



SUSTAINABLE COMMUNITIES PROJECT EXEMPTION

Triangle Center Mixed-Use Transit Priority Project

Environmental Case: ENV-2021-9384-SCPE

Project Location: 12717-12761 W. Washington Boulevard, Culver City; 3984-3988 S. Meier Street & 12740-12750 W. Zanja Street, Los Angeles

Community Plan Area: Palms - Mar Vista - Del Rey

Council District: 11

Project Description: Bastion Development Corporation (the “Applicant”) has proposed to redevelop the site located at 12717-12761 W. Washington Boulevard in Culver City and 3984-3988 S. Meier Street, and 12740-12750 W. Zanja Street in Los Angeles (the “Project Site”), with a new 6-story, mixed-use project (the “Project”). The Project is located in Culver City and the City of Los Angeles.

The building contains a 6-story mixed-use portion that contains two levels of below grade parking, an approximately 19,341-square-foot retail portion on the ground floor fronting Washington Boulevard and Zanja Street, and approximately 104 residential units on levels 2 to 6, would be located in Culver City. In addition, a 5-story portion that contains two levels of below grade parking and approximately 40 residential units located on levels 1 to 5 would be located in the City of Los Angeles. The portion of the Project located in Culver City would have a maximum height of up to approximately 67 feet. The portion of the Project located in Los Angeles would have a maximum height of up to approximately 57 feet. The Project would set aside a total of 19 of the residential units as affordable units.

The Applicant is seeking a ministerial 32.5 percent density bonus pursuant to California Government Code Section 65915 (the “Density Bonus Law”) in exchange for a 10 percent set aside of very low-income units or 3 units. LAMC Section 12.22.A.25 implements the Density Bonus Law in the City. The Project also would utilize two incentives pursuant to LAMC Section 12.22.A.25(f)(5) to allow an 11-foot height increase and one density calculation incentive pursuant to LAMC Section 12.22.A.25(f)(7). The Applicant is seeking a Zone Variance to allow a commercial parking garage in the R3 zone pursuant to LAMC Section 12.27, a Vesting Tentative Tract Map to reconfigure the site into one ground lot by merging the existing alley with the site (two lots) pursuant to LAMC Sections 17.03, 17.06, and 17.15 and a Waiver of Dedication and/or Improvements Pursuant to LAMC Section 17.11.

APPLICANT:

Bastion Development Corporation
11955 W. Washington Blvd. #103
Culver City, CA 90066

PREPARED BY:

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910 Hampshire Rd., Ste. A5
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PREPARED FOR:

The City of Los Angeles
Department of City Planning
Project Planning

AUGUST 2022

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SUSTAINABLE COMMUNITIES PROJECT EXEMPTION CHECKLIST RESPONSES

1.0 INTRODUCTION

Senate Bill (SB) 375 coordinates land use and transportation planning to reduce greenhouse gas emissions from mobile uses. Further, SB 375 amends the California Environmental Quality Act (CEQA) to add implementation of the Sustainable Communities Strategy (SCS), which provides for a CEQA exemption for certain projects, including a special class of Transit Priority Project (TPP) determined to be a Sustainable Communities Project (SCP) (California Public Resources Code [PRC] Sections 21155 & 21155.1).

To qualify for the CEQA exemption, a TPP must meet eight environmental criteria, seven land use criteria, and at least one criterion related to affordable housing or public open space.

2.0 PROJECT INFORMATION

Project Title:	Triangle Centre Mixed-Use Transit Priority Project
Lead Agency Name and Address:	Culver City, 90012, 9770 Culver Blvd., Culver City, CA 90232
Responsible Agency Name and Address:	City of Los Angeles, Department of City Planning, 200 N. Spring St., Room 721 Los Angeles, CA 90012
Project Location:	12717-12761 West Washington Boulevard, Culver City 3984-3988 S. Meier Street & 12740-12750 W. Zanja Street, Los Angeles
Project Sponsor's Name:	Bastion Development Corporation
Contact Person and Phone Number:	Kevin Read
General Plan Designation:	General Corridor Commercial (Culver City) Medium Residential (Los Angeles)
Zoning:	R3-1 (Multiple Residential) General Commercial (Culver City)
Assessor Parcels:	4236-020-030 (Los Angeles) & 4236-020-001 (Culver City)

3.0 DESCRIPTION OF PROJECT

The Triangle Centre Mixed-Use Project (Proposed Project) is generally located at 12727 West Washington Boulevard within both Culver City and Los Angeles (Project Site). The Project Site is generally located west of Interstate (I) 405, south of Venice Boulevard, north of State Route 90, and east of Pacific Coast Highway, as shown in **Figure 1: Regional Vicinity Location**. The approximate 1.32-acre Project Site is

primarily located in Culver City, with the remainder of the Project Site located in Los Angeles on the corner of West Washington Boulevard, Zanja Street, and Meier Street, as shown in **Figure 2: Project Site Aerial**. Specifically, the Project Site is located within the Palms-Mar Vista-Del Rey Community Plan Area.¹ For purposes of entitlement approvals, Culver City will be the Lead Agency for the Proposed Project and Los Angeles will be a Responsible Agency.

The Proposed Project would provide for a 6-story, mixed-use development consisting of ground-level community serving, commercial retail uses with market rate, and affordable housing units above. As shown in **Figure 3: Conceptual Site Layout**, the Proposed Project would include 144 residential units, of which 19 would be affordable, and approximately 19,431 square feet of commercial space fronting West Washington Boulevard and Zanja Street. Approximately 30,941 square feet of open space and 3,740 square feet of landscaping would also be included through the Proposed Project. Parking spaces would be provided in two levels of below grade parking and on the ground floor.

