

MEETING DATE 11/14/05

AGENDA ITEM Appeal of the Planning Commission's Adoption of a Mitigated Negative Declaration for the Hampton Inn and Suites Development, Located at 3954 Sepulveda Boulevard (This is a Continued Item)

ATTACHMENTS

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RESOLUTION NO 2005-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, UPHOLDING THE PLANNING COMMISSION'S ADOPTION OF A MITIGATED NEGATIVE DECLARATION (MND) WITH ADDITIONAL MITIGATION MEASURES FOR THE HAMPTON INN AND SUITES DEVELOPMENT AT 3954 SEPULVEDA BOULEVARD IN THE LIMITED COMMERCIAL (C-1) COMMERCIAL (C-3), AND COMMERCIAL SETBACK OVERLAY (CSO) ZONES

WHEREAS, on December 8, 2004, the City of Culver City ('City') Planning Commission ('Planning Commission'), by Resolution No 2004-P014, considered and conditionally approved Site Plan Review, SPR P-2004126, that permitted the construction of a four-story, 77-room, 35,104-square foot Hampton Inn and Suites hotel (the 'Project') at 3954 Sepulveda Boulevard, being that partition of the Pedro Talamantes 120 71 acre allotment of the Rancho La Ballona 0 68 acre being (Except of the Street) southeast 100 feet of Lot 13, in the Limited Commercial (C-1), Commercial (C-3), and Commercial Setback Overlay (CSO) Zones, and,

WHEREAS, on December 8, 2004, in accordance with the California Environmental Quality Act (CEQA), the Planning Commission, upon review of the Initial Study, public comments, the record before the Planning Commission and after the City provided public notice of the intent to adopt a Mitigated Negative Declaration (the 'MND') in accordance with CEQA determined that the Project will not have a significant adverse impact on the environment provided certain mitigation measures are implemented and,

WHEREAS on January 11, 2005, a local resident submitted an appeal of the Planning Commission's adoption of the MND ("Appellant"), claiming that the MND

1
2 was inadequate and requested that the adoption of the MND, as presented to the
3 Planning Commission, be overturned and that a more in depth environmental analysis
4 be conducted and,
5

6 WHEREAS, on March 28, 2005 at a duly noticed public hearing the City
7 Council after hearing testimony from the Appellant and several members of the Bentley
8 Avenue community, decided to continue the hearing to a date uncertain and requested
9 preparation of a traffic study, preparation of a shade and shadow study, and staff
10 facilitation of a meeting between the Applicant, the Appellant, and the local community
11 and
12

13 WHEREAS, the Applicant prepared the traffic study and shade and
14 shadow study, City staff facilitated a meeting between the Applicant the Appellant and
15 the local community, and after review of the studies and comments from the community
16 meeting staff returned to the City Council on October 10, 2005, and,
17

18 WHEREAS, on October 10 2005, at a duly noticed public hearing, the City
19 Council after considering all public testimony requested that staff facilitate another
20 meeting between the Applicant Appellant, and community to discuss a potential
21 compromise with regard to traffic and shade and shadow issues and continued the
22 hearing to November 14 2005 and
23

24 WHEREAS, on October 20, 2005 the requested meeting between the
25 Applicant, Appellant and the community, was held and no definitive compromise was
26 reached, and,
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28

1
2 WHEREAS, after the October 20, 2005 community meeting staff reviewed
3 the MND and determined that based on discussions at the meeting, certain mitigation
4 measures should be added to the MND that further protect the community and
5

6 WHEREAS, on November 14, 2005, at a duly noticed continued public
7 hearing, the City Council after considering all public testimony and at the conclusion of
8 its deliberation, voted to uphold the Planning Commission's adoption of the MND for
9 Site Plan Review, SPR P-2004126 subject to additional proposed mitigation measures
10 which only provide further clarification

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

13 Based on the facts and analysis presented in the staff reports, additional
14 technical studies, public testimony, file of review, and CEQA review that was part of this
15 Agenda Item, the City Council determines that

16 1 The Planning Commission adopted an MND for the Project and
17 found that the Project will not have a significant adverse impact on the environment,
18 provided certain mitigation measures are implemented

19 2 Since Planning Commission adoption of the MND for the Project,
20 the subsequent analysis of issues raised in the appeal including traffic shade/shadow,
21 hazardous materials and noise does not require substantial revisions to the MND as
22 defined by CEQA Guidelines Section 15073 5(b) because no new avoidable significant
23 environmental effects were identified in the appeal and the proposed mitigation
24 measures will reduce any potential effects to less than significant and thereby not
25 necessitating further environmental analysis
26
27
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1
2 3 The Appellant has not demonstrated substantial evidence in light of
3 the whole record that the Project may have a significant effect on the environment and
4 warrants a more in depth environmental analysis thereby requiring preparation of an
5 Environmental Impact Report
6

7 4 A revised MND has been prepared incorporating the additional
8 environmental information made available since Planning Commission adoption of the
9 MND including the shade and shadow study and traffic study and this additional
10 information has been included in the MND, which merely clarifies and amplifies the MND
11 and does not create new avoidable significant environmental effects and is not
12 necessary to mitigate an avoidable significant effect, as described in CEQA Guidelines
13 Section 15073 5(c)(2)
14

15 5 The Appellant, through meetings with the Applicant and City staff
16 has demonstrated that the implementation of certain mitigation measures are warranted
17 to further protect the community
18

19 6 Based on the foregoing, the City Council does hereby require the
20 addition of the following mitigation measures to the MND set forth below which merely
21 clarify and amplify and make insignificant modifications to the MND but are not required
22 by CEQA as provided by CEQA Guidelines Section 15073 5(c)
23

24 Hazards and Hazardous Materials
25

26 Mitigation Measure H-1
27

28 a) Prior to issuance of a grading or building permit, the applicant
shall demonstrate to the Building Official that sub-surface soils
testing has been conducted by a qualified professional to
determine whether any residual pesticide or fertilizer
contamination is present at the site in quantities that could present
a health hazard either to construction workers or occupants of
surrounding properties

