as required by Golden State Water Company (GSWC) and the screening of this device shall be per the Planning Division's requirements. A separate permit from the Fire Department is required along with plan review and approval for fire sprinklers. Minimum density of the fire sprinkler system shall be Ordinary Hazard Group I, 0.15 over 1,500 square feet.
43. A fire control room accessible from the exterior shall be provided on-site and all rooms on the interior and exterior of the project side shall have signage indicating room number and description. All stairs shall have signs indicating stair number, floor and either "Roof Access" or "No Roof Access".

44. An address sign viewable and legible from the public right-of-way at all times shall be provided and said address sign shall be illuminated from dusk to dawn.
45. A pre-fire plan shall be provided to the Culver City Fire Department Fire Prevention Division for review and approval prior to C of O or final inspection.
46. A fire alarm off-site reporting system for the fire alarm and sprinkler system shall be provided to the Fire Marshal for review and approval.
47. Audible and visual fire warning devices shall be provided as required by the NFPA 72 public mode throughout the entire building including as required by the Fire Marshal. Said alarms shall sound with the activation of the water flow switch per NFPA and CFC Article 10.
48. A private fire hydrant(s) may be required as per review of building permits for this project by the Fire Marshal.
49. Elevators shall meet the American Society of Mechanical Engineers (ASME) A 17.1 for ratings and operations, and be sized to allow a standard medical gurney. Access for emergency fire and medical personnel between the street and main entrance for the building shall be provided via a paved concrete surface that allows the rolling of a medical gurney. Similar access within the interior of the building between the main entrance and all elevator lobbies shall be provided via a smooth flooring surface.
50. All exterior doors shall have locksets and handles and panic hardware on all exit passageway doors shall be installed to provide access to the public right-of-way.
51. **The applicant/owner shall pay for a Fire Flow Study to be performed for the proposed project and shall comply with the recommendations of the Fire Flow Study; the applicant/owner shall pay for any necessary (fair share) improvements. This is a Mitigation Measure.**
52. The project shall require emergency lights and exits lights per 2001 CBC Chapter 10 and as required by the Fire Marshal. All lights shall have integral secondary power supplies and lighting shall be required to provide coverage to the public right-of-way.
53. The project shall provide a fire department approved signage plan for driveways, parking areas and curbs.
54. The project shall provide a cooking suppression systems that is connected to the fire alarm system per NFPA requirements.

55. The project shall provide class III standpipes with 2.5 inch valves and 1.5 inch reducing caps. For all portions of the building and parking structure, the location of hose valves shall be designed for a one hundred foot (100'-0") hose and a thirty foot (30'-0") stream system. Design shall be based on all obstructions. Hoses and cabinets shall not be required.
56. The parking structure's enclosed areas and below grade levels shall have a smoke evacuation system with status and HOA controls; the fire sprinkler system shall start operation of smoke exhaust fans.
57. All fascias and parapets shall be constructed of solid materials able to support the weight of fire fighters and suppression equipment and the use of foam or other soft materials shall be prohibited.
58. All parapets and exterior walls five feet (5'-0") or higher above the roof line shall have catwalks and/or ladders screened and approved by the Fire Marshal and Planning Manager.
59. The project shall provide KNOX Box(s) contacts with quantity and locations to the Fire Marshal and all motorized gates and electric doors shall have KNOX key switches.
60. A fire department connection(s) and a double detector check assembly shall be required and shall be located and screened from public view to the satisfaction of the Fire Marshal and Planning Manager.
61. Trash compactors, if provided, shall have two and a half inch (2-1/2") swivels and caps for use by the Fire Department and trash areas within five feet (5'-0") of the building shall be protected by fire sprinklers.
62. A hazardous materials disclosure package shall be submitted to the Culver City Fire Prevention Division prior to issuance of a C of O.
63. Final inspection and acceptance of the project at completion is required by the Fire Department prior to C of O.
64. All fire roads/lanes shall be designed to support the weight of fire fighting apparatuses.
65. The applicant shall provide a fire alarm notification system for the fire sprinkler system and manual pull stations per NFPA 72 and a fire monitoring system separate from the security system. A smoke and/or heat detection system shall be provided in all mechanical, electrical, telephone and similar rooms. Heat detectors shall be provided where the environment is inappropriate for smoke detection as determined by the Fire Marshal. Audible visual devices per NFPA 72 public mode shall be

provided. Connection to all duct smoke detection per CCFD regulations and for connection to Class I hood extinguishing systems shall be provided.

66. An emergency rapid entry system as approved by the Fire Marshal shall be required for access into all common rooms and common secured areas of the building and parking structure.
67. Fire extinguishers shall be provided throughout the project of a size, location and type to be determined by the Fire Marshal upon review of final building plans.
68. An emergency evacuation plan shall be submitted to the Fire Marshal for review and approval and implemented in accordance with Title 19 prior to occupancy of any portion of the building.
69. A smoke evacuation system for the parking garage shall be provided per Chapter 9 of the CBC.
70. Plans shall carry a "Fire Department Notes" section to include all life safety items. Notes shall include all Fire Department conditions of approval and any other code requirements pertaining to life safety.
71. Special submittals for review are required for green building construction along all floors, walls and roofs. One (1) hour construction with fire sprinkler system shall be provided if the roof structure has green elements restricting fire fighting operations as determined by the Fire Marshal. Smoke and heat vents may also be required pending review of final building plans.
72. Rooms used for electrical equipment shall be posted "No Storage By Order Of The Fire Marshal" and all areas in front of electrical equipment shall have floor markings indicating a clear space to be unobstructed as required by the National Electrical Code (NEC).
73. All emergency lights and exit lights shall have self contained battery backup power.

Prior to the issuance of any demolition, grading, excavation, and/or building permit:

Planning Division:

74. The following shall be submitted to the Planning Manager for review and approval:

- A. An exterior light fixture and illumination plan developed pursuant to CCMC Section 17.300, General Property Development and Use Standards. Said plan shall identify the location and type of all exterior light fixtures. All lighting shall be directed onsite and light sources shall be shielded so as not to be intrusive to surrounding properties;
 - B. A vector/pest control abatement plan prepared by a pest control specialist licensed and/or certified by the State of California. Said plan shall outline all steps to be taken prior to the commencement of any demolition / construction activity so as to insure any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that may populate the subject site do not relocate to or impact adjoining residences and/or businesses; and
 - C. A construction workers and contractors parking and equipment staging plan addressing all phases of the construction project and directing all project related vehicles to park onsite or at designated offsite location(s) as may be approved by the City Engineer and Planning Manager following receipt of prior written approval from the offsite property owner(s). The plan shall include, but not be limited to, the staging, storage and parking of all construction related equipment, trailers, materials, trash dumpsters, storage containers and vehicles. Appropriate fencing, screening, signage, illumination and security elements shall also be listed. Said plan shall prohibit the parking of any construction related vehicle, equipment and/or materials within any portion of the public right of way serving the surrounding industrial or residential area. Use of non-residential private property may be permitted if deemed to be in compliance with the CCMC by the Planning Manager. Parking within the newly constructed parking structure may be permitted following written clearance by the Building Official.
75. **Prior to issuance of a building permit, the applicant/owner shall coordinate with the City to ascertain the existing wastewater capacity of the project site. The applicant/owner will pay for any (fair share) improvements that are required to provide adequate capacity at the project site. This is a Mitigation Measure.**
76. **In order to avoid the deposition of materials at solid waste landfills serving the County of Los Angeles, the use of suitable private sites that will accept all fill and earth materials for re-use, shall be investigated. This is a Mitigation Measure.**
77. **Prior to issuance of city permits, a solid waste management plan shall be developed for both the construction phase and operational**

phase. This plan shall be reviewed and approved by the City of Culver City Public Works Department and shall identify methods to promote recycling and reuse of materials, as well as safe disposal of solid waste; further, space shall be allocated on the project site for collection and storage of recyclable materials. This is a Mitigation Measure.

Fire Department:

78. A construction emergency access plan shall be submitted to the Fire Marshal for review and approval.

Public Works Department / Engineering:

79. Prior to the issuance of any building permits, two sets of Site Improvement and Horizontal Control Plans prepared by a civil engineer registered in the State of California, shall be submitted to the Engineering Division for review, approval, and permitting. Among other things, the Site Improvement Plan shall include detailed drainage and grading of the site indicated by topographical lines and spot elevations, and indicate all existing utilities and proposed sewer and storm drain lines. This plan shall be approved for on-site construction only. Plan check fees shall be submitted with the Site Improvement as calculated from the Engineering Division's Fees and Charges.
80. A separate plan shall be submitted to the Engineering Division for review, approval, and permitting of all work required in the public right-of-way. Plan check fees shall be submitted with this plan at first plan check.
81. **A final hydrology and hydraulics report shall be submitted to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump. This is a Mitigation Measure.**
82. A geotechnical report from a State licensed Geotechnical Engineer or a State licensed Civil Engineer practicing in Geotechnical Engineering shall be provided, as part of the Site Improvement Plan, reporting on the suitability of the onsite soils to support the proposed construction. The report shall also include a liquefaction analysis and a determination of the adequate pavement and base requirements for the drive aisles and parking areas. The report shall also identify any special considerations necessary to satisfy California Building Code requirements.
83. Upon completion of rough grading and prior to the issuance of a Building Permit, the geotechnical and civil engineers shall submit certifications and

final reports in accordance with Appendix Chapter 33 of the California Building Code. These certifications and reports shall be submitted to the Engineering Division for review prior to the issuance of any building permits.