The proposed development includes 6-story mixed-use portion with two levels of subterranean parking within Culver City and a 5-story portion with two levels of subterranean parking within Los Angeles. The total residential and common area building square footage of the Proposed Project would be approximately 167,625 square feet, with approximately 106,570 square feet in Culver City and approximately 41,624 square feet in Los Angeles. The portion of the Project located in Culver City would include approximately 19,431 square feet of commercial uses. The floor to area ratio (FAR) for the Proposed Project would be 3.7 in Culver City and 2.5 in the City of Los Angeles. As proposed, the Project would include approximately 130,319 square feet of residential uses above the main floor, approximately 15,487 square feet of common area, 19,012 square feet of retail uses, and 419 square feet of lobby space on the ground floor. The Proposed Project would include 234 parking spaces, with 28 spaces at ground level and 206 spaces provided in a two-level subterranean garage. The Proposed Project would also include four retail bicycle parking spaces, six short-term residential bicycle parking spaces, 54 long-term bicycle parking spaces, and five non-residential bicycle parking spaces.

The proposed 6-story, approximately 126,001-square-foot mixed-use portion in Culver City, would include ground-level commercial and five floors of residential units above (floors 2-6), approximately 67 feet in height. The residential units would total 104 units, of which 16 units would be affordable housing. Residential units would consist of micro, studio, one-bedroom, one bedroom with den, two-bedroom, and two-bedroom with den units. The affordable housing units will be designated as very low-income units. The commercial space would be approximately 19,431 square feet and would front along West Washington Boulevard and Zanja Street.

The proposed 5-story, approximate 41,624-square-foot residential portion in Los Angeles, would be approximately 56 feet in height. The residential units would total 40 units, of which three would be very

¹ Los Angeles City Planning, Palms-Mar Vista-Del Rey Community Plan, accessed July 2022, <https://planning.lacity.org/plans-policies/community-plan-area/palms-mar-vista-del-rey>.

low-income restricted units. Residential units would be a mix of studio, one-bedroom, and two-bedroom units.

As part of the Proposed Project, three highway dedications would be removed. The Project would remove a five-foot dedication along Meier Street, a five-foot dedication along Zanja Street and two-and-a-half-foot alley dedication along the alley.

The Project site located within the City of Culver City is designated as General Corridor Commercial and zoned as General Commercial. The portion of the Project site located within the City of Los Angeles is designated as Medium Residential and zoned as R3-1 (Multiple Residential). The Project Site is in an urbanized area and contains an existing commercial building located on the western side of the Project Site, vacant land located on the northeastern corner adjacent to West Washington Boulevard which contained the former 99 Cent Discount building, and associated parking lots. The surrounding area is developed with commercial and residential uses. The Project Site includes 20 private property and 9 rights-of-way trees throughout the Site and along Zanja and Meier Streets.²

3.1 Surrounding Land Uses and Project Site Designation

The Project site located within the City of Culver City is designated as General Corridor Commercial and zoned as General Commercial. The portion of the Project site located within the City of Los Angeles is designated as Medium Residential and zoned as R3-1 (Multiple Residential).

As shown on **Figure 2**, surrounding properties within a 500-foot radius of the Project Site are developed as follows:

North: Zanja Street, multifamily residential uses.

South: Washington Boulevard, commercial (e.g., Marina Dental Care) and multifamily residential uses.

East: Washington Boulevard, commercial uses (e.g., Blue Oak Creative Schoolhouse [APN 4236-020-019]), and multifamily residential uses.

West: Meier Street, multifamily residential uses.

As stated above, the Project Site is surrounded by mostly residential uses located behind commercial uses along Washington Boulevard. Additionally, further southwest of the Project Site, south of Washington Boulevard and east of Lincoln Boulevard, there is a tract with a Light Manufacturing land use designation.

² Carlberg Associates, West Washington Boulevard Tree Report, December 10, 2019. See **Appendix P**.

4.0 CHECKLIST RESPONSES

4.1 Transit Priority Project Criteria:

SB 375 provides CEQA streamlining benefits to qualifying Transit Priority Projects (TPPs). For purposes of projects in the SCAG region and as defined by PRC Sections 21155(a) and (b), a project must meet the following requirements to qualify as a TPP:

1. The project is consistent with the land use designation, density, zoning, building intensity, and applicable policies in an approved sustainable community strategy (SCS) or alternative planning strategy (APS).

☒ Yes ☐ No

Consistency with SCS or APS:

General Use Designation

For Los Angeles County region, the Southern California Association of Governments (SCAG) updates its Regional Transportation Plan (RTP) and Sustainable Communities Strategy (RTP/SCS) every 4 years to ensure that the State target for greenhouse gas (GHG) emissions reduction is achieved at the regional level. Culver City and Los Angeles collaborate with SCAG and provide input throughout the development of the RTP/SCS to ensure consistency in goals, policies, and implementation. The most recent version is the 2020-2045 RTP/SCS, titled *Connect SoCal*. On May 7, 2020, SCAG's Regional Council adopted *Connect SoCal* and certified the EIR for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council considered approval of *Connect SoCal* in its entirety and for all other purposes on September 3, 2020. SCAG submitted the GHG reduction targets associated with the 2020–2045 SCS to CARB for concurrence. The SCS prepared as part of *Connect SoCal* meets the requirements of SB 375 by achieving GHG emission reductions at 8 percent below 2005 per capita emissions levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035.

The Project is consistent with the general land use designation, density, and building intensity in the 2020-2045 RTP/SCS. The Project Site for the Culver City area is identified as “Retail Stores and Commercial Services” and within the Los Angeles area as “Multiple Residential,” as shown in **Attachment B: SCAG General Plan Land Use Designations**. Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, combined the land use types into 35 Place Types, and then classified subregions into one of three Land Use Development Categories (LDCs): Urban, Compact, or Standard. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.³ **Attachment C: Forecasted Westside Cities Regional Development Types (2040)** is a map of the forecasted land use patterns within the

³ Southern California Association of Governments (SCAG), SoCal Connect, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS] (September 2020), accessed July 2022, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176.