1
2
3 b) If contamination is found, it shall be remediated pursuant to
4 applicable city state or federal law prior to commencement of
5 grading or construction in a manner meeting the approval of the
6 Building Official

7 Noise

8 Mitigation Measure N-1

9 a) Prior to issuance of a building permit the applicant shall provide
10 evidence acceptable to the Building Official that the structure has
11 been designed such that interior and exterior noise levels will
12 comply with the City's Noise Element and all city, state and federal
13 laws applicable to hotel uses

14 b) If determined necessary by the Building Official, prior to
15 issuance of an occupancy certificate, the applicant shall provide a
16 noise study confirming that noise levels meet all applicable city
17 policies and city state and federal laws

18 7 Based on the foregoing, the City Council does hereby uphold the
19 MND as approved by the Planning Commission, with the addition of the mitigation
20 measures stated above

21 APPROVED and ADOPTED this _____ day of _____ 2005

22 _____
23 ALBERT VERA, MAYOR
24 City of Culver City California

25 ATTEST

26 APPROVED AS TO FORM

27 _____
28 CHRISTOPHER ARMENTA,
City Clerk

CAROL A. SCHWAB,
City Attorney

RECEIVED

Attachment No 2

1/11/05

JAN 11 2005

Culver City
Planning Division

We, the ^{Culver City} ~~Residents~~ ^{Planning Division} of Bentley
Avenue in Culver City, wish to appeal
the adoption of a Mitigated Negative
Declaration for the Hampton Inn proposed
project for 3954 Sepulveda Boulevard
we feel there was no environmentally
based decision and ~~that~~ the project poses
a significant health threat to local residents
~~The formula~~ We question the formula used
to determine the traffic impact, ^{and think it} was flawed
and in no way took into consideration the
pending freeway expansion construction which
will greatly and adversely affect that entire
Sepulveda Blvd corridor for years to come
The increased pollution from construction vehicles,
almost entirely diesel powered, and the standing
traffic which occurs daily now from congestion
will also paralyze the entire section from
Washington Blvd to Venice Blvd. The mitigated
charges imposed on this project to enter
and exit on Northbound Sepulveda Blvd is
not only wrong but will create traffic
snarls even at non-rush hours as the

type of Bldg. it is a large motel which
guests entering and exiting in large numbers
multiple times during the day and night
Sepulveda Blvd was and is an alternate
thruway for north/south traffic, and losing
that option ~~off~~ along with the time
wasted in traffic greatly affects quality of
life. The size and scope of this building
as opposed to other types of building will
be much longer and also much noisier and
will also negatively impact on Bentley Ave
residents quality of life. No Building as
this size anywhere near the area of
Culver City - so how can it possibly
conform to the City's other buildings. We feel
there are considerable health and welfare
and quality of life issues that have not
been properly addressed

End, J. L. K.

Attachment No 3

Summary of Appellant's Argument and Staff Response

The following is a summary of the issues raised by the appellant in her January 11 2005 letter appealing the Planning Commission adoption of a Mitigated Negative Declaration (MND) for the Hampton Inn and Suites Hotel development After each issue is a response by staff The referenced attachment numbers refer to the attachments to the agenda item report

Traffic

1 A request for the methodology used to calculate the projected trip generation

As stated on Page 13 of 16 of the MND, the Transportation/Traffic section, the project's projected peak hour morning and afternoon vehicle trips are expected to be 43 and 47 respectively The project peak hour vehicle trip generation is estimated to be 55 and expected to occur on Saturdays In 1987, the City Council adopted criteria for requiring traffic impact studies A project estimated to generate 49 trips or less during any one hour period does not require a study, the City Engineer and Planning Manager may require a study for a project estimated to generate 50 to 99 trips during any one hour period, the City Engineer and Planning Manager shall require a study for a project estimated to generate 100 trips or more during any one hour period This project is below the threshold of 50 except for the projected project peak hour (55 trips), however, this is expected to occur on Saturdays when overall traffic is less No traffic study was required for this project

The trip generation numbers were calculated using the Trip Generation Manual of the Institute of Transportation Engineers, 6th Edition The land use that was considered in the trip generation calculation is Hotel (See Attachment No 5) After the appellant asked why the City had not used the more up-to-date 7th Edition in calculating estimated vehicle trips staff calculated new trip generation numbers using the 7th Edition At the time of the original calculation prior to the Planning Commission public hearing the City did not have the 7th Edition survey sheets for hotels The new calculations resulted in trip generation numbers that were either the same or less than those calculated using the 6th Edition

2 The trip generation calculation does not take into account the construction of the freeway expansion

The Trip Generation Manual does not take into account surrounding traffic conditions it considers the estimated number of trips the use will typically generate irrespective of the immediate area Freeway expansion construction (or the absence of such construction) will not affect how many trips the hotel generates, freeway construction is typically not a hotel generating use

3 Freeway expansion and hotel construction will greatly impact Sepulveda Boulevard

The freeway expansion project will ultimately add one carpool lane in each direction on the San Diego Freeway If anything this could improve traffic conditions on Sepulveda

Boulevard As with any construction project, the construction of the hotel will temporarily impact the traffic on Sepulveda Boulevard It is unknown at this time as to whether or not the construction scheduling for the hotel will coincide with that of the freeway expansion The applicant will be required to abide by existing City regulations that govern haul routes and times of construction

4 Traffic along Sepulveda Boulevard between Venice Boulevard and Washington Boulevard will be slowed down greatly

It is accurate to say that Sepulveda Boulevard is congested in morning and evening peak hours However the estimated trips that the hotel is expected to generate are below the threshold for requiring a traffic impact study that could review effects on Sepulveda Boulevard The morning and afternoon peak hour vehicle trips noted above will not create a significant impact on an already congested corridor The Saturday vehicle trip generation of 55 trips will occur during a period when street traffic is expected to be less because of the absence of people traveling to or from work