84. Drainage devices, concrete curb and gutter, sidewalk, and drive approach, roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans.
85. Prior to the commencement of any excavation, the applicant shall install a temporary construction fence around the site. The height and fence material is subject to approval by the City Engineer and Planning Manager.
86. Due to the change of use and increased density, this project is subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.
87. A trash enclosure with minimum inside dimensions of 10 feet deep by 12 feet wide, a minimum eight feet wide clear opening with gate, and a six inch high by 6 inch wide concrete curb along the inside perimeter wall shall be provided. The enclosure shall also have a minimum 6 inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler(s) system shall be provided within any covered trash enclosure area as required by the Fire Marshal.
88. **A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department for review and be approved by the City Engineer prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following:**
 - a. **The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations.**
 - b. **An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to**

unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties.

- c. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan.
- d. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas.
- e. The location and travel routes of off-site staging and parking locations.

This is a Mitigation Measure.

- 89. If drainage sump pumps are required in the subterranean garage, a civil engineer registered in the State of California shall provide calculations determining the appropriate size and capacities of the proposed sump pumps. A secondary emergency sump pump system shall also be provided.
- 90. All utilities that require relocation or new service to the proposed project shall be completed to the satisfaction of the City Engineer and the applicant shall be responsible to obtaining the approval from the respective agencies and/or utility company.

Local Stormwater Pollution Prevention Plan

- 91. **Proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State shall be provided. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and available for inspection at all times during construction. This is a Mitigation Measure.**
- 92. Concurrent with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best

Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved. Plan check fees for the LSWPPP shall be paid at the time of the initial submittal per the most current fee schedule established by the City Council.

Standard Urban Stormwater Mitigation Plan

93. **Concurrent with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP. This is a Mitigation Measure.**
94. Prior to the start of design of the site these plans and necessary reports, the applicant shall retain a civil engineer registered in the State of California, who is experienced in designing SUSMP and preparing BMP reports. The civil engineer shall meet with the City's Stormwater Program Manager to obtain information on City Specific SUSMP requirements.

DURING CONSTRUCTION:

Planning Division:

95. Information that includes contact names and telephone numbers of the applicant/property owner, construction contractor(s) and City shall be posted at the project site so as to be visible to the public and of a size and location as approved by the Planning Manager. These names and telephone numbers shall be made available to adjacent property owners and residents.
96. All graffiti shall be removed within forty eight (48) hours of its application and said removal standards shall continue once the development becomes operational.

97. During all phases of construction, the applicant and property owner shall use their best efforts to assure that all construction workers and contractors park on-site or at designated off-site locations approved by the City and not in the surrounding neighborhood.
98. **The following noise standards shall be complied with at all times (These are Mitigation Measures):**
- A. Construction equipment shall be located as far from nearby sensitive receptors, as possible. Stationary source equipment (e.g. compressors) shall be located so as to maintain the greatest distance from sensitive receptors;**
 - B. All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust;**
 - C. All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications to minimize noise emissions and to minimize exhaust emissions;**
 - D. 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;**
 - E. 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 Building Official in order that compliance with the CCMC Noise Regulations and Standards is achieved. Further, said stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from noise sensitive receptors.**
 - F. The construction contractor shall coordinate construction activities with the Willows Community school to minimize disturbance to classes.**
99. **All inactive soil stockpiles shall be covered with tarps. This is a Mitigation Measure.**

100. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. This is a Mitigation Measure.
101. Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators, to the extent feasible. This is a Mitigation Measure.
102. Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations. This is a Mitigation Measure.
103. Dust fabric shall be installed to project perimeter fencing. This is a Mitigation Measure.
104. In the event that any undetected fossil resources and/or human remains are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and/or Native American representative has been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City. This is a Mitigation Measure.
105. In the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB). This is a Mitigation Measure.

Public Works Department / Engineering Division:

106. Construction hours shall be limited from 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM on Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and the afternoon (4 PM to 6 PM) peak traffic periods. This is Mitigation Measure.
107. All grading operations shall be terminated if wind conditions exceed 25 miles per hour. This is Mitigation Measure.
108. Approved Culver City haul routes (and schedules) must be used by all construction vehicles. This is Mitigation Measure.

109. All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.
110. The construction contractor shall advise the Public Works inspector of the schedule and shall meet with the inspector prior to commencement of work.
111. Vehicular and pedestrian access along Warner Drive shall be maintained at all times during construction activities.
112. Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Project Site.
113. Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent businesses. Off-site staging locations shall be approved by the City Engineer and be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the site. Construction-related vehicles shall not be permitted to park on public streets.
114. All existing driveways along the project's frontage with Warner Drive shall be removed and reconstructed with curb, gutter, and sidewalk.
115. The existing sidewalk along Warner Drive adjacent to the subject site shall be removed and reconstructed to eight feet in width. A street easement shall be dedicated to the City to accommodate the new sidewalk.
116. The proposed drive approach to the project's driveway shall be handicap accessible.
117. The existing curb return at the intersection of Hayden Avenue and Warner Drive shall be reconstructed to a radius of 25 feet. The return shall have a corner cutoff, which shall be fully concreted, and a new handicap ramp. All existing utility boxes, fire hydrants, etc., shall be relocated to accomplish this construction. Adequate street right-of-way shall be dedicated to the City.
118. The existing curb and gutter along the project's frontage with Warner Drive shall be removed and reconstructed.

119. The full width of Warner Drive, from the project's easterly boundary to Hayden Avenue, shall be reconstructed. The minimum reconstruction shall be a 2 inch grind, crack sealing where necessary, placement of petromat paving fabric (or approved equivalent) and new asphalt overlay. The existing cross-gutter at the intersection of Hayden Avenue and Warner Drive shall also be reconstructed. All street striping, parking tees, stop bars, etc., disturbed by this construction shall be replaced with thermoplastic striping.
120. Street trees, tree wells, tree grates, and irrigation shall be installed and spaced at 30 to 45 feet center to center within the project's frontage along Warner Drive. A separate landscape and irrigation plan shall be submitted to the Engineering Division for review, approval, and permitting. Irrigation within the public right-of-way shall be connected to the private on-site irrigation system. Tree species, size and planting shall be to the satisfaction of the City Engineer.
121. All existing utility poles along the project's frontage with Warner Drive shall be removed and the utility lines undergrounded.
122. The existing air raid siren and pole along Warner Drive shall be removed.
123. The existing street light system along the project's frontage shall be converted to low voltage. New street light conduit, wiring, pull boxes, light fixtures, and ballast shall be required.
124. All work in the public right-of-way shall be in accordance with City standards, APWA standards, and to the satisfaction of the City Engineer.
125. **During construction, dust shall be controlled by regular watering and as directed by the City inspector; all exposed soils shall be watered, at a minimum, three times daily. This is a Mitigation Measure.**
126. Per the Culver City Municipal Code 5.01.010, Ordinance No. 2001-011 Solid Waste Management, the Culver City Sanitation Division has the exclusive franchise for all solid and recyclable waste material handling within the City limits.
127. The applicant/owner shall participate in such onsite and offsite water services improvements as may be required by the Southern California Water Company.
128. A copy of the Local SWPPP, inspection logs, and training records shall also be kept onsite and made available for inspection at all times during construction.

129. All water backflow devices shall be located on private property and screened from view as required by the CCMC.
130. A four inch (4") solid yellow stripe shall be installed to delineate the egress/ingress of all driveways and intersections of the driveway aisles.

Traffic – All Traffic Conditions are Mitigation Measures

131. A left-turn lane providing eastbound access to the project's main driveway shall be installed in Warner Drive. Pavement transition striping shall be installed easterly of the project's main driveway to channel vehicular traffic around the left-turn lane. The existing angled parking along the south side of Warner Drive shall be removed to provide the necessary space for the left-turn lane and transition striping. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces.
132. A left-turn lane and right-turn lane shall be installed on Warner Drive at Hayden Avenue to accommodate westbound traffic on Warner Drive.
133. An exclusive right-turn lane for northbound traffic and a left-turn lane for southbound traffic shall be installed on Hayden Avenue at Warner Drive. The existing angled parking spaces and landscape fingers along the east side of Hayden Avenue, both north and south of Warner Drive, shall be removed to accommodate both turn lanes. Re-paving of Hayden Avenue in those areas that require the removal of the landscape fingers shall be completed to the satisfaction of the City Engineer. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces.
134. Based on the approved traffic study as prepared by the KOA Corporation, dated February 23, 2009, a traffic signal is warranted at the intersection of Hayden Avenue and Warner Drive based on the forecast peak hour traffic volumes. However, the Metro Exposition LRT project, which is currently under construction, will install a traffic signal at the intersection of National Boulevard and Eastham Drive. Also, the traffic signal at National Boulevard and Jefferson Boulevard will be modified to allow left turns from Jefferson Boulevard onto National Boulevard. These changes may reduce the traffic volumes at the Hayden Avenue/Warner Drive intersection to an extent that a traffic signal would not be warranted there. Therefore, until the traffic signals at the National Boulevard/Eastham Drive and National Boulevard/Jefferson Boulevard intersections are completed,

and at least a six month period has elapsed for traffic to be acclimated to this installation, the following requirements shall be met:

- a. If any Certificate of Occupancy is requested prior to the Metro Exposition LRT project installing the traffic signal at the intersection of National Boulevard and Eastham Avenue and modifying the traffic signal at the intersection of National Boulevard and Jefferson Boulevard, the applicant/owner shall post a bond and agreement, in a form acceptable to the City Attorney, for the complete cost of installing of a traffic signal and all appurtenant structures at the intersection of Hayden Avenue and Warner Drive. The cost estimate shall be based on an approved traffic signal plan and specifications as prepared by the applicant/owner's traffic engineer and submitted to the Engineering Division for review and approval. A bond processing fee in the amount of \$1,500.00 shall be submitted with the bond and agreement.
- b. At the end of the six month period following the installation of the traffic signal at the intersection of National Boulevard and Eastham Drive and the signal modification at the intersection of National Boulevard and Jefferson Boulevard, the applicant/owner shall enter into a three-party agreement with the City to hire an independent traffic engineer to conduct new traffic counts at the intersection of Hayden Avenue and Warner Drive. The cost of the three-party agreement shall include a 25% fee to cover the cost of the City to administer the contract. The new traffic counts shall be used by the applicant/owner's traffic engineer to perform a warrant analysis to determine the need for either a traffic signal or all-way stop control at this intersection. Based on the results of the warrant analysis, if a traffic signal or all-way stop control is not warranted, then no further work is required and the City shall release the traffic signal bond to the applicant/owner. However, if a traffic signal or all-way stop control is warranted, the applicant/owner shall have six months to install said traffic signal or all-way stop control after receiving an official notification from the City. Failure to install said traffic signal or the all-way stop control after the six month period, shall give cause for the City to invoke the bond to complete the required construction.