Westside Cities and **Attachment D: Forecasted Los Angeles Subregion Regional Development Types (2040)** is a map of the forecasted land use patterns within the Los Angeles Subregion.⁴

The LDCs defined in the 2020-2045 RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2020-2045 RTP/SCS.⁵ ⁶ The 2020-2045 RTP/SCS states that transportation analysis zone (TAZ)-level data was developed for modeling purposes only and that the growth and land use assumptions actually utilized by SCAG for the 2020-2045 RTP/SCS are derived from broader jurisdictional level sources (such as all of the areas of the Westside Cities and Los Angeles), and not sub-geographies (such as the Culver City or the Palms-Mar Vista-Del Rey Community Plan area). Accordingly, the SCAG Forecasted Regional Development Types by Land Development Categories (2040) Maps and the Land Use Pattern Map—SCAG Region 2040, Policy A, were used in the SCP Exemption Checklist Responses to describe the general conditions likely to occur within the Project area with implementation of the 2016–2040 RTP/SCS.⁷

Due to the scale and level of detail of the RTP/SCS maps, the Project Site is located in an area that is within the range of “Compact” LDC to “Urban” LDC. After converting this data into Scenario Planning Zone-level Place Types, and due to the fact that the location of the Project is located very near the blended boundary between the Compact LDC and Urban LDC, SCAG categorized the area surrounding the Project as a “Compact” area.⁸ The 2020-2045 RTP/SCS defines Compact areas as:

Less intense than Urban LDC, but highly walkable with rich mix of retail, commercial, residential and civic uses. Most likely to occur as new growth on the urban edge, or large-scale redevelopment. Rich mix of housing, from multifamily and attached single family (townhome) to small- and medium-lot single family homes. Well served by regional and local transit service, but may not benefit from as much service as urban growth, and is less likely to occur around major multimodal hubs. Streets are well

⁴ As identified by the 2016–2040 RTP/SCS: SCS Background Documentation Appendix.

⁵ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, Appendix 1: SPM PlaceTypes, (September 2020). Pg 45, accessed June 2022, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_sustainable-communities-strategy-appendix.pdf?1606002108.

⁶ With regard to the use of LDC and transportation analysis zone (TAZ) level data, the 2020-2045 RTP/SCS states the following: “SCAG develops the TAZ-level socioeconomic data using diverse public and private sources of data ... and advanced estimation methods. TAZ-level household and employment projections are controlled to the jurisdictional level projections, meaning that the sum total of households and employment of all the TAZs within a jurisdiction equals the jurisdiction-level growth projections. TAZ-level data or any data at a geography smaller than the jurisdictional-level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding, given that sub-jurisdictional forecasts are not adopted as part of Connect SoCal. TAZ-level data may be used by jurisdictions in local planning as they deem appropriate, and Connect SoCal does not supersede or otherwise affect local jurisdiction authority or decisions on future development, including entitlements and development agreements.” 2020-2045 RTP/SCS, SCAG, September 2020, page xiv.

⁷ SCAG, 2016 RTP/SCS, SCS Background Documentation, p. 4.

⁸ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, (September 2020).

connected and walkable, and destinations such as schools, shopping and entertainment areas can typically be reached via a walk, bike, transit or short auto trip.⁹

In addition to the Compact LDC described above, the Urban LDC is also described in detail below. The 2020-2045 RTP/SCS defines Urban areas as:

Often found within and directly adjacent to moderate and high density urban centers. Virtually all ‘Urban’ growth would be considered infill or redevelopment. The majority of housing units are multifamily and attached single family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. Well-connected street networks and the mix of intensity of uses result in a highly walkable environment. Enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.

As noted on the RTP/SCS map, the Lead Agency has the authority to determine a project’s consistency with the 2020 RTP/SCS, and the LDC designation on the map is considered advisory and non-binding on any site geographically smaller than a jurisdiction or sub-region, due to the fact that the SCAG data is for the purpose of making a regional projection. For these reasons, and for purposes of analyzing potential consistency with SCAG policies in this checklist, the discussion below focuses on the Project’s consistency with the Compact and Urban LDC.

The Compact LDC is defined as “highly walkable with a rich mix of retail, commercial, residential and civic uses. These areas are most likely to occur as new growth on the urban edge, or as large-scale redevelopment.” The Urban LDC is defined as “infill or redevelopment. The majority of housing units are multifamily..., which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. Well-connected street networks and the mix and intensity of uses result in a highly walkable environment.” The Project is located within a High Quality Transit Area (HQTA) as defined by SCAG.¹⁰ The Project Site is also partially located within a Transit Priority Area (TPA) (as defined by SB 743) on the north eastern edge of the parcels located within the City of Culver City and the City of Los Angeles.¹¹ Each of these designations supports transit opportunities and promotes a walkable environment, as shown in **Attachment E: SCAG High Quality Transit Area (HQTA)—2016 with 2045** and **Attachment F: SCAG Transit Priority Area (TPA)—Year 2016 with 2045**.

A TPA refers to an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation

⁹ SCAG, *2020 RTP/SCS Sustainable Communities Strategy Technical Study*, (September 2020).

¹⁰ SCAG, “High Quality Transit Areas (Plan Year 2045),”accessed June 2022, <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2045-scag-region/explore?location=34.149082%2C-117.742800%2C8.67>.

¹¹ SCAG, “Transportation Priority Areas (Plan Year 2045),”accessed June 2022, <https://gisdata-scag.opendata.arcgis.com/datasets/transit-priority-areas-plan-year-2045-scag-region/explore?location=34.156350%2C-118.170650%2C8.99>.

Improvement Program or applicable regional transportation plan.¹² A “major transit stop” is defined as an existing rail or bus rapid transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.¹³

The Project would meet the definition of a TPA as stated above. Transportation options within the vicinity of the Project include bus stops along Washington Boulevard traveling east and west. Bus transportation within the Project vicinity would be provided by Culver City Bus Lines 1 and 2, City of Los Angeles Metro Line 33, and Santa Monica Big Blue Bus Lines 14 and 16. Culver City Bus Line 1, Metro Line 33, and Big Blue Bus Line 14 would service the Project Site with a frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Additionally, the Culver City Bus Line 2 and Big Blue Bus Line 16 also run near the Project Site with less frequency. Culver City Line 1 - Washington Boulevard runs east to west from Washington Boulevard and Fairfax Avenue to Venice Beach. This line operates seven days a week. Culver City Line 2 - Lincoln Boulevard is a weekday community circulator connecting Washington and Lincoln Boulevards with the Westfield Culver City Mall and Corporate Pointe. It also intersects with Metro lines and Santa Monica’s Big Blue Bus lines. Metro Line 33 travels from downtown Santa Monica to downtown Los Angeles, traveling through Culver City and West Los Angeles. Big Blue Bus Lines 14 and 16 travel east to west from West Los Angeles to Marina Del Rey through Santa Monica, Venice, and Mar Vista. Big Blue Bus Line 14 operates seven days a week while Line 16 operates during the week only.