5 The mitigation prohibiting left turn movements onto the site or onto Sepulveda Boulevard should not be allowed as it will create traffic congestion, even during non peak-hour periods

Right turns are typically easier to manage than left turns, because of fewer vehicle conflicts In congested conditions, it will be difficult for motorists to turn left out of the driveway onto southbound Sepulveda Boulevard The same is true for turning left into the driveway from southbound Sepulveda Boulevard Also this prohibition is seen as a way to prevent the backing up of traffic that may occur behind someone waiting to turn left into the site For these reasons left turns in and out of the hotel are restricted, thereby alleviating potential traffic hazards and congestion The prohibition of left turn movements is the only traffic related mitigation (Page 13 of 16 of the MND, Attachment No 4)

6 For a hotel of the size proposed, guests will be entering/exiting in large numbers, multiple times, during the day and night, furthering negative impacts on the surrounding area

According to the Trip Generation manual, Hotels are places of lodging that provide sleeping accommodations restaurants cocktail lounges meeting and banquet rooms or convention facilities, and other retail and service shops This project will not provide any of these amenities except lodging and continental breakfast Therefore, it is unlikely that large numbers of guests will be accessing the hotel at any one time Also one cannot predict the traffic patterns of the future hotel patrons nor can a prediction be made that patrons will be entering and exiting in large numbers, all the time These are unknown variables, what can be estimated is the potential number of vehicles trips based on the number of hotel rooms (Attachment No 5) As already stated the projected number of trips is small enough that no traffic impact analysis is warranted

7 Sepulveda Boulevard, as an alternate north/south freeway route, could be lost if the hotel is built

As mentioned earlier the addition of carpool lanes on the 405 Freeway in each direction could improve the operation of Sepulveda Boulevard. Additionally, the use of this corridor as an alternate freeway route will not be affected by a hotel consisting of 77 rooms.

Staff Conclusion to Traffic Section

Overall, this portion of Sepulveda Boulevard is overloaded during peak traffic periods and any addition of trips to the street system, no matter how small, will add to these pre-existing overloaded conditions. If the thresholds for requiring traffic impact studies were not in place, all projects would require at least some traffic analysis. This would hinder the ability to develop small to mid-size projects such as the proposed hotel and could result in an increase of underdeveloped and/or vacant lots.

Pollution

There will be an increase in pollution, traffic, and congestion, because of construction vehicles (almost all of which are powered by diesel fuel)

Air Quality is discussed on Page 10 of 16 of the MND. New construction of any size, in any area of Culver City, will contribute to pollutant emissions over the existing non-attainment conditions for Southern California. However, the project is consistent with the City's General Plan and Zoning Code which means that the hotel use is considered to be factored into the South Coast Air Quality Management District's (AQMD) regional air quality models. In other words, potential emissions due to the hotel use are considered to be compliant with the AQMD air quality thresholds (for a hotel). In addition, per the AQMD CEQA Handbook, the thresholds for requiring an in-depth environmental analysis for construction of a hotel are the construction of 213 or more rooms, and the disturbance of 177 acres, or more. The hotel proposes to have a maximum of 77 rooms on a site of 0.68 acres. Air quality impacts resulting from construction of the hotel will be below these thresholds and therefore no additional environmental analysis is required. Because the project's operations are factored into regional air quality models and air quality impacts due to construction are below the AQMD's thresholds, the cumulative air quality impacts are not significant. The applicant will be required to control fugitive dust during construction and will also be subject to City standards regarding haul routes and times of construction. Traffic and congestion are discussed in the *Traffic* section above.

Aesthetics, Massing (Land Use/Planning), and Noise

- 1 The size/scope of the hotel compared to other buildings in Culver City, will be larger and noisier, negatively impacting Bentley Avenue

Aesthetics, Land Use/Planning, and Noise are discussed on Pages 10, 11, and 12 of 16 of the MND. The current site is a blighted vacant lot; the architecture of the hotel and overall development of the site will enhance the visual character of the immediate vicinity. Because the site will be transformed from a vacant lot to a four-story structure with surface parking,

there will be a new source of light and glare. However, the development will be required to conform to City zoning standards and design guidelines that include prohibitions of excessive and obtrusive lighting. Therefore, there are no significant aesthetic impacts.

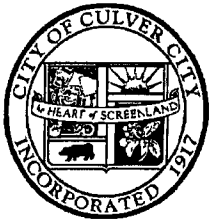
The proposed hotel design, massing, and location within the lot are consistent with the General Corridor General Plan Land Use Designation. The hotel's height, setbacks, and parking are in conformance with the Zoning Code development standards for the Limited Commercial (C-1) and Commercial (C-3) Zones. Furthermore, the proposed rear setback adjacent to the alley that separates the site from the rear of the Bentley Avenue properties exceeds the minimum code required setback. There are no significant land use and planning impacts.

A hotel use is not typically associated with significant levels of noise. Although use of the swimming pool may create noise, its semi-enclosed nature, screening with the perimeter wall, and distance from the homes along Bentley Avenue, will dampen such noise. Further, the existing noise created by the surrounding urbanized area with high traffic volumes will serve to obscure noise created by the hotel use. There will be temporary increases in noise levels during the construction of the vacant site. However, all construction activities will be conducted at the times and days specified by the Municipal Code. During construction and operation of the hotel, the site will be subject to the City's nuisance ordinance. There are no significant noise impacts.

2. The hotel does not conform to other buildings in the immediate area because it is larger than these other buildings.

This point in the appellant's argument is not an environmental issue to be addressed in the MND. However, staff has provided a response for your information.

The fact that a proposed structure, if built, could be larger than existing buildings within the vicinity of the project site does not indicate that the proposed structure is not in conformance with the Zoning Code. The Zoning Code does not require new buildings to conform to existing structures that may be smaller than what the Code allows. Such a requirement could lead to new structures that are nonconforming to the present code, as surrounding buildings were erected at different time periods with different development standards, and to underdeveloped properties. New buildings are required to be in conformance with design guidelines that address screening and architectural standards. The proposed hotel is in compliance with design guidelines and the Zoning Code (as stated above).