Prior to the issuance of any Certificate of Occupancy (C of O):

Planning Division:

135. All onsite and offsite landscaping and irrigation shall be completed to the satisfaction of the Planning Manager and Parks Manager.

136. The applicant shall submit a parking plan to the Planning Manager for review and approval that designates assigned parking spaces for employees of the commercial uses, patrons of the commercial uses, and users of the covenanted spaces.
137. The applicant shall submit to the Planning Manager and Building Official a written record of all green building design, construction and operational elements of the project as defined by the United States Green Building Council (USGBC) or other similar organization as may be determined by the Building Official.
138. All applicable conditions of approval and required onsite and offsite improvements shall be completed to the satisfaction of the Planning Manager.
139. The City's Art in Public Places requirement per CCMC Title 15, Section 15.06.100 shall be fulfilled. The public art shall be maintained on an ongoing basis and installed or created on a material that is durable and does not fade over time.
140. **Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security; the proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures. This is a Mitigation Measure.**

Public Works Department / Engineering Division:

141. Prior to the issuance of any Certificate of Occupancy, the applicant shall submit a plan to the City Engineer regarding the repair or replacement of any damage to the public right-of-way that results from the construction of the proposed project. Such repair or replacement is to be completed to the satisfaction of the City Engineer. The applicant/owner shall be responsible for all expenses.
142. Prior to issuance of the C of O, the property owner 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 based on forms obtained 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.
143. A covenant, to be effective in perpetuity unless terminated by the approval of the Public Works Director, shall be recorded in the Offices of the Los

Angeles County Recorder. The recorded covenant shall include provisions requiring the current property owner and any and all successors-in-interest, transferees and assignees to maintain all onsite 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 be set forth in the covenant. The covenant shall be in a form approved by the City Attorney.

144. All Public Works conditions of approval shall be completed to the satisfaction of the City Engineer.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Site Plan Review SPR P2008047.

APPROVED and ADOPTED this 13th day of May, 2009.

DAVID ROCKWELL,
CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY,
CALIFORNIA

Attested by:

Yvonne Hunt
Administrative Secretary

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Parking Structure and Commercial Building Site Plan Review, SPR-P2008047 Mitigated Negative Declaration, MND-P2008048		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Jose Mendivil, Associate Planner (310) 253-5757		
Project Location/Address:	8511 Warner Drive Culver City, CA 90232		
Nearest Cross Street:	Hayden Avenue	APN:	4205-023-012
Project Sponsor's Name & Address:	Samitaur Constructs 3528 Hayden Avenue, 3 rd Floor Culver City, CA 92032 (310) 204-4464		
General Plan Designation:	Industrial	Zoning:	Industrial General (IG)
Redevelopment Project Area:	Component Area No. 3		
Overlay Zone/Special District:	East Washington Boulevard Overlay (EW) Zone		
Project Description and Requested Action: <i>(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)</i> Parking Structure with 775 parking spaces, 41,520 square feet of retail, and 10,000 square feet of restaurant. Project will include 2 levels of subterranean parking; 1 level of subterranean parking, retail, and open courtyard; 1 at-grade level with parking and retail/restaurant; and a 2 nd level above grade with parking and retail; a total of 5 levels; and a maximum height of 43 feet.			
Existing Conditions of the Project Site: The project site is currently used as surface parking lot with (242 spaces).			
Surrounding Land Uses and Setting: <i>(Briefly describe the project's surrounding)</i> West: western parcel occupied by the 31,971 s.f. UCLA School of Art building and Single story commercial beyond Hayden Drive. East: Single story commercial. North: Former Los Angeles County Metropolitan Transit Authority (Metro) easement – now City Owned and single story industrial properties. South: Primarily single story commercial and industrial buildings with school and school gym.			
Other public agencies whose approval is required: <i>(e.g., permits, financing approval, or participation agreement)</i> City of Culver City Redevelopment Agency			

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- ☐ Aesthetics
- ☐ Agriculture Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology /Soils

- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning

- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation

Transportation/Traffic

- ☐ Utilities / Service Systems
- ☐ Mandatory Findings of Significance

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

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

Jose Mendivil, Associate Planner

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)- d) <u>Less Than Significant Impact.</u> The proposed project will not significantly affect scenic vistas because project site and surrounding properties are located in an urbanized area with commercial and industrial buildings in the immediate vicinity. Furthermore, there are no scenic vistas or scenic highways in the vicinity of the project. The topography of the project site and surrounding area will not be significantly affected by the project because it is relatively flat and developed with industrial buildings, many of which have been converted to office, design, and educational uses. There are no scenic rock outcroppings or trees on the project site that is currently a surface parking structure or no such resources in the surrounding area. The project's development will not substantially degrade the existing character of the project and its surroundings but will rather enhance it. The site that is currently a surface parking lot will be replaced with a parking structure that incorporates retail/restaurant uses, a unique façade design, and a green roof (that will include vegetation). As a new two story parking structure (with three underground levels) and a retail/restaurant component replacing a surface parking lot, there will be additional light emanating from the site where none existed before. However, the project will be required to be constructed to code and all lighting will be required to not shine or glare onto adjacent public and private properties. Lighting will be conditioned to not be obtrusive nor create a nuisance to adjacent properties. In addition, the project will not exceed the 43 foot height limit set by the Zoning Code for the Industrial General area, thereby ensuring development is within the expected threshold of development. Other nearby structures of comparable height will help to block potential glare that could affect the nearest residential area.					
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 (1999) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agricultural land. 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?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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> Agricultural resources will not be impacted by the proposed project because surrounding properties are not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect for the area. 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 pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
Responses: a)- d) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> Future new development in any portion of Culver City may contribute both at the project level and cumulatively, to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. However the South Central Air Quality Management District (SCAQMD) CEQA Handbook provides thresholds of significance for both operational and construction phases of a project. Per the SCAQMD CEQA Handbook, the project does not meet operational thresholds of significance (23,000 square feet for a restaurant and 50,000 square feet for a medium sized shopping center) because the restaurant is planned for 10,000 square feet and the retail space is planned for 41,520 square feet. However operational mitigations stated below will ensure that operational related emissions remain less than significant.				
Mitigation Measures Air-1 Where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes. Air-2 Heavy-duty trucks shall turn off their engines immediately upon reaching the loading docks in order to reduce emissions during idling.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Air-3 <i>The project shall be designed and operated to conserve energy as required by Southern California Edison Company, Southern California Gas Company, and/or other appropriate agencies.</i> During construction, air contaminant emissions would result from the use of construction equipment such as bulldozers, trucks, scrapers, loaders, graders, and backhoes, as well as construction workers that would be traveling to and from the project. Project-related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel-powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violation of air quality standards; impacts would be less than significant. Also, the project does not reach the threshold of significance for construction because at a total of 51,520 square feet for both the restaurant and retail combined, it is below the 975,000 square foot construction threshold for both restaurant and retail uses. The site is 1.71 acres and approximately 2.54 million cubic feet of earth is to be removed for the three underground parking levels. This is below the construction threshold of significance for grading which is 1.5 acres. The project site is located adjacent to a school and approximately 550 feet from the nearest single-family residences, which are located to the west. As discussed above, construction impacts associated with the proposed project would be less than significant, and because of their short duration, these impacts would not be anticipated to add to long-term air pollution problems. Operational emissions resulting from the proposed project would be below the established SCAQMD thresholds, and therefore, impacts would be less than significant. Overall, construction emissions will be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further, the proposed project will implement standard SCAQMD-approved construction procedures and comply with applicable provisions of SCAQMD Rule 403. The following mitigation measures will ensure that construction-related emissions remain less than significant. Mitigation Measures Air-4 <i>All exposed soils shall be watered three times daily.</i> Air-5 <i>All inactive soil stockpiles shall be covered with tarps.</i> Air-6 <i>All construction equipment shall be properly tuned and maintained in accordance with manufacturer specifications.</i> Air-7 <i>General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.</i> Air-8 <i>Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators to the extent feasible.</i> Air-9 <i>Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.</i> Air-10 <i>All grading operations shall be terminated if wind conditions exceed 25 miles per hour.</i> Air-11 <i>Dust fabric shall be installed to project perimeter fencing.</i> Air-12 <i>Approved Culver City haul routes (and schedules) must be used by all construction vehicles.</i> e) <u>Less Than Significant Impact.</u> Project construction activities may generate detectable odors from heavy-duty equipment exhaust. However, any impacts to existing adjacent land uses would be short-term and considered less than significant. Long-term odor impacts will also be less than significant because the proposed activity – a parking structure, retail space, and restaurant space – are not uses normally associated with the area.				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
with noxious odors. Furthermore, adherence and incorporation of SCAQMD CEQA Handbook conditions and measures would reduce any potential impacts from objectionable odors to a less than significant level. <u>Mitigation Measure(s):</u> None Required					
IV. BIOLOGICAL RESOURCES – Would the project:					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Responses: a)- f) <u>Less Than Significant Impact.</u> The proposed project will not affect biological resources because the project site and surrounding area is located in an industrial zone that is fully developed with commercial and manufacturing uses and is further completely surrounded by urban development. As an urbanized built-up area, the project site and surrounding area is not known to have special status species, riparian habitat, or federally protected wetlands. The project site and surrounding area is not known to be along the path of migratory wildlife and there is no resident migratory wildlife corridor or wildlife nursery site or adopted Habitat Conservation Plan in the area of the project site. Mitigation Measure(s): None Required.					
V. CULTURAL RESOURCES -- Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
Responses: a) <u>Less Than Significant Impact.</u> The project is not expected to cause a substantial adverse change in the significance of a historical resource because there is no identified historical resource on the project site which is flat surface parking lot, or in the surrounding area which is characterized by industrial buildings and warehouses, none of which have been designated as historical. Mitigation Measure(s): None Required. b)- d) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. The potential does exist for cultural resources, burial sites, and other paleontological/anthropological resources to be unearthed due to construction activities. Further, although there is no identified archaeological resource in the immediate area, upon excavation for the subterranean three levels, such a resource could surface. This potential impact is considered significant without mitigation. Implementation of the recommended mitigation measure would reduce the significance of potential impacts to a less than significant level.					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mitigation Measure				
CR-1 <i>In the event that any undetected fossil resources and/or human remains are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and/or native American representative has been contacted to evaluate the resources and a written permission to commence work in that area has been given by the City of Culver City.</i>				
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
<u>Responses:</u>				
a)- b) <u>Less Than Significant Impact.</u> The project site is located in an urbanized area surrounded by existing disturbed land and development. The project area is located in the seismically active southern California region and, therefore, could be subject to strong ground shaking in the event of an earthquake. The region is characterized by numerous active, potentially active, and inactive faults. The project site is not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface rupture hazards. However, the site is located approximately 250 feet west of an identified fault zone (Newport – Inglewood Fault). Compliance with applicable City building standards and constructed to meet all Uniform Building Code requirements, including that all buildings are reinforced to comply with City and state seismic standards, would reduce any potential impact to a level of less than significant. In addition, the project site is developed as a surface parking lot and is surrounded by urban development. Construction of the proposed project will therefore not result in substantial soil erosion or the loss of topsoil (where none exists now).				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mitigation Measure(s): None Required					
c)- d) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> Geotechnical studies conducted at adjacent properties by Geotechnologies, Inc. found groundwater at depths greater than 50 feet. Groundwater deeper than 50 feet substantially reduces liquefaction hazard potential. However, historic groundwater in the area is shown at 20 feet below ground surface (Geotechnologies, Inc. Letter to Eric Owen Moss, dated September 27, 2004). According to Geotechnologies, Inc., the liquefaction potential at the site remains low due to the underlying clayey soils. Prior to project designs, a geotechnical investigation will be conducted at the site to verify the liquefaction potential. Based on the results of these studies, design features will be incorporated as necessary into the project to minimize liquefaction effects. Mitigation Measure Geo-1 <i>Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted of the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey Special Publication 117, Guidelines for Evaluating and Mitigation Seismic Hazards in California, 1997. The measures shall be included in the final project designs and prior to Building Permit issuance in a manner meeting the approval of the Building Official.</i> e) <u>Less Than Significant Impact.</u> The project site is located in an urbanized area, and existing wastewater infrastructure is in place. The proposed development project would be connected to the existing wastewater system. Since the project would not involve the use of septic tanks or alternative wastewater disposal systems, no impact would occur. 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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Responses:

