



Culver CITY

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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

PROPOSED NEGATIVE DECLARATION

Project Title and File No.: Axis Mundi Mixed Use Project (Baldwin Site)
Site Plan Review, Density Bonuses and Other Bonus Incentives,
Administrative Use Permit, and Tentative Tract Map,
P2015-0127-SPR, -DOBI, -AUP, and -TTM

Project Location: 12803 Washington Blvd
Culver City, CA 90066

Project Sponsor: Jim Suhr, Axis Mundi, RE II, LLC (Applicant /Property Owner)

Project Description: Site Plan Review, Density Bonuses and Other Bonus Incentives, Administrative Use Permit, and Tentative Tract Map for a proposed Mixed Use Project consisting of a 56 foot high, 5-story building; 4 stories containing 37 dwellings units; a ground level containing 7,206.6 square feet of commercial space; 21 public parking and 13 project commercial parking spaces at the ground level; 70 residential tandem, 3 residential handicap, 8 commercial, & 3 extra parking spaces in the subterranean level; subservice encroachments; and private balcony/deck spaces for each unit.

Environmental Determination:

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

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

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

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

The public is invited to comment on the proposed **MITIGATED NEGATIVE DECLARATION** during the review period, which ends **July 27, 2016.**


Jose Mendivil, Associate Planner

July 6, 2016



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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title/Case Nos.	Axis Mundi Mixed Use Project (Baldwin Site) Site Plan Review, Density Bonuses and Other Bonus Incentives, Administrative Use Permit, and Tentative Tract Map, P2015-0127-SPR, -DOBI, -AUP, and -TTM		
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:	12803 Washington Blvd Culver City, CA 90066		
Nearest Cross Street:	Between Meier & Moore Streets	APNs:	4236-021-080, 081, 082, 083
Project Sponsor's Name & Address:	Jim Suhr Axis Mundi, RE II, LLC 501 Santa Monica Boulevard, Suite 701 Santa Monica, CA 90401 (213) 675-4473		
General Plan Designation:	General Corridor	Zoning:	Commercial General (CG)
Former Redevelopment Project Area:	Former Component Area No. 4		
Overlay Zone/Special District:	Commercial Setback Overlay (CSO)		
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>			
<p>The project consists of a:</p> <ul style="list-style-type: none">• 56 foot high, 5-story mixed use project;• 4 stories containing 37 dwellings units;• A ground level containing 7,206.6 square feet of commercial space;• 21 public parking and 13 project commercial parking spaces at the ground level;• 70 residential tandem, 3 residential handicap, 8 commercial, & 3 extra parking spaces in the subterranean level.• Subservice encroachments• Private balcony/deck spaces for each unit <p>The subsurface encroachments include a full width of the Meier Street sidewalk (11.5 feet), half to the full width of the Washington Boulevard sidewalk (5.5 and 12.4 feet), and a narrow strip of sidewalk along Moore Street (2.5 feet). Portions of the subterranean parking will be located within the subsurface encroachments. All the residential parking will be in the subterranean area and will be in tandem pairs with gate controlled access. Outside of the residential gate within the subterranean area there will be 8 commercial parking spaces, 3 handicap spaces reserved for the residential use, and 3 extra spaces which could be used by residential guests or employees of the</p>			

ground floor commercial uses. The remainder of the 21 required commercial spaces (13 spaces) and 21 public parking spaces will be at the ground level behind the commercial frontage facing Washington Boulevard. Access for the surface parking will be off Meier Street while access via a ramp to the subterranean parking will be off of Moore Street. There will be no vehicular circulation within the ground level parking area between Meier to Moore Streets.

A ground level residential lobby facing Moore Street will provide access for residents to both the units and the subterranean parking while direct access to the commercial spaces will be provided at the street frontage and through a corridor leading to the surface parking behind. Security coding will not allow commercial related users in the subterranean parking area to access the residential areas above. The residential units will be a mix of 1, 2, and 3 bedroom units and will be located on three levels with a fourth level providing access to a fifth or mezzanine level and outdoor decks for some of the fourth level units. An open area surrounding the units from the roof to the podium or second level will provide air and light circulation for all units.

A Site Plan Review is required because the project involves more than 4,999 square feet of commercial space and more than two residential units. A Density Bonuses and Other Bonus Incentives or DOBI is needed because the project involves a density increase of 35% from the base density (27 X 35%) in return for 11% of the base units (27 X 11%) reserved for very low income households. This results in 37 total dwelling units, 3 of which will be very low income. Under State Density Law, with 11% of the base density units reserved for very low income, 2 concessions can be granted (the minimum percentage is 10%). The project applicant is requesting a concession on the height from 45 feet to 56 feet and a concession on setbacks. The setback concession would reduce the 5 foot street fronting setback above 15 feet from grade to zero and reduce the rear 60 degree clear zone setback resulting in a step back beginning at 35 feet above grade instead of the required 15 feet above grade. The base density is also based on a Community Benefit District approved by the City Council that allows the applicant to increase the base density from 35 du/a (or 19 units) to 50 du/a (or 27 units). The applicant is providing 21 extra metered public parking spaces as required by the approved Community Benefit District, in return for an allowance to build 27 units. The DOBI is based on the new base density of 27 units. An Administrative Use Permit is required because the residential parking in the subterranean level will be striped as tandem pairs with each unit assigned to one tandem pair. A Tentative Tract Map is required because the applicant is proposing to create a one lot subdivision with 2 commercial and 37 residential air space units.

Existing Conditions of the Project Site:

The site is located at the north side of Washington Boulevard between Moore and Meier Streets, is generally flat in topography, and is vacant with dirt and sparse vegetation. It is rectangular in shape with approximately 240 feet of frontage along Washington Boulevard and a depth of 100 feet with frontages along both Moore and Meier Streets and the alley in the rear. The site takes up an entire city block.