Culver CITY

(310) 253 5710

FAX (310) 253 5721

PLANNING DIVISION

9770 CULVER BOULEVARD CULVER CITY CALIFORNIA 90232 0507

FINAL INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title	Site Plan Review SPR P-2004126 Hampton Inn and Suites Hotel		
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	3954 Sepulveda Boulevard		
Nearest Cross Street	Pigott Road	APN	4213-017-026
Project Sponsor's Name & Address	Vinny Patel 3900 Sepulveda Boulevard Culver City, CA 90230 Attn Vinny Patel (Phone # 310-486-1303)		
General Plan Designation	General Corridor	Zoning	Limited Commercial (C-1) Commercial (C-3)
Redevelopment Project Area	Component Area No 4		
Overlay Zone/Special District	Commercial Setback Overlay (CSO)		
Project Description and Requested Action Proposed construction of a 4-story 77-room 35 104-square foot hotel on a vacant lot The proposed project will include 67 parking stalls Twenty spaces will be located in a subterranean parking area and 47 spaces will be located on a surface level parking area Surface level parking spaces will be located to the side rear, and underneath the second story of the hotel The hotel will have a partially enclosed swimming pool exercise room lobby area and continental breakfast area for its guests There will be no meeting rooms made available for non-guests and no units will contain kitchen facilities Public improvements such as full width sidewalks street trees and alley resurfacing will be incorporated into the project			
Existing Conditions of the Project Site Flat vacant lot with some paving and vegetation overgrowth			
Surrounding Land Uses and Setting West One and Two Story Retail Buildings East One Story Single Family Dwellings and a Two Story Multiple Family Dwelling North Two Story Apartment Building and Surface Parking South Two Story Motel Alley and One and Two Story Single Family Dwellings			
Other public agencies whose approval is required (e g permits financing approval or participation agreement) 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 | ☐ Mineral Resources |
| ☐ Agriculture Resources | ☐ Noise |
| ☐ Air Quality | ☐ Population / Housing |
| ☐ Biological Resources | ☐ Public Services |
| ☐ Cultural Resources | ☐ Recreation |
| ☐ Geology / Soils | ☐ Transportation/Traffic |
| ☐ Hazards & Hazardous Materials | ☐ Utilities / Service Systems |
| ☐ Hydrology / Water Quality | ☐ Mandatory Findings of Significance |
| ☐ Land Use / Planning | |

ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation

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

FISH AND GAME FEE (AB 3158)

- X I find that the proposed project **WILL NOT** have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend I find that the proposed project **IS EXEMPT** from the Fish and Game fee A Certificate of Fee Exemption will be prepared for this project
- ☐ I find that the proposed project **IS NOT EXEMPT** from the Fish and Game fee

Signature

October 26 2005

Jose Mendivil

Associate Planner

Printed Name

Title

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?	☐	☐	☐	X
b) Substantially damage scenic resources including but not limited to trees rock outcroppings and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland Unique Farmland or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non agricultural use?	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	X
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?	☐	☐	☐	X
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	X	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	X	☐
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)?	☐	☐	X	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	X	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐

EVALUATION OF ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect either directly or through habitat modifications on any species identified as a candidate sensitive or special status species in local or regional plans policies or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
e) Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance?	☐	☐	☐	X
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?	☐	☐	☐	X
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X
d) Disturb any human remains including those interred outside of formal cemeteries?	☐	☐	☐	X

EVALUATION OF ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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	☐	☐	☐	X
ii) Strong seismic ground shaking?	☐	☐	☐	X
iii) Seismic related ground failure including liquefaction?	☐	☐	☐	X
iv) Landslides?	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	X	☐	☐
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?	☐	☐	☐	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials substances or waste within one quarter mile of an existing or proposed school??	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X

EVALUATION OF ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS (continued)				
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?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
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?	☐	☐	☐	X
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X
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)?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
f) Otherwise substantially degrade water quality?	☐	☐	☐	X
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?	☐	☐	☐	X
h) Place within a 100 year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X
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?	☐	☐	X	☐
j) Inundation by seiche tsunami or mudflow?	☐	☐	☐	X

EVALUATION OF ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
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?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	X	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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)?	☐	☐	☐	X

EVALUATION OF ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING (continued)				
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities need for new or physically altered governmental facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios response times or other performance objectives for any of the public services				
Fire protection?	☐	☐	☐	X
Police protection?	☐	☐	☐	X
Schools?	☐	☐	☐	X
Parks?	☐	☐	☐	X
Other public facilities?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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)?	☐	☐	☐	X
b) Exceed either individually or cumulatively a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
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?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	X	☐	☐
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?	☐	☐	☐	X
g) Conflict with adopted policies plans or programs supporting alternative transportation (e.g. bus turnouts bicycle racks)?	☐	☐	☐	X

EVALUATION OF ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS --Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	☐	☐	☐	X
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?	☐	☐	☐	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X
g) Comply with federal state and local statutes and regulations related to solid waste?	☐	☐	☐	X
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?	☐	☐	☐	X
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)?	☐	☐	☐	X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings either directly or indirectly?	☐	X	☐	☐

XVIII EARLIER ANALYSES

N/A

XIX DISCUSSION

Discussion of Initial Study Checklist responses

NOTE Following the public review period, the Planning Commission approved the Initial Study/Mitigated Negative Declaration (MND) and Site Plan Review for the proposed project. The approval of the MND was then appealed to the City Council. After hearing public comments, the City Council directed that a shade/shadow analysis and a traffic study be prepared. These studies are included as appendices to this document. Revisions to the draft IS/MND have also been made in response to public comments and to reflect the additional technical studies. Changes to the text are indicated with ~~strikeout~~ and *italics* notation. Two additional mitigation measures have been added under Section VII - Hazards and Hazardous Materials and Section XI - Noise. The new technical studies, analysis and mitigation measures do not raise any significant new issues that would require recirculation of the MND under CEQA Guidelines Section 15073.5, but only clarify or add requirements to the project to provide additional protection to adjacent residents from potential environmental impacts.