- a)- b) Less Than Significant Impact. The proposed project is unlikely to create a significant hazard to the public or the environment through routine transport, storage, and use of hazardous materials. Grading and construction activities may involve the limited transport, storage, use, or disposal of hazardous materials such as remodeling or demolition debris. However, these activities would be minimal, short-term, or one-time in nature and would be subject to federal, state, and local health and safety requirements. Long-term operation of the proposed project would not involve the transportation, storage, use or disposal of significant quantities of hazardous materials. The types of uses associated with the proposed project, restaurants, retail, and parking structure are not known to use, produce, or transport hazardous materials in significant quantities. Therefore, impacts related to this issue are expected to be less than significant.

Mitigation Measure(s): None Required

- c) Potentially Significant Impact Unless Mitigation Incorporated. The proposed project would require the use of potentially hazardous materials for cleaning and other maintenance uses of the retail and restaurant space. The use of these hazardous materials would be limited and subject to federal, state and local health and safety requirements. Due to these requirements and the general lack of large amounts of such materials on site, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable release of hazardous materials into the environment. However the Willing Community School is located within one-quarter mile of the proposed project site. Nevertheless, previously stated, the proposed project as a parking structure, retail space, and restaurant use, is not anticipated to emit hazardous waste. Therefore, it is not likely the proposed project would not impact schools located within one-quarter mile. There is a potential for hazardous material to be emitted during excavation. The following mitigation measure would ensure no impact.

Mitigation Measures

Haz-1 *In the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB).*

- d) Less Than Significant Impact. The proposed project site is not listed as a site containing hazardous waste on any lists compiled pursuant to Section 65962.5 of the Government Code. Additionally, based on the information in the Environmental Data Report (i.e. Phase I Environmental Site Assessment Report) prepared by the project applicant, the project site is not listed on any environmental database, including federal and state data of known contaminated sites (National Priority List, Cal-Sites, etc.). The proposed project would, therefore, not create a significant hazard to the public or the environment due to location on a hazardous materials site.

Mitigation Measure(s): None Required

- e)- f) Less Than Significant Impact. The proposed project is not located within two miles of any public or private airstrip that would result in a safety hazard for people residing or working in the project area. The nearest airport to the project site is Santa Monica Airport, located approximately five miles to the west of the project site. Therefore, no impacts would occur.

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mitigation Measure(s): None Required					
g)	<u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The proposed project would not involve permanent modification of the existing street network surrounding the project site and would not interfere with a current emergency response plan or an emergency evacuation plan for local, state or federal agencies. Emergency procedures would be implemented within local, state, and federal guidelines during construction and operation of the project. During construction and/or excavation the temporary closure and/or disruption of streets to traffic may be required but impacts to emergency response plans or evacuation plans caused by this temporary disruption will be less than significant with a construction staging and traffic plan mitigation (see Measure Traffic-5).				
h)	<u>Less Than Significant Impact.</u> The project site is located in an area with urban uses and is currently developed with a parking lot. There are no wildlands on the project site or in the immediate vicinity of the project. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildland fires are adjacent to urbanized areas. No impact would occur.				
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)?	☐	☐	☒	☐
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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) Less Than Significant Impact. During construction of the proposed project, grading activities have the potential to temporarily increase the amount of suspended solids from surface flows derived from the project site during concurrent storm event due to sheet erosion of exposed soil. Stormwater runoff and erosion could result in violation of water quality standards and waste discharge requirements. On-site watering activities during grading activities (utilized to reduce airborne dust) also have the potential to contribute marginally to increased sediment loading of surface runoff during dry weather conditions. However, a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the State National Pollution Discharge Elimination System (NPDES) General Construction Permit and the Los Angeles Regional Water Quality Control Board (LARWQCB) requirements regarding construction activities, including erosion control, would be required. As part of these requirements, Best Management Practices (BMPs) would be implemented that would serve to minimize sedimentation, reduce or eliminate other pollutants in stormwater runoff, and reduce or eliminate non-storm water discharges. The implementation of traditional engineering erosion control methods and BMPs (e.g., proper grading techniques, appropriate sloping of the construction site, sand bagging, drainage swales, regular watering of disturbed areas), which constitute standard conditions of grading permit approval, would effectively control fugitive dust and sediment transport during all construction operations and would control the discharge of sediment into the area's storm drain system. Therefore, preparation of the SWPPP, which is required to comply with the State NPDES General Construction Permit and implementation of other City and LARWQCB requirements would reduce any potentially significant water quality impacts on receiving waters to less than significant levels.

Mitigation Measure(s): None Required

- b) Less Than Significant Impact. The site is currently 100% covered with an impervious paved parking surface and no groundwater extractions are proposed as part of the project during construction or operation. Therefore, the project would not deplete groundwater supplies or interfere with groundwater recharge that would be considered significant. As a result, no significant impacts would occur.

Mitigation Measure(s): None Required

- c)- e) Potentially Significant Impact Unless Mitigation Incorporated. There are no streams or rivers in the vicinity of the project other than the concrete lined flood control channel of Ballona Creek that could be affected by changes to the existing drainage pattern of the project site or project area. Implementation of the proposed project may result in changes to existing drainage patterns or increases in surface water runoff quantity. Project generated surface water runoff would drain into existing storm drains. A grading and drainage plan would be necessary to determine potential impacts of surface water runoff from the project site and the ability of the City's stormwater system to have sufficient capacity to handle the runoff from the site. With mitigation incorporated there would be a less than significant impact to surficial drainage patterns.