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

Location	Zoning	Land Use
West:	CC CG	Single Story Commercial Retail Stores
East:	CC CG	99 Cent Only Single Story Shopping Center
North:	L.A. R3-1	15 Foot Wide Alley and 3-Story Residential Beyond
South:	CC CG	Washington Blvd & Single Story Commercial Retail Beyond

CC = City of Culver City; L.A. = City of Los Angeles

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

Culver City has discretionary review over the proposed project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

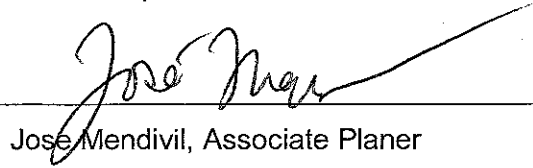
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> 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

7/6/16
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS – Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) Less than Significant Impact. The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is level with no substantial ocean or mountain views that can be considered scenic that will be affected by the project. When the project is complete the mixed use structure will be 56 feet high – comparable in height to the 3-story residential units located across the alley to the rear of the project site. Given these conditions and the built out nature of the surrounding area there is no expected substantial adverse effect on a scenic vistas. No mitigations are necessary.

b) Less than Significant Impact. There are no identified rock outcroppings or historic buildings within a state scenic highway on the site. The Project Site is not bordered by or within the view shed of any designated scenic highway. The project site is currently void of any buildings, trees and is mostly an unpaved vacant area covered with soil and dirt. There is a chain link security fence that surrounds the perimeter of the project site. The only existing trees are the four street trees adjacent to the project site (two Palm trees along Washington Boulevard and two Palm trees on Moore Street) that will be removed by the applicant. The proposed project will include parkway landscape enhancements such as potted plants and street trees. As a standard code requirement and condition of approval to the project, the developer is required to prepare and submit a landscaping plan to the satisfaction of the City that must demonstrate enhanced and improved parkway landscaping including the provision and replacement of the removed street trees. The proposed landscaping plan will reduce this impact to a level that is less than significant. No mitigations are necessary.

c) Less than Significant Impact. There is minimal visual character or quality of the project site as it is currently void of any buildings, trees or significant landscaping and is mostly an unpaved vacant area covered with soil and dirt. There is only a chain link security fence that surrounds the perimeter of the project site. The proposed project will improve the visual character and quality of the site by constructing an architectural modern building making use of a variety of building materials including stucco, concrete, wood like material, and glass storefronts. The five story mixed use project is also an “environmentally friendly” green building that will be required by City Code to install LEED equivalent features such as energy efficient windows and photovoltaic solar arrays. Also, the proposed project will include potted plants and trees within the central open courtyard at the podium level and street trees and potted street plants. The proposed project once implemented will act as catalyst to help redevelop the commercial area at this western area of Washington Boulevard by creating an active retail streetscape for small tenants with residents above who

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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patronize local business. In conclusion, the project will not degrade the visual character of the site and will be a significant improvement for the immediate area. No mitigation measures are necessary

d) Less than Significant Impact. The proposed project will bring new sources of light at nighttime from exterior lighting of the building and to a smaller extent, interior lighting of the building. However, the project is required to be built to City codes and all lighting is required to be shielded or recessed so that direct glare and reflections are confined to the boundaries of the site and not shine or glare directly onto adjacent public and private properties. With implementation of these code requirements, this potential impact is reduced to a level that is less than significant. No mitigation measures are necessary.

Mitigation Measure(s): None required

II. AGRICULTURE RESOURCES AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

Mitigation Measure(s): None required

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

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

AQMD staff is processing the 2016 AQMP, which will be a comprehensive and integrated Plan primarily focused on addressing the ozone standards. The Plan will be a regional and multi-agency effort (SCAQMD, California Air Resources Board, SCAG, and US Environmental Protection Agency). State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>progress, and maintenance plans. The 2016 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories</p> <p>Implementation of the AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant targeted. Since the 2012 AQMP is based on growth projections reflected in local general plans, only new or amended general plans or projects that exceed the level of development contemplated in the general plan have the potential to conflict with the AQMP. The proposed project does not require an amendment to the Culver City 'General Corridor' General Plan land use designation and is consistent with expected commercial development potential build out along the Washington Boulevard commercial corridor.</p> <p>Development of the project will result in 37 new dwelling units with a mix of one bedroom (4 units), 2 bedroom (26 units), and 3 bedroom (7 units). This could potentially increase the population to approximately 83 new residents (assuming an average of 2.25 persons per household given the bedroom unit mix). According to the Southern California Association of Governments (SCAG), the state mandated metropolitan planning organization for southern California which is charged with development of the region's Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA), Culver City's projected population by 2020 is expected to be 39,300. The project's expected population represents about 0.21% of this forecasted population for 2020. According to the 2016-2040 RTP, the expected population in 2040 is 40,700; the project population will be approximately 0.20% of the expected population. Project residents will represent about 5.2% of the expected growth between 2012 and 2040 ($40,700 - 39,100 = 1,600$; $83/1,600 = 0.052$ or 5.2%). Impacts that could be associated with multi-family dwellings such as greater number of trips per day when compared to single family homes are expected to be less than significant because: 1) normally a household whether single family or multi-family will not generate as many trips as a commercial use – people usually leave in the morning for work and come home after work – 2 trips; and 2) as a mixed use project with ground level commercial uses and nearby commercial uses within walking distance, additional trips such as going to a restaurant or market after dinner may be reduced.</p> <p>These percentages represent a minor percentage of the overall expected growth for the City. Accordingly the project will result in population and vehicle trips that are consistent with SCAG's growth populations anticipated in both the 2016-2040 RTP and the 2012 AQMP. The project is not expected to conflict with or obstruct implementation of applicable air quality plans because the project is consistent with the anticipated population growth for Culver City and associated vehicle trips which have been factored into the underlying growth projections for the AQMP and RTP. Further the commercial portion of the project will be of modest size at 7,206.6 square feet which is what would be expected for a site of this size along a commercial corridor. A traffic study conducted for this project found that no significant impacts to studies intersections or street segments would result from this new commercial square footage. It is within the expected commercial build out of the City. No mitigation measures are necessary.</p> <p>b)-c) <u>Less Than Significant Impact</u>. Future new development in Culver City (and Los Angeles) in the vicinity of the Project may contribute both at the project level and cumulatively to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. This project involves excavation for subterranean parking and construction of 37 residential units, 7,206.6 s.f. of specialty retail as well as parking. During construction, air contaminant emissions would result from the use of construction equipment such as trucks, loaders, graders, as well as construction workers that will be traveling to and from</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>the project. Project related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards because the project would be subject to limits on the construction hours contained in the City of Culver City Municipal Code's. The project will be subject to standard conditions that will reduce construction related pollutant emissions and dust emissions.</p> <p>Overall, construction emissions would be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further the proposed project will implement standard SCAGMD-approved construction procedures and will comply with applicable provisions of SCAQMD Rule 403.</p> <p>Operationally the project is also not expected to create significant air quality impacts. Based on the project's Traffic Impact Analysis, dated March, 2016, and prepared by Hirsch Green Transportation Consulting, the project is expected to generate approximately:</p> <ul style="list-style-type: none"> • 570 daily trips • 780 daily trips with the 21 metered public parking spaces • 29 AM peak trips • 50 AM peak trips with the 21 metered public parking spaces • 43 PM peak trips • 64 PM peak trips with the 21 metered public parking spaces. <p>Based on Culver City and Los Angeles (some intersections are in Los Angeles) traffic threshold criteria, traffic is not projected to have a significant impact at the study intersections during the AM and PM peak periods nor at the street segments. The increase in traffic counts is below the City adopted thresholds of significance for both the Cities. Overall, emissions resulting from the construction and number of vehicles related to the proposed project are not expected to be significant. No mitigation measures are necessary.</p> <p>No mitigation measures are necessary.</p> <p>d) <u>Less Than Significant Impact</u>. In the immediate vicinity of the project site there are multi-family residential dwellings and commercial buildings. The site will generate carbon emissions from residents, patrons, customers, and delivery vehicles once it is operational. These emissions are not expected to significantly affect these surrounding uses because the project's new residential and commercial uses are within the expected thresholds of development for this area. Carbon emissions in close proximity to sensitive receptors are not expected to be significantly above the normal emissions from any existing commercial or residential uses within the project vicinity. During construction, there will be periods of construction related emissions; however construction activities will be subject to standard construction conditions such as hours of construction, routine maintenance of construction vehicles, and SCAQMD Rule 403. See Section III. a., above for further discussion on compliance the AQMP. Impacts are expected to be less than significant. No mitigation measures are necessary.</p> <p>e) <u>Less Than Significant Impact</u>. Diesel-powered equipment used for construction could cause odors and emissions that may be offensive to sensitive persons. This would be a temporary impact and would be mitigated by existing SCAQMD regulations requiring proper maintenance of vehicle engines and exhaust</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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systems, and by standard construction conditions. Therefore, impacts are not expected to be significant. No mitigation measures are necessary.