I. AESTHETICS

After the circulation and review of the proposed Initial Study/Mitigated Negative Declaration by the Planning Commission, the IS/MND was appealed to the City Council. As part of its review, the Council directed that a shade/shadow analysis be prepared to evaluate the impacts of the proposed hotel on adjacent properties. That analysis is provided as Attachment 1 (Solargy Inc. Shade and Shadow Study, 3954 Sepulveda Boulevard, Culver City, CA, June 8 2005).

No Impact
a) through c)

There are no scenic vistas or resources in the vicinity of the project site that is located in a fully developed urbanized area. No significant adverse impacts relative to scenic vistas and resources will occur because of the proposed project.

Less Than
Significant
Impact
d)

Development of the site, which is currently vacant, will create a new source of light and glare. However, the development will conform to all applicable City zoning standards and design guidelines that include a requirement that all lighting not project onto or create a nuisance for adjacent public rights-of-way and private properties. Through these code and design requirements, the impact will be less than significant.

A shade and shadow study was also prepared to determine the extent to which the project would block sunlight to adjacent properties. The study concluded that the proposed project would not shadow any adjacent single family residence roof at any time throughout the year; that the apartments to the north would be partially shaded at the Winter Solstice; that there would be minor shading of the roof of the apartments at other times of year; and that there would be minor shading of the motel to the south in the late afternoon in the spring and summer. These impacts are considered less than significant.

MITIGATION MEASURE(S): No mitigations are required.

II. AGRICULTURE RESOURCES:

No Impact
a) through c)

The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site.

MITIGATION MEASURE(S): No mitigations are required.

III. AIR QUALITY:

Less Than Significant Impact
a) through e) Future new development in any portion of Culver City will contribute both at the project level and cumulatively to pollutant emissions over existing non attainment conditions due to both construction and operation of individual projects

This hotel project does not require a traffic study due to the projected number of trips as determined by using the Institute of Transportation Engineers Trip Generation Manual 6th Edition Volume 1 of 3 If a proposed project is consistent with the city's General Plan and Zoning Code the project's operational impacts are considered to be factored into the SCAQMD's regional air quality models This project as proposed is consistent with Culver City's General Plan and Zoning Code Per the SCAQMD CEQA Handbook the thresholds of significance for construction of a hotel are the construction of 213 rooms or more and the disturbance of 177 acres or more The hotel proposes to have a maximum of 77 rooms and the site is 0.68 acres Therefore air quality impacts resulting from construction of the hotel will be below the threshold of significance Additionally because the project's operations are factored into regional air quality models and air quality impacts due to construction are less than significant the cumulative air quality impacts are less than significant The project applicant will be required to comply with SCAQMD Rule 403 which provides specific control actions to be implemented during construction activities to control fugitive dust

MITIGATION MEASURE(S) No mitigations are required

IV. BIOLOGICAL RESOURCES:

No Impact
a) through f) The project site is located in an urbanized area surrounded by existing disturbed land and development Information on existing conditions of the project site submitted by the applicant with project application materials indicates no identified biological resources as identified by the California Department of Fish and Game or US Fish and Wildlife Service or federally protected wetlands as defined by the Clean Water Act exist on site

MITIGATION MEASURE(S) No mitigations are required

V. CULTURAL RESOURCES:

No Impact
a) through d) The project site is located in an urbanized area surrounded by existing disturbed land and development Information on existing conditions of the project site submitted by the applicant with project application materials indicates no identified cultural resources exist on site and no significant adverse impacts relative to cultural resources are associated with the project

MITIGATION MEASURE(S) No mitigations are required

VI. GEOLOGY AND SOILS:

No Impact
a) through e) The project site is located in an urbanized area surrounded by existing disturbed land and development The building will be constructed to meet all Uniform Building Code requirements The building is required to comply with City and state seismic standards

MITIGATION MEASURE(S) No mitigations are required

VII. HAZARDS AND HAZARDOUS MATERIALS:

Less Than
Significant
Impact With
Mitigation
a)

Environmental information submitted by the applicant with the project plans and application materials indicates that no hazardous materials will be utilized on the project site Further the Phase I Environmental Assessment Report for a Vacant Lot 3948 3954 Sepulveda Boulevard, Culver City, CA prepared by ACS Associates August 22 2005 concluded that there was no evidence of hazardous material and waste containing facility at the site or in governmental records and that no further investigations were recommended Adverse impacts relative to health hazards are expected to be less than significant Any future use of hazardous materials will be required to obtain the necessary approvals from the Culver City Fire Department in compliance with applicable Fire Code regulations

No Impact
b) through h)

During the public review process some residents raised a concern that since the site had previously been used as a commercial nursery fertilizers and pesticides including DDT could be present in the soil due to previous spills Although the Phase I Environmental Site Assessment found no evidence of contaminated soil the following mitigation measure would ensure that this potential impact is reduced to a level that is less than significant

MITIGATION MEASURE(S) No mitigations are required a) Prior to issuance of a grading or building permit the applicant shall demonstrate to the Building Official that sub surface soils testing has been conducted by a qualified professional to determine whether any residual pesticide or fertilizer contamination is present at the site in quantities that could present a health hazard either to construction workers or occupants of surrounding properties b) If contamination is found it shall be remediated pursuant to applicable city state or federal law prior to commencement of grading or construction in a manner meeting the approval of the Building Official

VIII. HYDROLOGY AND WATER QUALITY:

No Impact
a) through h)
and i)

Grading and building plans will be reviewed and approved by the City's Building and Engineering Divisions to assure that on and off site drainage will not create significant impacts to drainage facilities groundwater quality and quantity An erosion control plan will be required by the City Engineer to ensure compliance with the Los Angeles County Stormwater Quality Management Program NPDES Permit No CAS614001 The erosion control plan must 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 construction contractor will be required to comply with the California Storm Water Best Management Practice Handbook

Less Than
Significant
Impact
i)