Mitigation Measure

Hydro-1 Prior to issuance of a building permit, a final hydrology and hydraulics report shall be prepared for submission to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>natural watercourse nor a natural sump.</i> Hydro-2 Prior to issuance of any demolition, grading, excavation, and or building permit, proof of that a General Construction Activities NPDES Permit has been obtained from the State Water Resources Control Board and a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and a Stormwater Pollution Prevention Plan (SWPPP) with the State, shall be required. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and available for inspection at all times during construction. Concurrent with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved. Hydro-3 Concurrent with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Ordinance No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check sheet associated with the SUSMP. f)- j) <u>Less Than Significant Impact.</u> The proposed project would be required to implement a SWPPP and a Standard Urban Storm Water Mitigation Plan (SUSMP), which would be implemented during the operational life of the project. The SUSMP requires minimizing runoff and reducing pollutants. Compliance with these requirements would avoid any significant impacts on water quality associated with construction or operation of the proposed project. The project site is not located within a 100-year flood plain. However, the project site is located within the inundation area for the Mulholland Dam. The Mulholland Dam is located in the Santa Monica Mountains several miles north of the project. Currently there is no data to demonstrate that the dam is in eminent threat of failure and should it fail, other government agencies responsible for responding to that failure would be in contact with Culver City first responders to coordinate emergency procedures as appropriate. Failure of the dam and inundation of the project site is an extremely remote possibility. The location within the inundation zone does not pose a significant impact or constraint to development of the site.					
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
Responses: a)- b) <u>Less Than Significant Impact.</u> The project site is located within an urbanized area, consisting of industrial and commercial uses. The proposed uses would be similar to the existing and surrounding uses and would include uses allowed in the Industrial General (IG) zone. Furthermore, the project would be served by existing streets and infrastructure. The project would not physically divide an established community. The proposed project is located within the City of Culver City's Redevelopment Project Component Area No. 3. As required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan Land Use Element. The project's proposed land uses are consistent with both the General Plan and the Redevelopment Plan and no General Plan amendment or Redevelopment Plan amendment is required. The site currently has a General Plan designation of Industrial and is zoned Industrial General (IG). Although there are industrial uses in the areas surrounding the project site, there is a trend in the area to convert traditional industrial uses to light and clean industrial and commercial uses. The proposed project would be consistent with this trend, would be compatible with surrounding uses, and would provide a resource to the nearby community by adding parking spaces, restaurant space, and restaurant amenities. Such a commercial community serving resource is encouraged in the Industrial description of the Land Use Element. The project as proposed is consistent with the Zoning Code. The height, setbacks, parking, and proposed uses are all allowed in the IG Zone as noted in the code. Mitigation Measure(s): None Required c) <u>No Impact.</u> There are no applicable habitat conservation plans or natural community conservation plans applicable to the project site or project area. As such, project implementation would not conflict with any habitat conservation plans. Therefore, there would be no impact to any habitat conservation plans or natural community conservation plan applicable to the project. 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> The project site and its surrounding area are currently developed with urban uses. No mineral resources have been identified on or within the project site. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. Mitigation Measure(s): None Required					

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE --Would the project result in:					
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
<u>Responses:</u>					
a)- d) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The proposed project is located in an area consisting of commercial/light industrial uses, with some residential, municipal and open space uses nearby. The nearby residences and the Willows Community School, which qualify as noise sensitive land uses, would potentially be exposed to noise generated from on-site construction activities and operation activities. Vehicular-related operational noise levels would result from parked and/or moving vehicles on the local roadway system and at the proposed project site. Parking lot noise could include occasional car alarm noise, vehicle horns, vehicle doors/trunks opening and closing, and conversation of people using the parking structure. The most disruptive of these noise sources would be associated with car alarm noise and vehicle horns because of their intermittent nature and loudness. However, the majority of the proposed parking would be located in the underground levels and the at-grade and second story parking levels would have their noise levels muted by property line walls. Retail and restaurant operations are not usually associated with high levels of noise and the majority of these activities will be indoors – except for outdoor dining which will be located in an interior open courtyard. Noise attributed to operational activities are not expected to be significant. Excavation and construction noise levels at and near the project site will fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Most construction activities would be located central to the project site and away from sensitive receptors. However, construction equipment would occasionally travel along the boundary of the project site and within 50 feet of the Willows Community School and the nearest multi-family residence. The City of Culver City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activities to the less noise sensitive daytime hours. The Culver City Noise Ordinance (Chapter 9.07, Section 9.07.01) requires construction to be limited to between 8 AM and 8 PM Monday through Friday, 9 AM and 7 PM on Saturdays, and 10 AM and 7 PM on Sundays and public holidays.					

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Saturday, and 10 AM and 7 PM Sunday. Construction activity hours will be further limited to ensure noise does not significantly impact the sensitive receptors noted above; this will exceed the standards established in the Noise Ordinance. Further mitigation measures provided below would reduce the annoyance from construction noise to less than significant. Mitigation Measures Noise-1 <i>Construction hours shall be limited from 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and afternoon (4 PM to 6 PM) peak traffic periods.</i> Noise-2 <i>Construction equipment shall be located as far from nearby sensitive receptors, as possible. Stationary source equipment (e.g. compressors) shall be located so as to maintain the greatest distance from sensitive receptors.</i> Noise-3 <i>All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust.</i> Noise-4 <i>All construction equipment shall be properly maintained to minimize noise emissions.</i> Noise-5 <i>All equipment servicing shall be performed so as to maintain the greatest distance from sensitive receptors.</i> Noise-6 <i>The name and telephone number of a contact person shall be posted on-site. The construction contractor shall coordinate construction activities with the Willows Community school to minimize disturbance to classes.</i> e)- f) <u>No Impact</u>. The project site is not located within an airport land use plan boundary and is not located in the vicinity of a public or private airstrip. Therefore, the proposed project would not expose people residing or working in the project area or people visiting the project site to excessive noise levels from airports. No impact would result, and no mitigation measures are required. <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>					

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)- c)	<u>No Impact.</u> The proposed project is not expected to induce significant population growth and does not include new housing as part of the project. The proposed project will not result in the direct inducement of growth, but rather will respond to regional demand for services. The proposed project will accommodate existing and projected future increased demands for retail and restaurant facilities in the project area. The proposed project, therefore, accommodates rather than induces growth. The project site is currently used as a surface parking lot and no housing currently exists onsite, therefore no residential uses will be affected by the proposed project. In addition, the project site is not designated for residential uses. Therefore, implementation of the proposed project would not displace residents or homes and no further evaluation of potential impacts associated with this project is necessary. No impacts would occur.				

Mitigation Measure(s): 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 operational performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☒	☐	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

Responses:

a-Fire) Less Than Significant Impact. The Culver City Fire Department (CCFD) currently provides fire protection and emergency medical services. The Fire Department maintains three stations and the closest station to the proposed project site is Station No. 1 located at 9600 Culver Boulevard. The estimated response time from Station 1 is three to five minutes. The proposed project involving a parking structure, retail space, restaurant space will be constructed and operated in accordance with the latest Culver City Fire Department codes and guidelines for construction, access, water mains, fire flows and hydrants. In addition, through internal staff review, standard Fire Prevention conditions of approval will be required. Implementation of these standard conditions will reduce potential impacts to fire protection to less than significant.

Mitigation Measure(s): None Required

a-Police) Potentially Significant Impact Unless Mitigation Incorporated. The Culver City Police Department provides law enforcement and police protection services within Culver City. The Police Department is located approximately 0.75 miles from the project site at 4040 Duquesne Avenue. The Police Department Level of Service is periodically evaluated and staff and equipment is increased or decreased as needs dictate and funding allows. According to the Culver City Police Department, the emergency response time anywhere in the City for a top priority emergency is three minutes or less. Demand for law enforcement services is based on the number of residential units in the City, the amount of non-residential space in the City and the number of individuals who pass through or visit the City. Any increase or decrease in either residential or non-residential uses will have a corresponding proportional impact on the demand for police protection services.