Mitigation Measure(s): None required

IV. BIOLOGICAL RESOURCES – Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-b) Less Than Significant Impact. The project site is on disturbed developed land and is vacant after a previous hotel occupied the site before being demolished. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. The site which only has dirt and grass, is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. There are only 4 palm trees in the public sidewalk with no other street trees. There is no riparian habitat or other sensitive natural community on the site. The project site does

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site. No mitigation measures are necessary.</p>				
<p>c) <u>Less Than Significant Impact</u>. The project site is on disturbed developed land and is a vacant lot with grass and dirt only. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. The site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Four palm street on the fronting public sidewalk are not known to harbor protected species. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site.</p> <p>No mitigation measures are necessary.</p>				
<p>d) <u>Less Than Significant Impact</u>. The project site is on disturbed developed land and is currently a vacant lot with only grass and dirt. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. The site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Four palm trees are on the public sidewalk and are not known to harbor any protected species. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site.</p> <p>No mitigation measures are necessary.</p>				
<p>e) <u>Less Than Significant Impact</u>. The project site is on disturbed developed land and is currently a vacant lot with only grass and dirt. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. The site is void of vegetation or wildlife species and is flat in topography. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. The site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Four palm trees are on the public sidewalk and are not known to harbor any protected species. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site.</p> <p>No mitigation measures are necessary.</p>				
<p>f) <u>Less Than Significant Impact</u>. The project site is on disturbed developed land and is currently a vacant lot with only grass and dirt. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses. The site is an empty lot and void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas.</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Four palm trees are on the public sidewalk and re not known to harbor any protected species. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site.</p> <p>Development of the proposed project would result in impacts that are less than significant. No mitigation measures are necessary.</p> <p>Mitigation Measure(s): None required</p>				

V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Responses:</p> <p>a) <u>Less than Significant Impact.</u> Information on existing conditions of the project site per City of Culver City and project application materials indicates that no identified historical resources exist (or existed) on the site and no significant adverse impacts relative to historic resources are associated with the project. The proposed project site includes a vacant lot that was previously developed as a hotel and was demolished. No mitigation measures are necessary.</p> <p>b-d) <u>Less than Significant Impact.</u> Culver City is located in a region of the western Los Angeles basin known to contain paleontological/archaeological resources and upon significant excavation for projects that involve subterranean parking areas or occupyable space such resources could surface¹. The project site was developed as a hotel for several years and is currently vacant. It is located in an urbanized area surrounded by existing disturbed land and development. The site is a flat grass field (left over after the hotel demolition). Further, no historic properties will be visually or physically affected by the project.</p> <p>A Phase I Archaeological and Paleontological Survey was required as part of the application materials. The January 3, 2008, Survey was prepared by Mathew A. Box, Ph.D. The Survey indicated that based on site</p>				