The Project will maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability for all people and goods in the region, and protect the environment and health of residents by improving air quality and active transportation. Additionally, the Project area is supported by high levels of regional and local transit, and the Project will provide structured parking which conforms to the classifications of the Compact and Urban LDC. The Project is also consistent with the Compact and Urban LDC goals of transit connectivity and well-connected street networks associated with multifamily housing. Finally, per SCAG, an HQTa and TPA is defined as an area within one-half mile from major transit stops and high-quality transit corridors. Per California Public Resources Code Section 21064.3, a major transit stop is a site containing an existing rail transition station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period. Given the Project’s location within an HQTa and TPA, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Therefore, the Project is consistent with the goals in the SCAG RTP/SCS, as outlined in **Attachment G: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy Consistency Analysis**.

¹² California Public Resources Code (CPRC), Section 21099 (a)(7).

¹³ CPRC, Section 21064.3.

Density and Building Intensity

The Project is consistent with the range of Place Types within the “Urban” and “Compact” land development categories. The 2020-2045 RTP/SCS describes the following Place Types which most characterize the Project and are discussed below.

City Residential areas are:

*Dense residential-focused type dominated by mid- and high-rise residential towers, with some ground-floor retail space. Parking is usually structured, below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs.*¹⁴

The land use mix for this place type is typically approximately 65 percent residential, 4 percent employment, 11 percent mixed use, and 20 percent open space/civic. The residential mix is 97 percent multifamily and 3 percent townhome. The average total net FAR ratio is 2.9; the number of floors ranges from 5 to 40; and gross density ranges from 35 to 75 households per acre.¹⁵

City Mixed Use areas are:

*Transit-oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured below or above ground.*¹⁶

The land use mix for this place type is typically approximately 28 percent residential, 17 percent employment, 35 percent mixed use, and 20 percent open space/civic. The residential mix is 97 percent multifamily and 3 percent townhome. The average total net FAR ratio is 3.4; the number of floors ranges from 3 to 40; and gross density ranges from 10 to 75 households per acre.¹⁷

Town Mixed Use areas are:

*Walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit oriented development, with a variety of uses and building types. Typical buildings are between 3 and 8 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structure, above or below ground. Transit-oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured below or above ground.*¹⁸

¹⁴ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, Appendix 1: SPM PlaceTypes, (September 2020).

¹⁵ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, Appendix 1: SPM PlaceTypes, (September 2020).

¹⁶ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, Appendix 1: SPM PlaceTypes, (September 2020).

¹⁷ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, Appendix 1: SPM PlaceTypes, (September 2020).

¹⁸ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, Appendix 1: SPM PlaceTypes, (September 2020).

The land use mix for this place type is typically approximately 26 percent residential, 20 percent employment, 29 percent mixed use, and 25 percent open space/civic. The residential mix is 100 percent multifamily. The average total net FAR ratio is 1.9; the number of floors ranges from 2 to 8; and gross density ranges from 7 to 35 households per acre.¹⁹

The Project consists of a 6-story, mixed-use multifamily and commercial retail portion, with two levels of subterranean parking within Culver City, and 5-story multifamily portion with two levels of subterranean parking within the City of Los Angeles. The land uses within the general vicinity of the Project Site are characterized by a mix of multifamily uses, mixed-use buildings, and commercial buildings along the West Washington Boulevard corridor.

The Proposed Project would provide for a mixed-use development consisting of ground-level community serving, commercial retail uses with market rate, and affordable multifamily housing units. Specifically, the Proposed Project would include 144 multifamily residential units, of which 19 would be affordable, and approximately 19,431 square feet of commercial space fronting on West Washington Boulevard and Zanja Street. Approximately 30,941 square feet of open space and 3,740 square feet of landscaping would also be included. Thus, the Proposed Project would consist of approximately 87 percent residential uses and common area, approximately 12 percent retail space, and approximately 19 percent open space. The FAR for the Proposed Project would be 3.7 in Culver City and 2.5 in the City of Los Angeles for an average of 3.1. Parking spaces would be provided in two levels of below grade parking and on the ground floor. The residential units would be 100 percent multifamily and the density would be 109 households per acre. As described below, the Project will be at least 15 percent more energy efficient than Title 24 standards; moreover, the building and landscaping are designed to achieve 25 percent less water usage than the average household in the region. Therefore, the Project is consistent with the range of Place Types within the “Compact” land development category.

2. The project contains at least 50% residential use, based on total building square footage and, if the project contains between 26-50% nonresidential uses, a floor area ratio of not less than 0.75.
- ☒ Yes ☐ No

The Project would include the construction of 144 multifamily residential units, of which 19 would be affordable multifamily residential units, within approximately 130,319 square feet and approximately 19,431 square feet of retail on the ground floor. The total building area of the Project would be approximately 167,625 square feet. As proposed, the total Project Site would consist of approximately 87 percent residential uses and 13 percent nonresidential uses with an average FAR of 3.1. Therefore, the Proposed Project is consistent with this criterion.

¹⁹ SCAG, 2020 RTP/SCS Sustainable Communities Strategy Technical Study, Appendix 1: SPM PlaceTypes, (September 2020).

3. The project provides a minimum net density of at least 20 dwelling units per acre.

☒ Yes ☐ No

The mixed-use Project would contain a total of 144 residential dwellings and 19 would be affordable housing units. The Project Site is approximately 1.32 acres in size. Accordingly, the Project would have a density of approximately 109 dwellings per acre. Therefore, the Project would provide a net density greater than 20 dwellings per acre.