For this project construction areas will be secured throughout the course of construction activities and security measures necessary to ensure the safety of the public. Additional security measures that will be provided during the operation of the proposed project include on-site security and security lighting during the evening. Despite these operational security measures, the Culver City Police Department may experience an increase in calls for-service to the proposed project site due to traffic accidents, crimes of opportunity (including thefts, burglaries or purse snatches), and parking complaints (due to operation of the proposed project). Following mitigation will reduce impacts to Police service to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mitigation Measures				
Police-1 <i>Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security, proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures.</i>				
<i>a-Schools) <u>Less Than Significant Impact.</u> The Culver Unified School District (CCUSD) serves grades kindergarten through 12 and operates the Culver City Adult School. Since no residential land uses are proposed as part of the project, school services would not be directly affected by the proposed project. Employment opportunities generated by the proposed project would have the potential to generate a small number of students in CCUSD if new employees choose to relocate to Culver City. The CCUSD, in accordance with California Government Code Sections 53080 and 65995, collects statutory developer fees as a condition of issuance of building permits. Payment of these fees by the applicant, in accordance with State law, will offset impacts to school services. Therefore, impacts would be less than significant, and no further evaluation of schools is necessary.</i>				
<u>Mitigation Measure(s):</u> None Required				
<i>a-Parks) <u>Less Than Significant Impact.</u> The City's Open Space Element indicates that the City of Culver City has 90.07 net acres of park land divided among 19 sites developed as parks, parkettes, and special facilities. In addition, there is the 101-acre Ballona Creek Flood Control Channel that contains bike and pedestrian paths. School playgrounds, although not designated, can function as outdoor recreation space to the extent available for public use. Based on the City's established park standard of 3 acres per 1,000 population, the City as of the 1996 Open Space Element had a 27 acre deficit in public park lands.</i>				
The proposed project would result in approximately 51,520 square feet of retail and restaurant spaces, which would generate additional new employees on-site. The introduction of new employees may potentially affect the provision of park services since these employees may use the City's parks, particularly those within close proximity of the project site (Syd Cronethal Park and Culver City Park). It is likely that the new employees will use the parks during their break times or after work. However, this use is not anticipated to be significant, particularly since the project proposes an open interior courtyard, outside seating areas as part of restaurant operations, and a rooftop passive walkway surrounding a roof top green space. As a result, potential impacts to parks are considered less than significant. Overall, with the one Police mitigation measure, impacts to public services are considered to be less than significant.				
<u>Mitigation Measure(s):</u> 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?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact									
Responses: a)- b) <u>No Impact.</u> The proposed project would not put a demand for new recreational facilities or increase the use of existing recreational facilities because the project does not involve new residential uses that could generate an increase in the population. As stated above new employees to the site could use the City of Culver City park system but because of on-site amenities, such usage is not expected to create a significant impact. There is no condition that requires construction of new park facilities and the project applicant does not propose to dedicate land for recreational facilities construction. Impacts to recreational facilities are expected to be less than significant.														
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)?	☐	☒	☐	☐									
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: a) & e) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> According to the KOA February 23, 2011 Traffic Impact Analysis (Traffic Study) for the proposed project, the project is expected to generate 2,340 Daily Trips, 43 AM Peak Hour trips, and 140 PM Peak Hour trips (Table 4 on Page 39 of the Traffic Study). This estimated future PM Peak trips is above 50 trips and a traffic study was required for the project. City of Culver City has established guidelines to determine if a project will have significant impact at a specific location in terms of project related increases in volume-to-capacity (V/C) ratio. The threshold criteria is as follows: <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th>Level Of Service*</th> <th>Final V/C**</th> <th>Project Related V/C Increase (threshold of significant impact)</th> </tr> </thead> <tbody> <tr> <td>D</td> <td>0.801 – 0.900</td> <td>Equal to or greater than 0.040</td> </tr> <tr> <td>E and F</td> <td>0.901 or more</td> <td>Equal to or greater than 0.020</td> </tr> </tbody> </table> * LOS D is Fair Traffic Movement; LOS E is Poor Traffic Movement; LOS F is Failed Traffic Movement (tremendous traffic delays). ** Final V/C is the ratio at an intersection, considering traffic from the project, ambient and related project growth, and without proposed traffic mitigations.						Level Of Service*	Final V/C**	Project Related V/C Increase (threshold of significant impact)	D	0.801 – 0.900	Equal to or greater than 0.040	E and F	0.901 or more	Equal to or greater than 0.020
Level Of Service*	Final V/C**	Project Related V/C Increase (threshold of significant impact)												
D	0.801 – 0.900	Equal to or greater than 0.040												
E and F	0.901 or more	Equal to or greater than 0.020												