¹ Culver City General Plan Program EIR, November 1995, page 226
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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>inspection and a records search including review of the CSU Fullerton South Coastal Information Center, no evidence of archaeological or paleontological resources exists within the project area. The survey recommended no additional archeological or paleontological work and opined that such resources existing on the site are highly unlikely. The survey also stated that should resources be found during construction, all earthwork should stopped and that a professional cultural resource specialist be contacted so that appropriate mitigation measures be undertaken in order to either stabilize or salvage the remains.</p> <p>Project conditions stated below that require State and Federal regulations and guidelines be followed in the event a resource is found, will be incorporated into the Conditions of Approval. As prescribed by state law, work will be halted if undetected fossil resources and/or human remains or other archaeological and/or paleontological resources are encountered during construction activities that require excavation such as the subterranean parking level. If human remains are encountered during excavation, all work will stop, the City of Culver City, the County Coroner, and an archaeologist and/or paleontologist will be contacted to evaluate the resources per Section 7050.5 of the California Health and Safety Code (CHSC). The Coroner will determine whether the remains are of forensic interest. If the remains are prehistoric or not of a forensic interest, the Coroner will contact the Native American Heritage Commission (NAHC) who will be responsible for designating the most likely descendant (MLD). The MLD will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. Permission to commence work in that area will be granted only after the coroner or archaeologist and/or paleontologist has evaluated the resources or remains and has properly disposed of them as prescribed by law. This will be a project condition (stated below). Potential impacts will be less than significant and no mitigation measures are necessary.</p> <p>Mitigation Measure(s): None required</p> <p>Project Condition: Consistent with State and Federal Law, In the event that archaeological and/or paleontological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological and/or paleontological resources unearthed by project construction activities shall be evaluated by a qualified archaeologist and certified Native American Monitor and/or paleontologist. The Applicant shall coordinate with the said individuals to develop an appropriate treatment plan for the resources. If preservation in place is not feasible, treatment may include implementation of archaeological and/or paleontological data recovery excavations to remove the resource along with subsequent laboratory processing and shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, Page Museum, or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological and/or paleontological material, they shall be donated to a local school or historical society in the area for educational purposes. In the event archeological and/or paleontological resources are found an archaeological and/or paleontological final report shall be prepared and submitted to the City following State and Federal requirements.</p> <p>Project Condition: Consistent with State and Federal Law, if human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><u>Responses:</u></p> <p>a)(i-ii). <u>Less Than Significant Impact.</u> Based on a Geotechnical Engineering Investigation (dated February 7, 2008) prepared by Geotechnologies, Inc. and an August 29, 2014 update by the same firm to take into account the revised project (from office/retail to mixed use) for the proposed project, the site is not located in an Alquist-Priolo zone. The closest active faulting occurs on the Santa Monica Fault Zone, which is located approximately 3.5 miles north of the site and the Newport-Inglewood Fault Zone approximately 4.0 miles to the east. The Charnock Fault which is less likely to rupture is located about one mile east of the site. As a result, surface rupture is not likely on the site, although the site would be expected to experience ground shaking during a seismic event in the area. In the event of a strong earthquake, there is a potential for structural damage to the building and utilities. A standard code requirement requires the submittal of the geotechnical report (referenced above) during the Building Permit phase of the project to ensure adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report and updated report in a manner meeting the approval of the City. Compliance with the recommendations in the geotechnical report, the geotechnical update, and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary.</p> <p>a)(iii). <u>Less Than Significant Impact.</u> Based on information contained in the geotechnical reports referenced above, the project site is not located within an area subject to liquefaction. Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. Based on a liquefaction analysis of the soils conducted as part of the geotechnical report referenced above, the site soils would not be capable of liquefaction. The geotechnical reports referenced above ensures adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical reports in a manner meeting the approval of the City. Compliance with the recommendations in the geotechnical reports and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary.</p> <p>a)(iv). <u>Less Than Significant Impact.</u> The site is relatively level with a slight southwest ground surface gradient. Based on the geotechnical reports referenced above and prepared for the site, the probability of seismically-induced landslides occurring on the site is considered to be low due to the general lack of elevation difference across or adjacent to the site. No mitigation measures are necessary.</p> <p>b). <u>Less Than Significant Impact.</u> Soil erosion can occur naturally, and may be accelerated during excavation and construction when vegetation cover is removed and bare soil is disturbed. However, standard code requirements and conditions of approval requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous condition. These plans would reduce this impact to a level that is less than significant.</p> <p>c). <u>Less Than Significant Impact</u>. See Section VI.a, above. No mitigation measures are required.</p> <p>d). <u>Less Than Significant Impact</u>. Expansive soils are generally high in clay content. The standard code requirements and project condition of approval described in Section VI.a, above, will ensure that this project complies with applicable engineering standards and that potential impacts are reduced to a level that is less than significant. No mitigation measures are necessary.</p> <p>e) <u>No Impact</u>. The project would not involve the use of septic tanks. All wastewater is proposed to be conveyed off-site via connections to the public sanitary sewer system. No mitigation measures are necessary.</p> <p>Mitigation Measure(s): None Required</p>				