4. The project is located within ½ mile of a major transit stop (e.g., rail station, ferry terminal served by either a bus or rail transit service, or intersection of two or more major bus routes with service intervals of 15 minutes or less during peak commute hours) or a high-quality transit corridor (i.e., a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours).

☒ Yes ☐ No

The Project Site is located within the HQTAs and High-Quality Transit Corridor (HQTC), as designated in the 2020-2045 RTP/SCS, as shown in **Attachment E** and **Attachment F**.²⁰ The Project Site is also located within a TPA, as identified by the City of Los Angeles.²¹ The Metro Line 33 and Big Blue Bus Line 14 provide service frequencies up to 15 minutes during peak times. Additionally, Culver City Lines 1 and 2 and Santa Monica Big Blue Bus Line 16 would service the Project Site with greater frequencies than 15-minute service intervals during peak hours.

5. All parcels within the project have no more than 25% of their area farther than ½ mile from the stop or corridor.

☒ Yes ☐ No

All parcels for the Project are within 0.50 miles of a major transit stop or HQTC, as shown in **Attachment E** and **Attachment F**.²²

²⁰ SCAG, "High Quality Transit Areas in the SCAG Region (2045)," accessed July 2022, <https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1/explore?location=34.149054%2C-117.742800%2C8.66>.

²¹ SCAG, "Transit Priority Areas (Plan Year 2045)," accessed July 2022, <https://gisdata-scag.opendata.arcgis.com/datasets/transit-priority-areas-plan-year-2045-scag-region/explore>.

²² SCAG, "High Quality Transit Areas in the SCAG Region (2045)," accessed July 2022, <https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1/explore?location=34.149054%2C-117.742800%2C8.66>.

6. No more than 10% of the residential units or 100 units, whichever is less, in the project are farther than ½ mile from the stop or corridor.

☒ Yes ☐ No

The Project is a compact development that would locate all residential units within 0.50 miles of the major transit stop and HQTC, as shown in **Attachment E** and **Attachment F**.²³

Pursuant to California PRC Section 21155.1, a transit priority project that meets the following criteria is declared to be a SCP that is exempt from CEQA.

4.2 Environmental Criteria

1. The project and other approved projects not yet built can be adequately served by existing utilities, and the applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

☒ Yes ☐ No

The Project would connect to existing utility infrastructure, including water mains, sewer lines, storm drain inlets, and electrical and gas lines (refer to **Attachment H: Will Serve Letters**).

Water in Los Angeles comes from a network that delivers water from a variety of sources, including Los Angeles Aqueducts, local groundwater, and supplemental water purchased from the Metropolitan Water District of Southern California (MWD). The water from MWD is delivered through the Colorado River Aqueduct and the State Water Project's California Aqueduct.²⁴ Much of the water flows north to south, entering Los Angeles at Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by Los Angeles Department of Water and Power (LADWP). The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.²⁵

Water service to the Project Site would continue to be supplied by the LADWP via existing 6-inch water lines in Zanja Street and Meier Street. The Project is estimated to consume approximately 33,942 gallons per day (gpd) of water, which is below available capacity.²⁶ As previously mentioned, the Project would

²³ SCAG, "High Quality Transit Areas in the SCAG Region (2045)," accessed July 2022, <https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1/explore?location=34.149054%2C-117.742800%2C8.66>.

²⁴ Los Angeles Department of Water and Power (LADWP), "Water: Sources of Supply" (2013), accessed July 2022, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply;jsessionid=CWbJZSpT3LHFzmQpC1GXV8C5XdJGwmmVzFpCHT4m92DGchysvFLI-1404888909?_adf.ctrlstate=1b53vxi3v8_4&_afLoop=815404078505502&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D815404078505502%26_adf.ctrlstate%3D1b53vxi3v8_4%26_afWindowMode%3D0%26_adf.ctrlstate%3Dssq7indr_4.

²⁵ LADWP, accessed July, <https://www.ladwp.com>.

²⁶ Estimated water demand was based on 120 percent of the wastewater generation factors for residential and commercial categories.

reduce water usage by 25 percent when compared to the average household in the region. The Project would be consistent with projections in the Urban Water Management Plan.²⁷

Sewer service will be provided to the Project Site by utilizing either the existing 8-inch sewer line in Meier Street or the 12-inch sewer line in Zanja Street. Wastewater from the Project Site would then be conveyed and treated at the Hyperion Treatment Plant (HTP), which is located on a 144-acre site adjacent to Santa Monica Bay. The HTP is the largest wastewater treatment facility in Los Angeles and has an average dry-weather design treatment capacity of 450 mgd; currently, HTP treats an average daily flow of approximately 275 mgd.²⁸ There are ongoing construction projects to ensure service remains available to all of the residents in Culver City and Los Angeles. Therefore, adequate wastewater treatment capacity within the system exists, and any increase in wastewater generation would not have a significant impact on treatment plant capacity. The Project would not result in or require the construction of a new wastewater treatment facility.²⁹

The Project would be required to comply with the County's Low Impact Development Standards Manual,³⁰ which promotes water infiltration systems, evapotranspiration, and reuse of stormwater. The Project Site would not increase runoff to the existing Culver City storm drain system which has sufficient capacity to meet stormwater runoff from the Project. Therefore, the Project would not require construction or upgrades of the existing stormwater drainage facilities.³¹

Electrical service to the Project would be provided by Southern California Edison (SCE), which serves residences, businesses and other uses the area. The SCE planning area used approximately 103,597 GWh of electricity in 2020.³² To meet such needs as well as future needs, SCE reported having an installed net dependable generation capacity greater than 24,340 peak megawatts (MW) in 2021.³³ SCE is fully resourced to meet peak demand but maintains transmission and wholesale marketing operations to keep production costs low and increase system reliability. SCE's energy division projections show adequate capacity to provide electricity to meet the Project's demand. The Project, when operational, is projected

²⁷ LADWP, 2020 Urban Water Management Plan, accessed July 2022, <https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/-edisp/opladwpccb762836.pdf>.