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Of the 19 intersections studied, only one was determined to be significantly impacted in the AM Peak because of the project related traffic along with traffic from related projects and future growth. The intersection of Hayden Avenue and Warner Drive is expected to have a V/C increase of 0.028 and is further expected to go from LOS E to LOS F. The V/C increase of 0.028 is greater than the 0.020 V/C threshold of significance. (Table 6 on Page 48 of the Traffic Study). None of the 19 intersections are expected to meet or exceed the V/C ratio increase level of significance for the PM peak (Table 7 on Page 49 of the Traffic Study). Proposed mitigations that are expected to lessen the impact to less than significant includes the following restriping actions: along Warner Drive between Hayden Avenue and the project entrance, installation of a left turn lane into the project site; on westbound Warner Drive, installation of a left turn lane onto south bound Hayden Avenue; on southbound Hayden Avenue, installation of a left turn lane onto east bound Warner Drive; and on north bound Hayden Avenue, installation of a right turn lane onto east bound Warner Drive. These restriping actions would result in a loss of parking spaces as angled parking spaces are replaced by parallel spaces (or removed totally) to accommodate the added lanes. The net loss of parking spaces will be accommodated in the project's parking structure that will have excess parking. Table 8 of the Traffic Study (Page 50) shows that the restriping mitigations, which will result in a smoother flow of traffic, will also result in a V/C decrease for the AM Peak at the Hayden Avenue/Warner Drive intersection of -0.068 – well below the threshold of significance. The PM Peak V/C decrease result of -0.068 is also below the threshold of significance. In addition to these mitigations, the project applicant will be required to post a bond for the future installation of a traffic signal at the Hayden Avenue/Warner Drive intersection. The Metro Exposition Light Rail Project, expected to be completed in 2010, will include installation of signalization of National Boulevard and Eastham Drive and traffic signal modifications at National Boulevard and Jefferson Boulevard. These traffic enhancements may affect the traffic patterns at the intersection of Hayden Avenue/Warner Drive and therefore after full occupancy of the project, the City will conduct traffic counts at the intersection to determine if a traffic signal is warranted. If warranted the project applicant will be responsible for the design and construction of the signal; if not warranted the bond will be returned to the applicant. With all these traffic mitigations, the impacts due to the increase in traffic will be reduced to less than significant. During construction inadequate emergency access could occur because of construction related street closures and traffic delays. In order to mitigate this impact to less than significant, the applicant will be required to submit a Construction Staging and Traffic Plan prior to issuance City permits. This plan will include information on staging and local haul routes; number of truck trips such as material evacuation, site delivery, concrete pour and other deliveries; street/lance closures; pedestrian circulation and traffic control; duration of construction activities/hours of operation; construction parking plan; prohibition of on-street parking by construction workers; and a parking plan. The following traffic mitigations will reduce traffic related impacts to less than significant. Mitigation Measures Traffic-1 <i>A left-turn lane providing eastbound access to the project's main driveway shall be installed in Warner Drive. Pavement transition striping shall be installed easterly of the project's main driveway to channel vehicular traffic around the left-turn lane. The existing angled parking along the south side of Warner Drive shall be removed to provide the necessary space for the left-turn lane and transition striping. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer.</i> Traffic-2. <i>A left-turn lane and right-turn lane shall be installed on Warner Drive at Hayden Avenue to accommodate westbound traffic on Warner Drive.</i>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Traffic-3 <i>An exclusive right-turn lane for northbound traffic and a left-turn lane for southbound traffic shall be installed on Hayden Avenue at Warner Drive. The existing angled parking spaces and landscape fingers along the east side of Hayden Avenue, both north and south of Warner Drive, shall be removed to accommodate the turn lanes. Re-paving of Hayden Avenue in those areas that require the removal of the landscape fingers shall be completed to the satisfaction of the City Engineer. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer.</i> Traffic-4 <i>Based on the approved traffic study as prepared by the KOA Corporation, dated February 23, 2009, a traffic signal is warranted at the intersection of Hayden Avenue and Warner Drive based on the forecast peak hour traffic volumes. However, the Metro Exposition LRT project, which is currently under construction, will install a traffic signal at the intersection of National Boulevard and Eastham Drive. Also, the traffic signal at National Boulevard and Jefferson Boulevard will be modified to allow left turns from Jefferson Boulevard onto National Boulevard. These changes may reduce the traffic volumes at the Hayden Avenue/Warner Drive intersection to an extent that a traffic signal would not be warranted there. Therefore, until the traffic signals at National Boulevard/Eastham Drive and National Boulevard/Jefferson Boulevard intersections are complete and at least a six month period has elapsed for traffic to be acclimated to this installation, the following requirements shall be met:</i> <i>a. If any Certificate of Occupancy is requested prior to the Metro Exposition LRT project installing the traffic signal at the intersection of National Boulevard and Eastham Avenue and modifying the traffic signal at the intersection of National Boulevard and Jefferson Boulevard, the applicant/owner shall post a bond and agreement, in a form acceptable to the City Attorney, for the complete cost of installing of a traffic signal and all appurtenant structures at the intersection of Hayden Avenue and Warner Drive. The cost estimate shall be based on an approved traffic signal plan and specifications as prepared by the applicant/owner's traffic engineer and submitted to the Engineering Division for review and approval. A bond processing fee in the amount of \$1,500.00 shall be submitted with the bond and agreement.</i> <i>b. At the end of the six month period following the installation of the traffic signal at the intersection of National Boulevard and Eastham Drive and the signal modification at the intersection of National Boulevard and Jefferson Boulevard, the applicant/owner shall enter into a three-party agreement to hire an independent traffic engineer to conduct new traffic counts at the intersection of Hayden Avenue and Warner Drive. The cost of the three-party agreement shall include a 25% fee to cover the cost of the engineer to administer the contract. The new traffic counts shall be used by the applicant/owner's traffic engineer to perform a warrant analysis to determine the need for either a traffic signal or all-way stop control at the intersection. Based on the results of the warrant analysis, if a traffic signal or all-way stop control is warranted, then no further work is required and the City shall release the traffic signal bond to the applicant/owner. However, if a traffic signal or all-way stop control is warranted, the applicant/owner shall have six months to install said traffic signal or all-way stop control after receiving an official notification from the City. Failure to install said traffic signal or the all-way stop control after the six month period shall give cause for the City to invoke the bond to complete the required construction.</i> Traffic-5 <i>Prior to issuance of any City Permits, a Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department for review and be approved by the City Engineer prior to issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following:</i> <i>f. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations.</i> <i>g. An up-to-date list of local police, fire, and emergency response organizations and procedures for continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site.</i>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
and maps showing access to and within the Project Site and to adjacent properties. h. Procedures for the training and certification of the flag persons used in implementation of Construction Traffic Management Plan. i. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. j. The location and travel routes of off-site staging and parking locations. b), d), f) <u>Less Than Significant Impact</u>. The nearest Congestion Management Plan (CMP) arterial monitoring intersections (implemented by the Los Angeles County Metropolitan Transportation Authority) to the project site are the intersections of La Cienega Boulevard/Jefferson Boulevard and Venice Boulevard/Overland Avenue. Based on the incremental project trip generation estimates, the proposed project would not add more new trips per hour to this location in either direction during morning and afternoon peak hours. Therefore, according to the guidelines set forth in the CMP, there would be no significant impact. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site within the project vicinity. Project implementation would not create hazards relative to design features. The project area currently consists of commercial and industrial space, and the proposed project would be compatible with these existing uses. As such, implementation of the project would not create or increase hazards relative to a design feature or incompatible uses. Therefore there would be no significant impact in relation to hazardous design features. Per the Zoning Code, the retail portion of the project requires 119 parking spaces and the restaurant portion requires 100 parking spaces. In addition, per a Redevelopment Agency covenant, 242 parking spaces must be made available for lease to surrounding businesses. At a total of 775 parking spaces provided, there is an excess of 314 parking spaces, thereby providing more than the minimum code required parking. In addition, the Traffic Study provided a parking demand study that estimated the peak parking demand for the retail space will be 156 parking spaces and the peak parking demand for the restaurant space will be 154 parking spaces for a total peak parking demand of 310 spaces. At 775 parking spaces provided, the parking demand will yield a surplus of 465 parking spaces. Therefore there would be no significant impacts in relation to parking capacity. Mitigation Measure(s): None Required c), g). <u>No Impact</u>. The project site is located more than seven miles from Los Angeles International Airport. The project does not propose any uses that would change air traffic patterns or generate air traffic. Therefore, safety risks associated with a change in traffic patterns would not occur, and thus, no further evaluation of this issue is necessary. There would be not significant impact to traffic safety risks associated with air traffic patterns. The project is located within an established commercial and industrial area. There are a number of public transportation bus lines provided by Metro and the Culver City Bus System run near the project area; impacts to public transportation would be less than significant and would not conflict with any adopted planning programs or policies supporting alternative transportation. 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?	☐	☒	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> With regard to Wastewater, Culver maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal services. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City in Playa del Ray. In 1998, the Hyperion Treatment Plant expanded its dry weather capacity to 100 million gallons daily (mgd) and increased secondary treatment to 100 percent of flows. Both the Donald Tillman Water Reclamation Plant, in the Sepulveda Basin, and the Los Angeles/Glendale Water Reclamation Plant, in the City of Glendale, alleviates hydraulic pressure to the Hyperion Plant. Re-expansion of the Tillman plant is anticipated to further relieve the need for new sewage treatment capacity beyond currently planned improvements. However, in order to ensure no impacts occur, the following mitigation measure shall be included in the project.					
Mitigation Measures					
Util-1 Prior to issuance of a building permit, the applicant/owner shall coordinate with the City to ascertain the existing wastewater capacity of the project site. The applicant/owner will pay for any (fair share) improvements that are required to provide adequate capacity at the project site.					
With regard to Water, most of Culver City (including the project site) receives water service from Golden State Water Company (GSWC) which depends on the Metropolitan Water District for its supply with some well water augmentation from the Charnock Well. MWD derives its water supply from the Colorado River and the State Water Project (SWP). GSWC brings water to Culver City via three connections to the MWD supply line. The GSWC conveyance system within the City consists of approximately 475,000 linear feet of cast iron, uncoated steel and concrete pipes of 4-inch, 6-inch, 8-inch and 12-inch diameters. At the time of the 1995 General Plan update, it was estimated that 60 percent of the system needed to be replaced, and the then named Southern California Water Company committed to replace 7,000 feet of pipe per year. In order to ensure adequate fire flow, the applicant must have a Fire Flow Study performed adjacent to the project site, as detailed in mitigation measure Util-1. With implementation of mitigation measure Util-1, the applicant would ensure adequate fire flow and mitigate any impacts to existing water infrastructure.					
Mitigation Measures					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Util-2 <i>The applicant/owner shall pay for a Fire Flow Study to be performed for the proposed project and shall comply with the recommendations of the Fire Flow Study; the applicant/owner shall pay for any necessary (fair share) improvements.</i> c), d), e) <u><i>Less Than Significant Impact.</i></u> The proposed project is not expected to substantially increase storm water runoff in the project area. The proposed project involves the construction of a parking structure, retail space, and restaurant space. Because the project site is currently developed and used for surface parking, the proposed project would not increase the area of impervious surfaces and would not alter the existing drainage patterns. As a result, the existing storm water drainage infrastructure surrounding the project site would be adequate to serve the proposed project. An on-site storm drain system will be constructed as part of the proposed project to collect surface runoff and direct it to the existing drains. The proposed project would, therefore, not require the construction of new storm water drainage facilities or expansion of existing facilities. Impacts to storm water facilities would be less than significant. As discussed above, the existing water supply infrastructure is anticipated to have adequate capacity to serve the proposed project site without new expanded entitlements. As stated above, the proposed project would not exceed the capacity of wastewater treatment infrastructure or facilities. Sewage flows resulting from the proposed project are not anticipated to exceed the capacity of existing wastewater infrastructure; the proposed project should result in a determination by the Culver City Public Works Department that existing infrastructure has adequate capacity to serve the project's projected demand in addition to existing commitments. With implementation of mitigation measure Util-1 impacts would be less than significant. <u>Mitigation Measure(s):</u> None Required. f), g) <u><i>Potentially Significant Impact Unless Mitigation Incorporated.</i></u> Construction of the proposed project will involve excavation, grading and demolition of asphalt. Some excavated earth materials may be suitable for use as backfill and other compacted fill material, if recycled or retained on site. Depending on the timing of construction of the proposed project (and other projects), it is possible that excavated material could be hauled to the closest development project(s) in the area needing fill material. In the event no such local source is available, earth material would be taken to any public or private landfill with existing operation permit. Excavated soils, earth material, and asphalt would be primarily inert and would create no capacity impacts at the receiving landfills. Since the daily permitted capacity for inert materials at local landfills is not limited, depositing of excavated materials at local landfills should be able to be accommodated. However, the amount of earth and asphalt to be removed can potentially create cumulative impacts on local landfills due to the treatment of solid waste. A standard condition of approval for all discretionary projects requires that during construction, inert materials, such as soil, asphalt, concrete, and other recyclable materials, be recycled or re-used on-site to the greatest extent practicable. The additional implementation of mitigation measure Util-3 below will further encourage recycling and reuse of inert excavated materials. This implementation of recycling, composting, or other waste diversion programs once the project becomes operational can incrementally reduce the capacity of countywide landfills. Because solid waste would be disposed of at any one of several landfills within the county and outside of Los Angeles County, it is not possible to determine the impact of the proposed project on a specific landfill. At worst-case, all waste generated by the project (once operational) is assumed to be deposited at a single landfill, thereby reducing the capacity of that specific landfill. According to current regulations, including the County of Los Angeles Solid Waste Management Action Plan and the California Integrated Waste Management Board Model Ordinance, new development projects are required to participate in existing countywide programs and implement site-specific source reduction, recycling, and reuse programs. The proposed project would be required to reduce the total estimated waste output through reuse in accordance with the Integrated Waste Management Act AB 939. With implementation of mitigation measure Util-4, the proposed project would meet requirements of AB939 and the project's environmental impact on solid waste would be less than significant in relation to the applicable statutes and regulations. Mitigation Measures				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Util-3	<i>In order to avoid the deposition of materials at solid waste landfills serving the County of Los Angeles, use of suitable private sites that will accept all fill and earth materials for re-use, shall be investigated.</i>				
Util-4	<i>Prior to issuance of city permits, a solid waste management plan shall be developed for both construction phase and operational phase. This plan shall be reviewed and approved by the City of Culver City Public Works Department and shall identify methods to promote recycling and reuse of materials as well as safe disposal of solid waste; further, space shall be allocated on the project site for collection and storage of recyclable materials.</i>				
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),b),c) <u>Less Than Significant Impact.</u> Based on the analysis contained in this Initial Study, the project site does not contain any threatened or endangered species, sensitive habitats or cultural or historical resources. Therefore, the project does not have the potential to degrade the environment in this regard. Therefore, it is hereby found that the proposed project involves no potential significant impacts to any plant or animal wildlife species. The Initial Study did not identify areas where the proposed project may have potentially significant impacts. Nor were there any impacts found that could be cumulatively potentially significant. Mitigations were identified for various impacts at both the project specific level and the cumulative level, thereby reducing those potential impacts to less than significant. The project would not result in environmental impacts from construction and operation of the project, which could cause adverse impacts on human beings, either directly or indirectly. Mitigations were identified for certain potential impacts, thereby reducing those impacts to less than significant. No further evaluation of potential impacts associated with the environmental effects on human beings is necessary. Mitigation Measure(s): None Required.					