VII. GREENHOUSE GAS EMISSIONS --Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Responses:</p> <p>a) and b) <u>Less Than Significant Impact</u>. A Green House Gas Emissions Analysis (the Analysis) was prepared by the Applicant for this project. The purpose of the Analysis was to evaluate potential stationary and mobile Green House Gas (GHG) emissions and impacts resulting from implementation of the project. GHG emissions have been identified as the key reason for climate change within the last several decades. Many scientists believe and increasing climate data supports the theory that this "Green House" effect, resulting from the increase of GHG emissions, has led to abnormal weather conditions. To address the impacts of climate change, legislation at the Federal and State levels have been enacted with the goal of reducing stationary and mobile source GHG emissions thereby reducing the potential for further climate change. State GHG legislation has established a goal for reduction of GHG emissions over time. The Analysis reviewed the project's construction and operational GHG emissions to determine if there will be potentially significant impacts from such emissions.</p> <p>The project's "No Action Taken or NAT" GHG emissions were calculated for the project. NAT refers to emissions that would be expected to occur in the absence of GHG reduction measures. The proposed NAT GHG emissions include operation of the proposed project and forecast trip generation, as well as the GHG</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>emissions from project construction. The California Emissions Estimator Model (CalEEMod) computer model and outputs contained within the Modeling Data were used to calculate direct and indirect project-related GHG emissions.</p> <p>Direct Project-Related Sources of Greenhouse Gases</p> <p><u>Construction</u></p> <p>Construction of the project will result in GHG emissions that are primarily associated with off-road construction equipment and on-road construction and worker vehicles. Project construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operation emissions. Under the NAT scenario Construction GHG emissions have been amortized, and would result in 9 Metric Tons of Carbon Dioxide Equivalents (MTCO₂eq)/yr, which are added to the total operational GHG emissions. With GHG measures reduction in Construction related emissions would be reduced by 9 resulting in 0 (MTCO₂eq)/yr.</p> <p><u>Mobile Source</u></p> <p>The CalEEMod model relies upon project specific land use and traffic data derived from the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition, to calculate mobile source emissions. The project would directly result in 861 MTCO₂eq/yr of mobile source-generated GHG emissions under the NAT scenario and 605 (MTCO₂eq)/yr with the GHG reduction measures.</p> <p>Indirect Project Related Sources of Greenhouse Gases</p> <p><u>Area Sources.</u></p> <p>Area Sources emissions were calculated using the CalEEMod model and project specific land use data. The project would indirectly result in 10 MTCO₂eq/yr due to area sources under NAT and 10 MTCO₂eq/yr with GHG measures for net 0 emission output.</p> <p><u>Energy Consumption.</u></p> <p>Energy Consumption emissions were calculated using the CalEEMod model and project specific land use data. Electricity would be provided to the project site via Southern California Edison. The project would indirectly result in 168 MTCO₂eq/yr due to energy consumption under NAT and 97 MTCO₂eq/yr with GHG measures.</p> <p><u>Water Demand.</u></p> <p>The project's water supply would be provided by groundwater and imported sources. Emissions from indirect energy impacts due to water supply would result in 21 MTCO₂eq/yr under NAT and 21 MTCO₂eq/yr with GHG measures for net 0 emission output.</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>Solid Waste.</u></p> <p>The project's waste emissions would result in 11 MTCO₂eq/yr under NAT and 11 MTCO₂eq/yr with GHG measures for net 0 emission output.</p> <p><u>Total Project-Related Sources of Greenhouse Gases.</u></p> <p>The report concluded that the total amount of project-related NAT GHG emissions from direct and indirect sources combined would total 1,079 MTCO₂eq/yr. With GHG measures the total is reduced to 752 MTCO₂eq/yr. Vehicles traveling to and from the site would be the primary source of project related GHG emissions. The project is consistent with the reduction target as a numeric threshold (15.3%) set forth in the 2014 Revised AB 32 Scoping Plan. Also it is below the SCAQMD adopted guideline of a maximum of 3,000 MTCO₂eq/yr for mixed use projects.</p> <p>Consistency With the Green House Gas Emissions State and Local Policies/Plans and Culver City's Green Building Ordinance</p> <p>The project will be subject to Culver City's Green Building Ordinance, which will require that energy efficient features be incorporated into the building improvements. The landscaping and the applicable Green Building features will further reduce the project's GHG emissions. Further, as a mixed use project along a major arterial served by several bus lines and constructed with LEED equivalent measures, the project is consistent with several State and Local policies such as the AB 32 Scoping Plan, the SCAG 2012-20135 RTP/SCS and 2016-20140 RTP/SCS, and the City's GHG reduction strategies.</p> <p>Conclusion - a) & b)</p> <p>The total amount of project related GHG emissions from direct and indirect sources combined would total 752 MTCO₂eq/yr, which are below the SCAQM 3,000 MTCO₂eq/yr GHG significance threshold for mixed use projects. Additionally, project design features that are consistent with and required of the Culver City's Green Building Ordinance will further reduce GHG emission. Therefore, a less than significant impact would occur with regards to GHG emissions.</p> <p>Culver City adopted the Mandatory Green Building Program as an ordinance (the "ordinance") in June 2009. The ordinance applies to all new construction and major renovations and the project will be required to comply with the ordinance. The ordinance requires implementation of several sustainability measures adopted for the purpose of reducing GHG emissions. Sustainability measured in the ordinance relate to energy efficiency, water conservation, recycling, and landscaping. In addition to the Culver City's Green Building Ordinance the project will be subject to the California Green Building Standard Code (CalGreen). Similar to the ordinance CalGreen requires implantation of several GHG emission reduction measures. Following implementation of the required GHG emission reduction measures pursuant to the ordinance and CalGreen, the project will not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions. Nor will it conflict with Stare or SCAG policies. No mitigation measures are required.</p> <p><u>Mitigation Measure(s):</u> None Required.</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a). <u>Less Than Significant</u>. No routine use, transport or disposal of hazardous materials is proposed in connection with the operation of the project. The Phase I Environmental Site Assessment report (dated October 2004) indicates that there is no evidence that hazardous materials may have been stored or spilled on the property in the past with the exception of one former usage on the site as a dry cleaner at 12807 Washington Boulevard from about 1954 to 1962. As recommended in the Phase I report, a soil-gas survey in the vicinity of the former dry cleaning facility was conducted to determine if the site has been impacted. The soil-gas survey (Phase II Environmental Site Assessment) dated November 23, 2005, concluded the subsurface soils at the site have not been impacted by solvents or aromatic hydrocarbons in the areas investigated and no further environmental site assessment was necessary for the site. Further, a Soil Sampling, Soil Vapor Survey, and Health Risk Assessment (April, 2008) determined that levels of arsenic, VOC's in soil, and VOC's in soil vapor are low enough that they do not pose a health risk and that no mitigations are necessary. No mitigation measures are necessary.</p>					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b). Less Than Significant Impact. During construction, gasoline- and diesel-powered equipment would be used. In the event of an accident, gasoline or diesel fuel could be spilled. Standard building permit provisions would require that the contractor follow proper site maintenance and spill cleanup procedures to minimize health hazards. Further based on the Phase I, Phase II, and Health Risk Assessment findings noted above it is unlikely that during construction hazardous materials at significant risk levels would be disturbed or emitted. No mitigation measures are necessary.
- c). Less Than Significant. No hazardous materials would be used in connection with the new project. The site is within one-quarter mile of Culver City Montessori Pre-School, located at 11312 Washington Boulevard. The only potential hazardous materials present at the site would be asbestos or lead-based paint in building materials to be demolished and removed. However, since the buildings that were located on the site were demolished a few years ago, this reduces this potential impact to a level that is less than significant. Further based on the Phase I, Phase II, and Health Risk Assessment findings noted above it is unlikely that during construction hazardous materials at significant risk levels would be disturbed or emitted. No additional mitigation measures are necessary.
- d). No Impact. According to the Phase I report, the property is not included on any list of hazardous materials sites. No mitigation measures are necessary.
- e). No Impact. The project site is not located within 2 miles of an airport. The nearest airport (Los Angeles World Airports - LAWA) is approximately 3.2 miles south of the site. No mitigation measures are necessary.
- f). No Impact. There are no private airstrips within the project vicinity. No mitigation measures are necessary.
- g). Less Than Significant Impact. The proposed project would have no long-term effect on any emergency response or emergency evacuation plan or procedures. Emergency evacuation routes could be affected during construction, however, due to temporary street or lane closures. Standard City conditions require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. No mitigation measures are necessary.
- h). Less Than Significant Impact. The project is not located on an urban/wildland edge. Standard building and fire code requirements would reduce this potential impact to a level that is less than significant. No mitigation measures are necessary.