²⁸ City of Los Angeles, LA Sanitation, accessed July 2022, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=s0xvzbzlrz_10&_afLoop=15015935897187917#!..

²⁹ Estimated wastewater generation would be approximately 28,285 gallons per day.

³⁰ County of Los Angeles Department of Public Works, "Low Impact Development, Standards Manual, (February 2014), accessed July 2022, <https://dpw.lacounty.gov/ldd/lib/fp/Hydrology/Low%20Impact%20Development%20Standards%20Manual.pdf>.

³¹ County of Los Angeles Department of Public Works, "Los Angeles County Storm Drain System," accessed July 2022, <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>.

³² California Energy Commission (CEC), *California Energy Consumption Database*, "Electricity Consumption by Planning Area," accessed July 2020, <http://ecdms.energy.ca.gov/elecbyplan.aspx>.

³³ CEC, *Electricity and Natural Gas Demand Forecast: Docket Number 17-IEPR-03*, April 2018, accessed July 2022, <https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=17-IEPR-03>.

to consume electricity in an amount equal to less than 0.03 percent of the SCE's projected excess production.³⁴ SCE would be able to adequately serve the Project with its existing and projected capacity.

The Project would be provided natural gas service by the Southern California Gas Company (SoCalGas), which serves the area. An extreme peak day demand is defined as a 1-in-35 likelihood event for a services area. Under an average-temperature condition and a normal hydro year, gas demand for the state was projected to average 5,205 million cubic feet of gas per day (MMcf/d) in 2020, decreasing to 4,343 MMcf/d by 2035, a decline of 1.2 percent per year.³⁵ The total storage withdrawn in 2021 was projected to be 2,597 MMcfd. Thus, there would be a remaining capacity of 578 MMcfd on extreme peak days. According to the *2020 California Gas Report*, SoCalGas's storage and flowing supplies are sufficient to meet the forecasted 2021 retail core peak day demand. Demand on an extreme peak day is met through a combination of withdrawals from underground storage facilities and flowing pipeline supplies. Based on consumption and capacity projections generated by the California Public Utilities Commission, the Project would be adequately served by SoCalGas. The Project's estimated annual energy consumption for natural gas would be approximately 1.48 million British Thermal Units per year.³⁶ Given that the Project would not use natural gas in a wasteful or inefficient manner and that energy conservation measures would be implemented, the consumption of natural gas would be within the remaining SoCalGas storage capacity.

The Project would pay all applicable in-lieu or development fees pursuant to code requirements and conditions.

2. a. *The project site does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat.*

☒ Yes ☐ No

The Project Site is in an urbanized area and contains an existing commercial building located on the western side of the Project Site, vacant land located on the northeastern corner adjacent to West Washington Boulevard (previously contained the former 99 Cent Discount building, which was destroyed by fire in 2020), and associated parking lots. The surrounding area is developed with commercial and residential uses.

A review of the National Wetland Inventory provided by the US Fish and Wildlife Service (USFWS) indicated that no wetlands or riparian areas are located on the Project Site.³⁷ No blue-line streams are found on the Project Site, nor is the Project Site located near a body of water or a river. Thus, the Project Site

³⁴ CalEEMod estimation of 831,568 kilo-watt hours per year.

³⁵ California Gas and Electric Utilities, *2020 California Gas Report*, 101, accessed July 2022, <https://www.socalgas.com/regulatory/cgr>.

³⁶ CalEEMod estimation of 1.48 million British Thermal Units per year.

³⁷ USFWS, "National Wetlands Inventory," accessed July 2022, <https://www.fws.gov/wetlands/>.

does not contain any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife (CDFW) or USFWS.

b. The project does not harm any species protected by the federal Endangered Species Act, the Native Plant Protection Act, or the California Endangered Species Act.

☒ Yes ☐ No

The CDFW's California Natural Diversity Database and USFWS's Critical Habitat data were reviewed, and it was determined that the site does not have records of any federally or State-protected species on site pursuant to the federal and State Endangered Species Acts or the Native Plant Protection Act.³⁸

The Project Site contains several nonnative ornamental street trees as part of the existing landscaping. No native trees or habitat types are found on the Project Site. The trees on the Project Site are not considered protected by the City of Culver City and Los Angeles tree ordinances.

The Project Site does not contain any suitable habitat for protected species, and the West Los Angeles and North Culver City area in which the Project is located are not known for high occurrences of the protected animal and plant species.

Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species protected by the federal or State Endangered Species Acts, the Native Plant Protection Act, or City of Culver City or Los Angeles code.

c. The project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

☒ Yes ☐ No

Several ornamental trees are located on site. The City of Culver City does not have an ordinance protecting trees located on private property. None of these trees are protected under the City of Los Angeles tree ordinances as described in the Tree Report completed by Carlberg Associates in December 2019 for the Project (see **Attachment P: Tree Report**). City of Culver protects right-of-way trees only, none of which fall within the Project Site Area.³⁹ However, the removal of any street trees, regardless of protection status, is required to be reported pursuant to both local ordinances. The portion of the Project Site within the jurisdiction of Culver City would follow removal and replacement of trees pursuant to City of Culver Municipal Code Chapter 17.310.⁴⁰ For the City of Los Angeles, street trees as well as protected trees could not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171.⁴¹ The Project Site does not contain, and therefore the

³⁸ USFWS, BIOS, accessed July 2022, <https://apps.wildlife.ca.gov/bios/>.

³⁹ Carlberg Associates, *West Washington Boulevard Tree Report*, December 10, 2019.

⁴⁰ The City of Culver Municipal Code, Chapter 17.310, "Landscaping."

⁴¹ City of Los Angeles Municipal Code (LAMC), Chapter VI, Article 2, Sections 62.161 - 62.171.

proposed Project would not result in, the destruction or removal of any protected trees under either City of Los Angeles or Culver City ordinances.