XVIII. EARLIER ANALYSES:

None

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

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Person
<u>Air Quality</u> Air-1 Where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes. Air-2 Heavy-duty trucks shall turn off their engines immediately upon reaching the loading docks in order to limit emissions during idling. Air-3 The project shall be designed and operated to conserve energy as required by Southern California Edison, Southern California Gas Company, and/or other appropriate agencies. Air-4 All exposed soils shall be watered three times daily. Air-5 All inactive soil stockpiles shall be covered with tarps. Air-6 All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. Air-7 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. Air-8 Electricity from power poles shall be used	Condition of Approval for all Air Quality Mitigations	Plan Check Note and Field Inspection for all Air Quality Mitigations	Prior to Issuance of a Building Permit and On-Going during Construction for all Air Quality Mitigations	Public Works and Building Safety Inspectors for all Air Quality Mitigations

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rather than temporary diesel or gasoline-powered generators, to the extent feasible. Air-9 Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations. Air-10 All grading operations shall be terminated if wind conditions exceed 25 miles per hour. Air-11 Dust fabric shall be installed to project perimeter fencing. Air-12 Approved Culver City haul routes (and schedules) must be used by all construction vehicles.				
<u>Cultural Resources</u> CR-1 In the event that any undetected fossil resources and/or human remains are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and/or native American representative has been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.	Condition of Approval	Plan Check Note and Field Inspection	Prior to Issuance of a Building Permit and On-Going during Construction	Building Safety Division and Building Safety Inspector

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<u>Geology and Soils</u> Geo-1 Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted on the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey, Special Publication 117, Guidelines for Evaluating and Mitigation Seismic Hazards in California, 1997. These measures shall be included in the final project designs and prior to Building Permit issuance in a matter meeting the approval of the Building Official.	Condition of Approval	Plan Check Note and Submission of Study	Prior to Building Permit Issuance	Building Safety
<u>Hazards & Hazardous Materials</u> Haz-1 In the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB).	Condition of Approval	Plan Check Note and Field Inspection	Prior to Building Permit Issuance and On-Going during Construction	Building Safety Division
<u>Hydrology and Water Quality</u> Hydro-1 Prior to issuance of a building permit, a final hydrology and hydraulics report shall be prepared for submitted to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump.	Condition of Approval	Plan Check Note and On Grading Plans	Prior to Grading Permit and Building Permit Issuance	Public Works Engineering
Hydro-2 Prior to issuance of any demolition, grading, excavation, and or building permit, proof of that a General Construction Activities NPDES Permit has been obtained from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State, shall be required. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and	Condition of Approval	Plan Check Note, On Grading Plans, Field Inspection	Prior to Grading Permit and Building Permit Issuance and On Going during Construction	Public Works Engineering and Public Works Inspector

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available for inspection at all times during construction. Concurrent with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved. Hydro-3 Concurrent with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package,	Condition of Approval	Plan Check Note, On Grading Plans, Field Inspection	Prior to Grading Permit and Building Permit Issuance, On Going during Construction, and prior to Certificate of Occupancy	Public Works Engineer and Public Works Inspector

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including the plan check fee associated with the SUSMP.				
<u>Noise</u> Noise-1 Construction hours shall be limited from 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM on Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and the afternoon (4 PM to 6 PM) peak traffic periods.	Condition of Approval	Plan Check Note, Field Inspection	Prior to Grading Permit and Building Permit Issuance and On Going during Construction	Public Works Engineer and Public Works Inspector for all Noise Mitigation
Noise-2 Construction equipment shall be located as far from nearby sensitive receptors, as possible. Stationary source equipment (e.g. compressors) shall be located so as to maintain the greatest distance from sensitive receptors.	Condition of Approval	Plan Check Note, Field Inspection	Prior to Grading Permit and Building Permit/ On Going during Construction for all Noise Mitigations	
Noise-3 All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust.	Condition of Approval	Plan Check Note, Field Inspection		
Noise-4 All construction equipment shall be properly maintained to minimize noise emissions.	Condition of Approval	Plan Check Note, Field Inspection		
Noise-5 All equipment servicing shall be performed so as to maintain the greatest distance from sensitive land uses.	Condition of Approval	Plan Check Note, Field Inspection		
Noise-6 The name and telephone number of a contact person shall be posted on-site. The construction contractor shall coordinate construction activities with the Willows Community school to minimize disturbance to classes.	Condition of Approval	Plan Check Note, Field Inspection		

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Person
<u>Public Services/Police</u> Police-1 Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security; the proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures.	Condition of Approval	Plan Check Note, Security Plan Document submission	Prior to Certificate of Occupancy	Police Department and Planning Division
<u>Traffic/Transportation</u> Traffic-1 A left-turn lane providing eastbound access to the project's main driveway shall be installed in Warner Drive. Pavement transition striping shall be installed easterly of the project's main driveway to channel vehicular traffic around the left-turn lane. The existing angled parking along the south side of Warner Drive shall be removed to provide the necessary space for the left-turn lane and transition striping. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer. Traffic-2 A left-turn lane and right-turn lane shall be installed on Warner Drive at Hayden Avenue to accommodate westbound traffic on Warner Drive. Traffic-3 An exclusive right-turn lane for northbound traffic and a left-turn lane for southbound traffic shall be installed on Hayden Avenue at Warner Drive. The existing angled parking spaces and landscape fingers along the east side of Hayden Avenue, both north and south of Warner Drive, shall be removed to accommodate both turn lanes. Re-paving of Hayden Avenue in those areas that require the removal of the landscape fingers shall be completed to the satisfaction of the City Engineer. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer. Traffic-4 Based on the approved traffic study as	Condition of Approval For all Traffic Mitigations	Plan Check Note, Design On Plans, Field Inspection For all Traffic Mitigations	Prior to Building Permit Issuance and On-Going during Construction for all Traffic Mitigations	Public Works, Public Works Inspector, Planning, all Traffic Mitigation

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prepared by the KOA Corporation, dated February 23, 2009, a traffic signal is warranted at the intersection of Hayden Avenue and Warner Drive based on the forecast peak hour traffic volumes. However, the Metro Exposition LRT project, which is currently under construction, will install a traffic signal at the intersection of National Boulevard and Eastham Drive. Also, the traffic signal at National Boulevard and Jefferson Boulevard will be modified to allow left turns from Jefferson Boulevard onto National Boulevard. These changes may reduce the traffic volumes at the Hayden Avenue/Warner Drive intersection to an extent that a traffic signal would not be warranted there. Therefore, until the traffic signals at the National Boulevard/Eastham Drive and National Boulevard/Jefferson Boulevard intersections are completed, and at least a six month period has elapsed for traffic to be acclimated to this installation, the following requirements shall be met: a. If any Certificate of Occupancy is requested prior to the Metro Exposition LRT project installing the traffic signal at the intersection of National Boulevard and Eastham Avenue and modifying the traffic signal at the intersection of National Boulevard and Jefferson Boulevard, the applicant/owner shall post a bond and agreement, in a form acceptable to the City Attorney, for the complete cost of installing of a traffic signal and all appurtenant structures at the intersection of Hayden Avenue and Warner Drive. The cost estimate shall be based on an approved traffic signal plan and specifications as prepared by the applicant/owner's traffic engineer and submitted to the Engineering Division for review and approval. A bond processing fee in the amount of \$1,500.00 shall be submitted with the bond and agreement. b. At the end of the six month period following the installation of the traffic signal at the intersection of National Boulevard and Eastham Drive and the signal modification at the intersection of National Boulevard and Jefferson Boulevard, the applicant/owner shall	Condition of Approval For all Traffic Mitigations	Plan Check Note, Design On Plans, Field Inspection For all Traffic Mitigations	Prior to Building Permit Issuance and On-Going during Construction for all Traffic Mitigations	Public Works Public Works Inspector Planning all Traffic Mitigation

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enter into a three-party agreement to hire an independent traffic engineer to conduct new traffic counts at the intersection of Hayden Avenue and Warner Drive. The cost of the three-party agreement shall include a 25% fee to cover the cost of the City to administer the contract. The new traffic counts shall be used by the applicant/owner's traffic engineer to perform a warrant analysis to determine the need for either a traffic signal or all-way stop control at this intersection. Based on the results of the warrant analysis, if a traffic signal or all-way stop control is not warranted, then no further work is required and the City shall release the traffic signal bond to the applicant/owner. However, if a traffic signal or all-way stop control is warranted, the applicant/owner shall have six months to install said traffic signal or all-way stop control after receiving an official notification from the City. Failure to install said traffic signal or the all-way stop control after the six month period, shall give cause for the City to invoke the bond to complete the required construction.	Condition of Approval For all Traffic Mitigations	Plan Check Note, Design On Plans, Field Inspection For all Traffic Mitigations	Prior to Building Permit Issuance and On-Going during Construction for all Traffic Mitigations	Public Works Public Works Inspector Planning all Traffic Mitigation
Traffic-5 Prior to issuance of any City Permits, a Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department for review and be approved by the City Engineer prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following: a. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. b. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any	Condition of Approval	Plan Check Note, Document to be Submitted to Public Works and Planning	Prior to Building Permit Issuance and On-Going during Construction	Public Works Public Works Inspector Planning all Traffic Mitigation

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Response Person
alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties. c. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. d. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. e. The location and travel routes of off-site staging and parking locations.				
<u>Utilities and Services</u> Util-1 Prior to issuance of a building permit, the applicant/owner shall coordinate with the City to ascertain the existing wastewater capacity of the project site. The applicant/owner will pay for any (fair share) improvements that are required to provide adequate capacity at the project site. Util-2 The applicant/owner shall pay for a Fire Flow Study to be performed for the proposed project and shall comply with the recommendations of the Fire Flow Study; the applicant/owner shall pay for any necessary (fair share) improvements. Util-3 In order to avoid the deposition of materials at solid waste landfills serving the County of Los Angeles, the use of suitable private sites that will accept all fill and earth materials for re-use, shall be investigated. Util-4 Prior to issuance of city permits, a solid waste management plan shall be developed for both the construction phase and operational phase. This plan shall be reviewed and approved by the City of Culver City Public Works Department and shall identify methods to promote recycling and reuse of materials, as well	Condition of Approval For all Utility Mitigations	Plan Check Note, Study to be submitted to Public Work/ Engineering Plan Check Note, Study to be submitted to Fire Department Plan Check Note, Field Inspection Plan Check Note, Field Inspection, Document to be Submitted to City Sanitation Division	Prior to Grading and Building Permit Issuance Prior to Grading and Building Permit Issuance Prior to Building Permit Issuance, On-going during construction Prior to Grading and Building Permit Issuance	Public Works Engineering Fire Prevention Public Works Engineering Sanitation Public Works Engineering Sanitation

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as safe disposal of solid waste; further, space shall be allocated on the project site for collection and storage of recyclable materials.				

References Utilized:

1. KOA February 23, 2009 Traffic Impact Analysis (Traffic Study)