The project site is located within the Stone Canyon Dam Inundation Zone Should the dam fail the project site might be exposed to significant loss and/or damage The dam is managed by another government entity with the responsibility of maintaining it No information has been presented that indicates the dam is subject to eminent failure

MITIGATION MEASURE(S) No mitigations are required

IX. LAND USE AND PLANNING:

No Impact
a) through c)

The proposed use is consistent with the General Corridor General Plan Land Use designation and is permitted in the Limited Commercial (C-1) and Commercial (C-3) Zones Upon the City's review and approval of the application the project will be consistent with the City's Zoning Code Future uses will also be reviewed for consistency and compliance with Zoning and General Plan requirements

MITIGATION MEASURE(S) No mitigations are required

X. MINERAL RESOURCES:

No Impact
a) & b)

Materials submitted with the application and also City Staff site review of the project shows that mineral resources have not been identified on or within the project site

MITIGATION MEASURE(S) No mitigations are required

21

XI. NOISE:

Less Than
Significant
Impact With
Mitigation
a)

The site is located within an urbanized area with high traffic volumes that account for existing noise levels. According to the General Plan the site is impacted by traffic noise levels of approximately 70 dB CNEL. The mitigation measure listed below would require the project proponent to ensure that the structure is designed to mitigate noise levels in compliance with applicable laws and codes.

No Impact
b) through c)
e) and f)

The proposed hotel project is not expected to generate significant noise levels and all grading and construction activities will be conducted during the appropriate hours as allowed by the Culver City Municipal Code. Both applicant and City contact information will be posted on the project site to direct residents wishing to report noise and other construction activity complaints. Also during construction of the site and operations of the hotel the site will be subject to the City's nuisance ordinance.

Less Than
Significant
Impact
d)

There will be temporary increases in noise levels during the construction of the site which is currently vacant. However, all grading and construction activities will be conducted during the appropriate hours as allowed by the Culver City Municipal Code. Both applicant and City contact information will be posted on the project site to direct residents wishing to report noise and other construction activity complaints. Also during construction of the site and operations of the hotel the site will be subject to the City's nuisance ordinance.

MITIGATION MEASURE(S) ~~No mitigations are required~~ a) Prior to issuance of a building permit the applicant shall provide evidence acceptable to the Building Official that the structure has been designed such that interior and exterior noise levels will comply with the City's Noise Element and all city, state and federal laws applicable to hotel uses. b) If determined necessary by the Building Official, prior to issuance of an occupancy certificate, the applicant shall provide a noise study confirming that noise levels meet all applicable city policies and city, state, and federal laws.

XII. POPULATION AND HOUSING :

No Impact
a) through c)

The proposed project is a hotel facility that will accommodate a transient population and will not include permanent housing. The site is currently vacant and no existing housing will be removed as a result of construction. No significant adverse impacts to population or housing are associated with the project.

MITIGATION MEASURE(S) No mitigations are required

XIII. PUBLIC SERVICES:

No Impact
a)

The hotel project will comply with all applicable California Building and Fire Codes. Impacts to fire protection are expected to be less than significant. No impacts to schools are expected to result from the hotel project. Maintenance of public facilities and requirements for other public services associated with the project are expected to be incidental and no significant adverse impacts are expected. The Police Department did not state that there would be significant impacts to response times as a result of the hotel project.

MITIGATION MEASURE(S) No mitigations are required

XIV. RECREATION:

No Impact
a) & b)

The proposed project is a hotel that will accommodate a transient population. No significant adverse impacts relative to recreation are associated with the project.

MITIGATION MEASURE(S) No mitigations are required

22

XV. TRANSPORTATION/TRAFFIC:

Less Than Significant Impact a) *During the application review process the proposed project has been reviewed by the City's Traffic Engineering Manager and issues relative to impacts on it was determined that local and regional traffic and parking will not be significantly impacted. The morning peak hour trip generation was calculated to be 43 and the afternoon peak hour trip generation was calculated to be 47. The project peak hour trip generation was calculated to be 55 and determined to occur on Saturday only. Through policy adopted by the City Council and recommended by the Planning Commission the Although the City does not typically require traffic studies for projects generating up to 49 trips in any one hour and with discretion may require (or not require) studies for projects generating 50 to 99 trips in any one hour. The project peak hour trip generation of 55 is relatively low for this urbanized area fronting a high traffic volume street and is expected to occur on Saturdays only following the public review period and in response to public concerns a formal traffic study was prepared at the direction of the City Council. The traffic study is provided as Appendix 2. The study found that although several intersections are projected to operate below an acceptable level of service the proposed project would not significantly impact any intersection or roadway segment. Therefore no general traffic improvements are warranted in connection with this project. Please refer to Appendix 2 for further details of the traffic analysis.*

No Impact b) c) and e) through g) *Both the Police Department and the City's Traffic Engineering Manager reviewed the potential impacts on circulation and determined that there is an increased hazard if vehicles attempt left turn movements (crossing over Sepulveda Boulevard) to access or leave the site. As such a condition will be imposed as a mitigation with this mitigation the impact will be reduced to less than significant.*

Potentially Significant Impact Unless Mitigations are incorporated d) *Both the Police Department and the City's Traffic Engineering Manager reviewed the potential impacts on circulation and determined that there is an increased hazard if vehicles attempt left turn movements (crossing over Sepulveda Boulevard) to access or leave the site. As such a condition will be imposed as a mitigation with this mitigation the impact will be reduced to less than significant.*

MITIGATION MEASURE(S)

- 1 A raised median or some other obstruction shall be installed along Sepulveda Boulevard to prevent left turn movements into or out of the project site. The raised median or obstruction shall be designed to the satisfaction of the City Engineer. A right turn only sign shall be installed at the project's driveway accessing Sepulveda Boulevard.

XVI. UTILITIES AND SERVICE SYSTEMS:

No Impact a) through g) The proposed project will connect to existing utilities available to the project site. No significant adverse impacts to utilities are expected from project implementation.