3. The project site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.
- ☒ Yes ☐ No

Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC), State Department of Health Services, State Water Resources Control Board, and local enforcement agencies to compile and update as appropriate, at least annually, the Cortese List of contaminated sites and to submit the list to the Secretary of Environmental Protection for consolidation and distribution. The Hazardous Waste and Substances Sites List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements with respect to providing information about the location of hazardous materials release sites.

As part of the Preliminary Endangerment Assessment (PEA) prepared by EDI Consultants on October 2019 for the Project (see **Attachment I: Preliminary Endangerment Assessment**), per PRC Section 21155.1(a)(4), an Environmental Data Resources database search for the Project Site was conducted. The database search included a review of databases and files from federal, State, and local environmental agencies to identify use, generation, storage, treatment, disposal of hazardous materials and chemicals, or release incidents of such materials that may impact the Project Site. In addition to the database search, the PEA included a Phase I (completed October 2015) and Phase II (completed November 2018) report attached as supplemental information, also completed by EDI Consultants. These reports indicate that the Project Site is not located on the Cortese List.

4. a. *The project site is subject to a preliminary endangerment assessment prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.*
- ☒ Yes ☐ No

As noted, a PEA was conducted for the Project (see **Attachment I**). The PEA found that the Project Site is not included in any federal, State, or local environmental agency list that identifies the use, generation, storage, treatment, or disposal of hazardous materials and chemicals, nor release incidents of such materials which may impact the Project Site.

As indicated in the Phase I and Phase II reports, the Project Site was formerly occupied by several dry-cleaning tenants. These types of operations indicate the potential for releases of contaminants of concern to the environment. The historical use generated hazardous waste on-site, and the former dry-cleaning use is a historical recognized environmental condition (HREC) for the Project Site.

As stated in the Phase II report prepared by EDI on October 2017, subsurface investigations were performed in 2017 and included a total of eleven soil borings in the vicinity of the former dry cleaner tenant which reportedly occupied the 12755-12759 tenant spaces from the late 1980s to early 2000s. A

total of sixteen soil vapor samples were collected during the assessment and submitted for analysis of Volatile Organic Compounds (VOCs). Groundwater was not detected within any of the borings at the Project Site to a maximum exploration depth of 7 feet. During this subsurface investigation, the laboratory results of four soil vapor samples collected during the limited subsurface investigation indicated tetrachloroethene (PCE) ranged between 0.14 microgram per liter (µg/L) to 0.91 µg/L to a maximum depth of 4 feet below ground surface (bgs). Concentration levels of PCE detected in the four (4) soil vapor samples exceeded the DTSC-modified Screening Levels for soil vapor of 0.46 µg/L of PCE in residential settings and did not exceed the Screening Levels of 2.0 µg/L of PCE in commercial/industrial settings, but if untreated they would exceed the action levels for residential uses.

Excavation activities associated with the Project would excavate to approximately 26 feet below ground surface for subterranean parking and building foundations. This excavation includes excavation for subterranean garages where PCE contamination was detected at the Project Site. Thus, the proposed excavation of the Project Site for the garages would excavate and remove the detected PCE contamination, which was not detected more than 4 feet bgs. With compliance with existing regulations (i.e., federal Resource Conservation and Recovery Act, the California Health and Safety Code and associated regulations, SCAQMD rules, including SCAQMD Rule 1166, California Division of Occupational Safety and Health regulations, etc.) that would apply to construction at the Site, which include requiring sampling including VOC sampling with air monitors, profiling, and appropriate disposal of any VOC contaminated soils, the Project's impacts with the respect to exposures of workers and future residents to VOC contamination is less than significant. In addition, in accordance with SB 375 requirements, the Project would incorporate required hazards and hazardous waste measures from the 2020–2045 RTP/SCS (see **Attachment K: Southern California Association of Governments 2020 Regional Transportation Plan/Sustainable Communities Strategy EIR Applicable Mitigation Measures**). In addition, post construction, residential uses at the location where PCE was detected in shallow soils would be separated from native soil by a concrete slab and two levels of subterranean concrete parking structure. With proposed Project exaction, regulatory compliance requirements, and additional hazards-related measures from the 2020–2045 RTP/SCS incorporated, the Project would not result in the exposure of future occupants to significant health hazards. No other VOCs were detected in any of the remaining soil vapor samples submitted for analysis and the Phase I did not identify any other RECs at the Site that were determined to warrant further investigation.

- b. If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with State and federal requirements.*

☒ Yes ☐ No ☐ Not Applicable

The Project Site currently comprises an urbanized area and contains an existing commercial building, the former 99 Cent Discount structure, and associated parking lots. No known hazardous materials are on the Project Site except for PCE from prior dry-cleaning tenants (see **Attachment I**).

As indicated in in Section 4.a, above, environmental impacts associated with the actionable levels of PCE discovered in shallow soils at the Site in the location of a former onsite dry-cleaning operation would be reduced to a less than significant level though the Project's proposed excavation for the garage, regulatory compliance requirements, and the implementation of project-specific hazards-related measures from the 2020–2045 RTP/SCS.

Should any additional unforeseen hazardous materials be encountered during demolition, excavation, and construction of the Project, the Project would be required to comply with the applicable regulations from State-level agencies, such as DTSC, in conjunction with federal agencies, such as the Occupational Safety and Health Administration and the US Environmental Protection Agency, concerning the removal, abatement, and transport procedures. Demolition activities are permitted by the Department of Public Works Building and Safety Division and other regulatory agencies, including the South Coast Air Quality Management District. Additionally, as indicated, construction-related activities associated with the Project would incorporate hazards and hazardous waste measures from the 2020-2045 RTP/SCS (see **Attachment K**). With regulatory compliance and incorporation of the 2020-2045 RTP/SCS hazards measures, the Project would not result in the exposure of future occupants to significant health hazards.

As indicated in the final asbestos report for the Project Site, (see **Attachment I**), no asbestos was detected in samples from the Project Site location. Federal, State, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Standard protocols would be adopted to minimize the risk associated with the hazardous materials and wastes.