Mitigation Measure(s): None Required

IX. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>conditions. City and State standard code requirements and site design elements would reduce this potential impact to a level that is less than significant.</p>				
<p>No mitigation measures are necessary.</p>				
<p>b) <u>Less Than Significant Impact.</u> Water service to this portion of the City of Culver City is provided by DWP. There are no water wells within the City of Culver City and the project does not require the installation of wells for water service and will not affect any groundwater supplies in the area. The project would replace a vacant unpaved area with a commercial structure and hardscape (parking lot, sidewalks, driveways, etc.) resulting in an increase in stormwater runoff but the amount of new impermeable surfaces (less than 25,000 s.f.) would have no measurable effect on groundwater recharge. No mitigation measures are necessary.</p>				
<p>c) <u>Less Than Significant Impact.</u> Grading and building plans will be reviewed by the City's Engineering Division to ensure that grading and drainage will be done in manner that does not cause substantial erosion, siltation or flooding. The Project Site is located in a highly urbanized area and no streams or river courses are located on or within the project vicinity. Implementation of the SWPPP as required will reduce the amount of surface water runoff after storm events, as the proposed project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event. Therefore, significant impacts will not occur and there will no alteration to the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. No mitigation measures are necessary.</p>				
<p>d) <u>Less Than Significant Impact.</u> Standard code requirements and conditions of approval for the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). The construction of the proposed development would not result in a significant increase in runoff during storm events. The Ballona Creek flood control channel is approximately 1.3 miles south of the site but standard City and State code requirements for stormwater runoff and drainage as described in this section will assure the project does not affect the channel. Impacts will be reduced to a level that is less than significant.</p>				
<p>e)- f) <u>Less Than Significant Impact.</u> See Sections VIII. a)- d), above. The project is expected to result in an increase in runoff, which would be conveyed to public storm drains by required drainage improvements. As noted above the project is not expected to 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. Also, there are no other known impacts to water quality. No mitigation measures are necessary.</p>				
<p>g)-h) <u>No Impact.</u> The site is not within a 100-year flood hazard area. No mitigation measures are necessary.</p>				
<p>i) <u>Less Than Significant Impact.</u> The site is located within the Stone Canyon Dam Inundation zone. Although the potential for dam failure is low, dam owners are required under Section 8589.5 of the California Government Code to prepare emergency response plans, for warning, evacuation, and post-flood actions. Due to the distance of the project site from the Stone Canyon Dam and the extent of intervening development, as well as early warning systems in place, impacts associated with exposing people or structures to significant risk as a result of dam failure are less than significant. No mitigation measures are necessary.</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
j) <u>No Impact</u> . Inundation by seiche, tsunami, or mudflow is highly unlikely as the site is not near any inland body of water and is located in an area where mudflows are not likely to occur. No mitigation measures are necessary.				
Mitigation Measure(s): None required				

X. LAND USE AND PLANNING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses:

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

The proposed project site is located within an urbanized area of Culver City and is consistent with the existing physical arrangement of the properties within the vicinity of the site. The proposed project would result in the construction of a mixed-use building with 37 units. Because the surrounding area is already developed with commercial land uses and the project will be built only on the project site, no separation of land uses or disruption of access between land use types would occur as a result of the proposed project. Accordingly, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community, and no impact would occur. The proposed project will be consistent with the zoning and general plan designation of the project site. No mitigation measures are required.

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>calls for protection and enhancement of residential and business uses within the City's Western Sub-Area. The project is consistent with General Plan Land Use Objective 5 – Economic Diversity – because the new ground floor retail space will encourage new business opportunities that will expand Culver City's economic base. The project is consistent with General Plan Land Use Objective 6 – Commercial Corridors – because the mixed use development will revitalize the physical character and economic wellbeing of this specific commercial corridor that is characterized by underutilized or vacant buildings or lots. The project is consistent with Housing Element Objective 2 – Housing Supply/Policy 2.D – because it will promote mixed use residential development in an area that allows mixed use while being sensitive to adjacent residential uses through code require on-site parking, metered commercial parking, architectural treatment, and landscaping. Policy 2.D also calls for reinforcing the commercial nature of the area which the ground floor retail accomplishes. The Project is consistent with Objective 3 of the Land Use Element which encourages affordable housing because the Project is providing three very low income affordable units. The granting of a density increase and a concession or relief from the Code required side setbacks and height limit is consistent with Land Use Element Policy 3.A that calls for providing incentives for the development of new affordable housing. No mitigation measures are required.</p> <p>c) <u>No Impact</u>. The site is not located within a Natural Community Conservation Plan area or other habitat conservation plan area. No mitigation measures are required.</p> <p>Mitigation Measure(s): None required</p>				

XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Responses:</p> <p>a) - b) <u>No Impact</u>. The project site is surrounded by residentially and commercially developed urban uses. Current site conditions indicate that there are no mineral resources on or within the project site and no locally important mineral resource recovery areas located in the project area. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. No mitigation measures are necessary.</p> <p>Mitigation Measure(s): None required</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE –Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Responses:</u>				
<p>a).& d). <u>Less Than Significant Impact</u>. There are two potential sources of concern regarding noise: 1) noise generated on adjacent properties during construction, and 2) noise impacts caused by the additional traffic generated by future occupants of the proposed project:</p>				
<p>1. <u>Construction Noise</u>. A short-term noise increase during construction would be expected to occur from the use and transport of heavy construction equipment. Pursuant to the City's Municipal Code and Culver City's standard condition of approval, construction is limited to:</p>				
<p>8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. to 7:00 p.m. on Saturday, 10:00 a.m. to 7:00 p.m. on Sundays and national holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.).</p>				
<p>This standard condition of approval limiting the hours on construction activity would reduce potential impact from construction noise.</p>				
<p>However due to residential neighborhoods located near the project site, further limitations to construction hours are imposed as part of the project approval. A condition of approval is placed on the project that will further limit construction hours to:</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>8:00 am to 7:00 pm Monday through Friday, 9:00 a.m. to 6:00 p.m. on Saturday, No construction on Sundays or Holidays. Dirt hauling and construction material deliveries or removal would stay the same as noted above.</p> <p>Any construction that occurs outside these hours shall comply with the noise limits contained in the Municipal Code. The standard code requirement and conditional of approval further limiting the hours of construction activity would reduce construction noise to a level that is less than significant.</p> <p>2. <u>Traffic Noise.</u> The project would generate additional traffic on the surrounding street network, which could result in an increase in traffic noise levels. The project would be expected to generate approximately:</p> <ul style="list-style-type: none"> • 570 daily trips • 780 daily trips with the 21 metered public parking spaces • 29 AM peak trips • 50 AM peak trips with the 21 metered public parking spaces • 43 PM peak trips • 64 PM peak trips with the 21 metered public parking spaces. <p>Based on Culver City and Los Angeles (some intersections are in Los Angeles) traffic threshold criteria, traffic is not projected to have a significant impact at the study intersections during the AM and PM peak periods nor at the street segments. The increase in traffic counts is below the City adopted thresholds of significance for both the Cities. Overall, additional traffic would result in a negligible increase in noise. No mitigation measures are necessary.</p> <p>b). <u>Less Than Significant Impact.</u> A short-term increase in groundborne vibration and noise would be expected to occur during grading and construction. The small size of the project and limitations on allowable hours of construction found in the City's Municipal Code as well as conditions of approval to the project would reduce this impact to a level that is less than significant. No mitigation measures are necessary.</p> <p>c). <u>Less Than Significant Impact.</u> As discussed in Section XI.a.2 above, the proposed project would generate an insignificant increase in noise levels due to marginal increases in traffic on surrounding streets. No mitigation is necessary.</p> <p>e).-f). <u>No Impact.</u> The site is not located near an airport flight path and there are no private airstrips within the vicinity of the site. No mitigation measures are necessary.</p> <p><u>Mitigation Measure(s):</u>None Required</p>				
XIII. POPULATION AND HOUSING – Would the project:				
<p>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)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a) Less Than Significant Impact.