MITIGATION MEASURE(S) No mitigations are required

23

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

No Impact
a) and b) The project will not have significant impacts to any plant or animal wildlife species or cause substantial cumulative impacts

Potentially
Significant
Impact
Unless
Mitigations
are
incorporated
c) The proposed hotel may cause environmental effects which could result in substantial adverse effects on human beings (both directly and indirectly) These adverse effects if not addressed could result in an overall degradation of the public safety and urban environment surrounding the site (indirectly affecting the community) The following mitigation measures will reduce this impact to a level that is less than significant

MITIGATION MEASURE(S)

- 1 Access to the alley located along the project's easterly boundary shall be restricted to emergency access only A wrought iron gate or other material as approved by the Planning Division shall be installed at the entrance to the alley A Knox Box shall be installed to the satisfaction of the Fire Department for emergency access
- 2 The hotel operator shall ensure all graffiti is removed on a continuous basis within forty eight (48) hours after its application
- 3 Litter shall be removed daily from the project site including all parking areas and adjacent public sidewalks the portion of the alley at the rear that abuts the project site shall be swept or cleaned either mechanically or manually on a weekly basis to control debris
- 4 Privacy coverings such as shades draperies or blinds shall be appropriately hung to cover all windows Exterior window glass shall be without cracks chips or holes Peeling and deteriorated paint of exterior walls must be repainted within reasonable time
- 5 The exterior of the property including adjacent public sidewalks and parking lots under the control of the operator shall be illuminated during all hours of darkness during which the property is open for business in a manner so persons standing in those areas at night are identifiable from the street However the required illumination shall be placed so as to minimize interference with nearby residents and their properties
- 6 All areas on the property designated for landscaping including but not limited to lawns planter beds and other open surfaces without hardscape shall be maintained with properly trimmed living plant materials and without litter or debris
- 7 Directional signs shall be posted as appropriate to ensure emergency personnel can find guest rooms in a timely manner
- 8 All containers used for the storage of trash garbage or recycled materials and placed on the exterior of the hotel shall be maintained in a locked and screened trash enclosure approved by the City

MITIGATION MONITORING PROGRAM

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for each of the mitigation measures which 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.

MITIGATION MONITORING PROGRAM				
Site Plan Review SPR P-2004126 Hampton Inn and Suites Hotel				
MITIGATION MEASURE	TIMING	VERIFICATION OF COMPLIANCE		
		DEPT.:	SIGNATURE	DATE:
HAZARDS AND HAZARDOUS MATERIALS				
H 1 a) Prior to issuance of a grading or building permit the applicant shall demonstrate to the Building Official that sub surface soils testing has been conducted by a qualified professional to determine whether any residual pesticide or fertilizer contamination is present at the site in quantities that could present a health hazard either to construction workers or occupants of surrounding properties. b) If contamination is found it shall be remediated pursuant to applicable city state or federal law prior to commencement of grading or construction in a manner meeting the approval of the Building Official.	Prior to issuance of a grading or building permit	Building		
NOISE				
N 1 a) Prior to issuance of a building permit the applicant shall provide evidence acceptable to the Building Official that the structure has been designed such that interior and exterior noise levels will comply with the City's Noise Element and all city state and federal laws applicable to hotel uses. b) If determined necessary by the Building Official prior to issuance of an occupancy certificate the applicant shall provide a noise study confirming that noise levels meet all applicable city policies and city state and federal laws.	Prior to issuance of a building permit prior to issuance of an occupancy certificate	Building		
TRANSPORTATION/TRAFFIC				
T 1 A raised median or some other obstruction shall be installed along Sepulveda Boulevard to prevent left turn movements into or out of the project site. The raised median or obstruction shall be designed to the satisfaction of the City Engineer. A right turn only sign shall be installed at the project's driveway accessing Sepulveda Boulevard.	Prior to issuance of Certificate of Occupancy (CO)	Engineering		

MITIGATION MONITORING PROGRAM				
Site Plan Review SPR P-2004126 Hampton Inn and Suites Hotel				
MITIGATION MEASURE	TIMING	VERIFICATION OF COMPLIANCE		
		DEPT.	SIGNATURE	DATE
MANDATORY FINDINGS OF SIGNIFICANCE				
M 1 Access to the alley located along the project's easterly boundary shall be restricted to emergency access only A wrought iron gate or other material as approved by the Planning Division shall be installed at the entrance to the alley A Knox Box shall be installed to the satisfaction of the Fire Department for emergency access	Prior to issuance of CO	Fire Prevention Engineering Planning		
M 2 The hotel operator shall ensure all graffiti is removed on a continuous basis within forty eight (48) hours after its application	Prior to CO & Periodic Monitoring	Code Enforcement		
M 3 Litter shall be removed daily from the project site including all parking areas and adjacent public sidewalks the portion of the alley at the rear that abuts the project site shall be swept or cleaned either mechanically or manually on a weekly basis to control debris	Prior to CO & Periodic Monitoring	Code Enforcement		
M 4 Privacy coverings such as shades draperies or blinds shall be appropriately hung to cover all windows Exterior window glass shall be without cracks chips or holes Peeling and deteriorated paint of exterior walls must be repainted within reasonable time	Prior to CO & Periodic Monitoring	Code Enforcement Planning		
M 5 The exterior of the property including adjacent public sidewalks and parking lots under the control of the operator shall be illuminated during all hours of darkness during which the property is open for business in a manner so persons standing in those areas at night are identifiable from the street However the required illumination shall be placed so as to minimize interference with nearby residents and their properties	Prior to CO and Periodic Monitoring	Planning		
M 6 All areas on the property designated for landscaping including but not limited to lawns planter beds and other open surfaces without hardscape shall be maintained with properly trimmed living plant materials and without litter or debris	Prior to CO and Periodic Monitoring	Planning Code Enforcement		
M 7 Directional signs shall be posted as appropriate to ensure emergency personnel can find guest rooms in a timely manner	Prior to CO and Periodic Monitoring	Fire Prevention		
25a				