Development of the project will result in an on-site population where none exists. Development of the project will result in 37 new dwelling units with a mix of on bedroom (4 units), 2 bedroom (26 units), and 3 bedroom (7 units). This could potentially increase the population to approximately 83 new residents (assuming an average of 2.25 persons per household given the bedroom unit mix). According to the Southern California Association of Governments (SCAG), the state mandated metropolitan planning organization for southern California which is charged with development of the region's Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA), Culver City's projected population by 2020 is expected to be 39,300. The project's expected population represents about 0.21% of this forecasted population for 2020. According to the 2016-2040 RTP, the expected population in 2040 is 40,700; the project population will be approximately 0.20% of the expected population. Project residents will represent about 5.2% of the expected growth between 2012 and 2040 ($40,700 - 39,100 = 1,600$; $83/1,600 = 0.052$ or 5.2%). Impacts that could be associated with multi-family dwellings such as greater number of trips per day when compared to single family homes are expected to be less than significant because: 1) normally a household whether single family or multi-family will not generate as many trips as a commercial use – people usually leave in the morning for work and come home after work – 2 trips; and 2) as a mixed use project with ground level commercial uses and nearby commercial uses within walking distance, additional trips such as going to a restaurant or market after dinner may be reduced.

These percentages represent a minor percentage of the overall expected growth for the City. Accordingly the project will result in population and vehicle trips that are consistent with SCAG's growth populations anticipated in both the 2016-2040 RTP and the 2012 AQMP. The project is not expected to impact the surrounding area with the added population because the project is consistent with the anticipated population growth for Culver City and associate vehicle trips which have been factored into the underlying growth projections for the AQMP and RTP. A traffic study conducted for this project found that no significant impacts to study intersections or street segments would result from the additional population. It is within the expected commercial build out of the City.

The residential portion of the project will be subject to Quimby fees and school fees will paid during the building permit process. The project has been reviewed for service utility and drainage capacity requirements and found to be serviceable without causing significant impacts in providing such services. The school district can absorb the children of the new households and police and fire did not report any impacts that would not allow them to meet their response times because of the project (to either the project site or surrounding areas).

Furthermore, the project will provide 37 new residential units to Culver City's housing stock; 3 of which will be affordable units. This will further the intent of the 5th Cycle Regional Housing Needs Assessment (RHNA), 2014 to 2021, as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD), which call for an addition of 185

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>housing units in Culver City in the RHNA planning period ending in 2021. Of those 185 expected units, 24 are targeted for very low income households and 77 are targeted for market rates. This Project will address a portion of Culver City's share of the RHNA by constructing 34 market rate and 3 very low income units. Population increases consistent with RHNA are also considered to be within this expected development threshold and impacts will be less than significant.</p> <p>The project's additional population is consistent with General Plan Land Use Objective 6 – Commercial Corridors – because the mixed use development will revitalize the physical character and economic wellbeing of this specific commercial corridor that is characterized by underutilized or vacant buildings or lots. The increase in population is consistent with Housing Element Objective 2 – Housing Supply/Policy 2.D – because it will promote mixed use residential development in an area that allows mixed use while being sensitive to adjacent residential uses through code require on-site parking, metered commercial parking, architectural treatment, and landscaping. Policy 2.D also calls for reinforcing the commercial nature of the area which the ground floor retail accomplishes. The population increase is consistent with Objective 3 of the Land Use Element which encourages affordable housing because the Project is providing three very low income affordable units. The granting of a density increase and a concession or relief from the Code required side setbacks and height limit is consistent with Land Use Element Policy 3.A that calls for providing incentives for the development of new affordable housing. No mitigation measures are required.</p> <p>b) - c) <u>No Impact</u> The proposed project does not displace any existing housing supplies and does not displace any residents. There is currently a vacant lot with no structures and previous uses were commercial in nature. Construction of the site will not require that any homes in the surrounding area be demolished. No mitigation measures are necessary.</p> <p>Mitigation Measure(s): None required</p>				

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

Fire and Police protection

Less Than Significant Impact. The Culver City Fire Department (CCFD) maintains three stations and the closest station to the proposed site is Station No. 2 located approximately 1.5 miles northeast of the site. The proposed project will be conducted and operated in accordance with the latest CCFD codes and guidelines for construction, access, water, fire flows and hydrants. Standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Culver City Police Department (CCPD) is located approximately 3 miles northeast of the project site. According to the CCPD, the emergency response time anywhere in the City for a top priority emergency is three minutes or less.

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

Schools

Less Than Significant Impact. Culver City Unified School District (CCUSD), in accordance with California Government Code Section 53080 and 65995, collect statutory developer fees prior to the issuance of a building permit. CCUSD determines the use of these funds which can include construction or reconstruction of school facilities. The retail and restaurant portions of the project will not result in significant adverse impacts relative to schools because they are not expected to generate a substantial population increase, and while additional housing will provide additional demand for schools, payment of the school fees by the applicant, in accordance with State law, would offset impacts to school services. No mitigation measures are necessary. No mitigation measures are therefore necessary.

Parks

Less Than Significant Impact. The use of the existing neighborhood and regional parks is not expected to substantially increase due to the project's proposed 37 units. The project will not require new construction or expansion of parks facilities as the project will include onsite open space areas and amenities such as an interior central courtyard on the second floor. Also the project's residential portion will require a standard code required in-lieu parkland fee which is will be used to maintain the City's park system. Therefore, the proposed project's impact upon parks and recreational facilities would be reduced to a less-than-significant level. No mitigation measures are necessary.