MITIGATION MONITORING PROGRAM Site Plan Review SPR P-2004126 Hampton Inn and Suites Hotel				
MITIGATION MEASURE	TIMING	VERIFICATION OF COMPLIANCE		
		DEPT :	SIGNATURE:	DATE.
M 8 All containers used for the storage of trash garbage or recycled materials and placed on the exterior of the hotel shall be maintained in a locked and screened trash enclosure approved by the City	Prior to CO and Periodic Monitoring	Planning Code Enforcement		

Appendices made a part of this document

- Appendix 1 Shade and Shadow Study
- Appendix 2 Traffic Study

References Utilized

- 1 Trip Generation, 6th Edition, Volume 1 of 3 – Institute of Transportation Engineers

INTERDEPARTMENTAL MEMORANDUM

Date 10/16/05

To Traffic Engineer, Engineering (Samuel Romo)

From Jose Mendivil

Subject TRAFFIC AND PARKING ASSESSMENT
Review for Trip Generation, Traffic Impact Study, and Parking Demand Study

The following proposal has been submitted to the Planning Division for review

Address 3954 Sepulveda Blvd (Vacant Lot)

Proposal	Uses	Square Feet of Floor Area/# of Units
<u>77 Room Hotel</u>	<u>Hotel</u>	<u>77 Rooms</u>
<u>35,104 sqft</u>		<u>35,104 sqft</u>

Level of Review Administrative _____ Planning Commission ✓

Please review the attached materials to determine

- 1 Trip Generation for peak hour of use
- 2 If a Traffic Impact Study is required or recommended pursuant to adopted City criteria
- 3 If a Parking Demand Study is recommended
- 4 Relationship and impact of project on CMP network.
- 5 Are any on site or off-site parking and circulation issues raised, such as driveway locations?

PLEASE PROVIDE INFORMATION REQUESTED BELOW AND ON PAGE 2

If additional information is needed, please telephone me at 5757
Please forward your comments to me within 5 days, or by wed, 10/13/04

Thank you for your cooperation

Attached

1
2
3

2/17/05
JFM

The trip generations listed below are from the 6th Edition of the ITE Manual. The 7th Edition numbers are in parenthesis ().

TRAFFIC GENERATION	Total Existing	--- - New Vehicle Trips---			Net Increase
		Entering	Exiting	Total	
24 Hours	<u>0</u>	317 (315)	316 (314)	633 (629)	
Morning Peak Hour		26 (26)	17 (17)	43 (43)	
Afternoon Peak Hour		25 (24)	22 (21)	47 (45)	
Project Peak Hour <u>55 (saturday)</u> (If different from above)		<u>(55 for 7th Ed Sameday-sat)</u>			

CULVER CITY CRITERIA
FOR REQUIRING TRAFFIC IMPACT STUDIES FOR PROPOSED DEVELOPMENTS

In response to a request for a discretionary approval action of the Planning Division or the Planning Commission for a proposed development, the City Engineer will estimate the potential traffic generation of the proposed development. Such estimates will be based on generation factors published in accepted sources, such as Trip Generation by the Institute of Transportation Engineers, and on pertinent information about the development presented by the applicant. If there is an existing development on the site, the estimated traffic of the existing development will be subtracted to determine the net increase in traffic generation. For purposes of these criteria, "proposed development" shall include new construction, a building addition, change or intensification of use, and recommencement of any use of property or improvements where not used for more than one year.

If it is estimated that the proposed development will generate a net increase of less than 50 vehicle trips total entering and exiting the development during any one hour period of any day, a traffic impact study will not be required, unless the City Engineer and the City Planner determine extraordinary circumstances are presented by the proposed development.

If it is estimated that the proposed development will generate a net increase of between 50 and 99 vehicle trips total entering and exiting the development during any one hour period of any day, the City Engineer and the City Planner may determine that a traffic impact study shall be prepared and submitted for City review and approval. Such determinations will be based on criteria including, but not limited to, the following:

- 1 The proposed development site is adjacent to a General Plan design arterial street or primary collector / secondary arterial street carrying 10,000 vehicles or more per day.
- 2 The proposed development site is within one-quarter of a mile of an intersection of two General Plan designated arterial streets or one arterial street and a primary collector / secondary arterial street.
- 3 The proposed development site is in the vicinity of an environmentally sensitive area, such as an area immediately bordering a low density residential neighborhood, as determined by the City Council, the Planning Commission, the Community Development Director, the City Engineer, or the City Planner.

If it is determined that the proposed development will generate a net increase of 100 vehicle trips or more total entering and exiting the development during any one hour period of any day, the City Engineer and the City Planner shall require that a traffic impact study be prepared and submitted for City review and approval.

If a traffic impact study is required, data in previous traffic impact studies may be used in the required traffic impact study if the City Engineer determines such data is appropriate for such use.

A decision of the City Engineer and the City Planner to require a traffic impact study may be appealed pursuant to Section 37-120 of the Culver City Municipal Code.

Land Use. 310

Hotel

Description

Hotels are places of lodging that provide sleeping accommodations restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and other retail and service shops Some of the sites included in this land use category are actually large motels providing the facilities of a hotel noted above

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room¹

Thirty studies provided information on occupancy rates at the time the studies were conducted The average occupancy rate for these studies was approximately 83 percent

The hotels surveyed were primarily located outside central business districts in suburban areas

The sites were surveyed from the late 1960s to the 1990s throughout the United States

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site

Source Numbers

4, 5 12 13 18 55 72 170, 187, 254 260 262, 277 280, 301 306 357 422 436

¹ Buttke, Carl H , Unpublished studies of building employment densities Portland Oregon

Hotel (310)

Average Vehicle Trip Ends vs Rooms
On a Weekday

24 Hours

$$8.23 \times 77 = 633$$

2 FM

Number of Studies 9
Average Number of Rooms 516
Directional Distribution 50% entering, 50% exiting

Trip Generation per Room

Average Rate	Range of Rates		Standard Deviation
8.23	3.47	9.58	3.38

Data Plot and Equation