Other Public Facilities

No Impact. Other facilities have not been identified that could be impacted by the project. No mitigation measures are necessary.

Mitigation Measure(s): None required

XV. RECREATION –

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Responses:</p> <p>a)-b) <u>Less Than Significant Impact</u>. As stated above in Section XIV- Parks, the use of the existing neighborhood and regional parks may increase due to additional residents, but payment of in-lieu fees will reduce impacts to a less than significant level. The project will not require new construction or expansion of parks or recreational facilities and the project will include onsite open space areas and amenities such as an interior central courtyard on the second floor. Also the project's residential portion will require a standard code required in-lieu parkland fee which will be used to maintain the Culver City park system. Overall, the mixed use project will not result in significant adverse impacts relative to recreation because it is not expected to generate a substantial population increase. No mitigation measures are necessary.</p> <p>Mitigation Measure(s): None required</p>				

XVI. TRANSPORTATION/TRAFFIC – Would the project				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulating system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Responses:</p> <p>a), b, d) <u>Less Than Significant Impact.</u></p> <p>Culver City's Traffic Engineering consultant reviewed and accepted a traffic impact analysis, dated March, 2016, and prepared by Hirsch Green Transportation Consulting. The traffic analysis evaluated the existing and forecast (year 2017) conditions at 9 intersections and 5 street segments in the vicinity of the project site during both the AM and PM peak hours. These intersections were selected for analysis based on discussion with Culver City's Traffic Engineering consultant.</p> <p>The study determined that the project is expected to generate approximately:</p> <ul style="list-style-type: none"> • 570 daily trips • 780 daily trips with the 21 metered public parking spaces • 29 AM peak trips • 50 AM peak trips with the 21 metered public parking spaces • 43 PM peak trips • 64 PM peak trips with the 21 metered public parking spaces. <p>Based on Culver City and Los Angeles (some intersections are in Los Angeles) traffic threshold criteria, traffic is not projected to have a significant impact at the study intersections during the AM and PM peak periods nor at the street segments. The increase in traffic counts is below the City adopted thresholds of significance for both the Cities and no mitigation measures are required with regard to level of service and vehicle to capacity ratios at the study intersections and street segments. In addition no impacts to the Regional Transportation System or to bus/rail systems were identified. As a project condition the applicant will be required to reconstruct the existing curb returns at the northeast corner of Washington Boulevard and Moore Street and the northwest corner of Washington Boulevard and Meier Street in order to increase curb returns to a standard 25 foot radius. These returns will allow easier traffic flow at these intersections and improve traffic flow in the vicinity. No mitigation measures are necessary.</p> <p>c) <u>No Impact.</u> The project would have no effect on air traffic patterns.</p> <p>e). <u>Less Than Significant Impact.</u> The design and construction of the project will be required to incorporate all applicable City standards related to emergency access to ensure that the emergency access would be adequate. Included within these standards will be a required lock box for emergency access and roadway improvements noted above. Therefore, implementation of the project will not result in any impacts. No mitigation measures are necessary.</p> <p>f). <u>No Impact.</u> The proposed project will not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The proposed project is consistent with the City's bicycle and pedestrian master plan and will be required to install onsite bicycle parking. Traffic impacts will be less than significant and no mitigation measures are necessary.</p>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measure(s): None required

XVII. UTILITIES AND SERVICE SYSTEMS –Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a),b),&e) Less Than Significant Impact. Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal service. Treatment occurs at the Hyperion Treatment Plant, located southwest of Culver City, which has sufficient capacity to serve the needs of the proposed project. Expansion of the existing facilities is not necessary. The proposed project will have less than significant impact to the waste water system. No mitigation measures are therefore required.

c) Less Than Significant Impact. The City of Culver City is primarily served by the Los Angeles County Storm Drainage System. The City currently maintains some of its own storm drains that connect to the County systems. Existing storm drain systems are sufficient to service the property and there is no expected significant environmental effects. No mitigation measures are therefore required.

d) Less Than Significant Impact. Water service for this project site is provided by the Los Angeles Department of Water and Power (LADWP), which sources water through wells, outside sources, and the Metropolitan Water District. There are sufficient water supplies to serve the proposed project. Expansion of

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>the existing services is not necessary. The proposed project will have less than significant impacts to the water system. No mitigation measures are required.</p> <p>f) <u>Less Than Significant Impact.</u> Solid waste from Culver City is disposed of at BKK Sanitary Landfill located in the City of West Covina and Bradley West Landfill located in the City of Sun Valley. The Culver City Municipal Code requires provision of trash containers for recyclable materials and yard waste to reduce solid waste generation. The proposed project would follow all applicable solid waste policies and objectives that are required by local law, statute, or regulation. The Project's solid waste disposal needs would be directed to the local recycling facilities and landfills described above. The proposed project's impacts on solid waste during construction would be less than significant. The amount of solid waste generated by the proposed project is within the available capacities at area landfills. Therefore, the impacts would be less than significant. No mitigation measures are necessary.</p> <p>g) <u>Less Than Significant Impact.</u> See Section XVI.f, above. The project could generate solid waste during construction. Standard conditions requiring the contractor to remove and dispose of waste in accordance with applicable statutes and regulations would reduce this impact to a level that is less than significant. No mitigation measures are necessary.</p> <p>Mitigation Measure(s): None required</p>				

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>b) <u>Less Than Significant Impact.</u> Any potential cumulative impacts will be substantially reduced to less than significant standards with project conditions and standard City code requirements.</p> <p>c) <u>Less Than Significant Impact.</u> The project will not result in significant environmental impacts from construction and operation of the project. Standard City code requirements and conditions of approval will reduce any potential impacts to less than significant.</p> <p><u>Mitigation Measure(s):</u> None required</p>				

XVIII. EARLIER ANALYSES:

None

References Utilized:

- Traffic Impact Analysis, dated March, 2016, and prepared by Hirsch Green Transportation Consulting.
- Phase I Environmental Site Assessment report (dated October 2004; Phase II Environmental Site Assessment (dated November 23, 2005); Soil Sampling, Soil Vapor Survey, and Health Risk Assessment (April, 2008)
- Geotechnical Engineering Investigation (dated February 7, 2008) and an August 29, 2014 Update prepared by Geotechnologies, Inc.
- Green House Gas Emissions Analysis prepared by the Applicant for this project.
- Phase I Archaeological and Paleontological Survey (January 3, 2008) prepared by Mathew A. Box, Ph.D.