- c. *If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with State and federal requirements.*

☒ Yes ☐ No ☐ Not Applicable

The Project Site is surrounded by commercial uses, multifamily residential uses, and some childcare uses. As detailed above, the Project would not result in the exposure of future occupants to significant health hazards nor would it pose a risk to surrounding uses or the associated population during excavation activities associated with the subterranean parking structure, regulatory compliance, and appropriate measures adopted per the 2020–2045 RTP/SCS. According to Environmental Data Resources Inc.'s report in the PEA and Phase I ESA, additional properties are listed within identified hazardous material databases within the search radius. However, as identified in the PEA and Phase I report, based on the fact that such sites were listed for tracking purposes only, their distance from the Project Site, their hydraulic location with respect to anticipated groundwater flow, and/or case closure, these off-site properties are unlikely to represent a concern of environmental impairment or a vapor encroachment condition to the Project Site. Accordingly, the surrounding parcels contain no known hazardous materials or activities that would result in exposure potential hazards in a manner that would result in a potential significant impact for the Project (see **Attachment I**).

5. The project does not have a significant effect on historical resources pursuant to section 21084.1.

☒ Yes ☐ No

The Project Site does not contain any historical resources listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) or included in a local register of historical resources pursuant to section 21084.1. Additionally, the Project Site is not listed on the City of LA's SurveyLA database.⁴² The nearest listed historical resource provided by SurveyLA is Venice High School located approximately 500 feet west of the Project Site.

The Project Site is hardscaped with minimal landscaping and includes a commercial structure with a parking lot and a vacant paved lot where a commercial building once stood. As indicated in the Cultural Resources Investigation conducted by PaleoWest Archeology (see **Attachment L: Architectural Plan Set**), no historic resources were identified within the Project Site.⁴³ The structure at 12753 West Washington Boulevard was constructed in 1958. The structure was documented and evaluated for eligibility for listing on the CRHR. Based on evaluation against the CRHR Evaluation criteria, the structure is recommended not eligible for listing. Additionally, the structure is not recommended eligible as a Los Angeles Historic-Cultural Monument. As such, demolition and construction would not affect or alter any historical resources.

6. The Project site is not located in:

a. *The project site is not subject to a wildland fire hazard.*

☒ Yes ☐ No

The Project Site is not subject to a wildland fire hazard because the Project Site is not located in a Very High Fire Hazard Severity Zone.⁴⁴ The Project Site is located within a developed urban area and no wildlands are present in the surrounding area.

b. *The project site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties.*

☒ Yes ☐ No

No land uses from the surrounding properties exist that may pose unusually high risk or explosion from materials stored or used.

c. *The project site is not subject to the risk of a public health exposure at a level that would exceed the standards established by any State or federal agency.*

☒ Yes ☐ No

⁴² Los Angeles City Planning, Historic Resources Surveys, accessed June 2022, <https://planning.lacity.org/preservation-design/historic-resources-survey>.

⁴³ PaleoWest Archaeology, *Cultural Resource Investigation in Support of the Triangle Centre Mixed Use Project*, Los Angeles County, California, December 6, 2019.

⁴⁴ CalFire, Fire Hazard Severity Zones (FHSZ) Map, accessed July 2022, <https://egis.fire.ca.gov/FHSZ/>.

As detailed above, the Project would not result in the exposure of future occupants to significant health hazards, as identified in the PEA (see **Attachment I**), with the inclusion of PCE detected in shallow soils at the Site, which would be safely removed under the proposed excavation for the Project garage in accordance with applicable regulatory requirements and appropriate measures adopted from the 2020–2045 RTP/SCS. According to the Phase I ESA, the potential for asbestos containing materials (ACMs) does not pose a health and safety concern to the occupants at this time. Prior to the disturbance of any suspect ACM at the Project Site, a comprehensive survey, designed to determine if the suspect materials are regulated, is recommended. If ACM are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted. Suspect ACM could also be managed under an Operations and Maintenance Plan (OMP). The Project Site is also not within a Methane Hazard area.⁴⁵ Should any additional unforeseen hazardous materials be encountered during demolition, excavation, or construction, the Project would be subject to applicable federal, State, and local programs, regulations, laws, standards, policies, and would incorporate the 2020-2045 RTP/SCS hazards measures.

- d. The project site is not within a delineated earthquake fault zone or a seismic hazard zone unless the general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.*

☒ Yes ☐ No

According to the Geotechnical Engineering Investigation prepared for the Project, no known Holocene-active or Pre-Holocene faults underlie the Project Site.⁴⁶ In addition, the Site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the Project Site is considered low as described in the Geotechnical Investigation conducted by Geotechnologies, Inc., in February 2020 for the Project (see **Appendix N: Geotechnical Investigation**).

No active faults are known to pass through the immediate Project vicinity.⁴⁷ The Project is located approximately 2.7 miles east of the nearest known earthquake fault zones.

The Project is not located in a potential liquefaction zone.⁴⁸ The Project would be designed and constructed in accordance with the requirements of the California Building Code (CBC). The CBC establishes minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress from facilities, and general stability by regulating and controlling

⁴⁵ Geotechnical Engineering Investigation, prepared by Geotechnologies, Inc., February 2020, see **Appendix N**.

⁴⁶ Geotechnical Engineering Investigation, prepared by Geotechnologies, Inc., February 2020, see **Appendix N**.

⁴⁷ California Department of Conservation, California Geological Survey, accessed July 2022, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

⁴⁸ City of Culver City, Seismic Hazards Map, 2007.

the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures within its jurisdiction.

In addition to compliance with the CBC, the Project is subject to the provisions of the Seismic Hazards Mapping Act, which requires the implementation of feasible design measures that would be used to address seismic hazards, depending on the results of the site-specific geotechnical studies. Required compliance with the CBC and compliance with the provisions of the Seismic Hazard Mapping Act would ensure that potential impacts from strong seismic ground shaking would be less than significant.

Therefore, the Project's seismic risks would be less than significant.

- e. The project site is not subject to landslide hazard, flood plain, flood way, or restriction zone, unless the general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.*

☒ Yes ☐ No

The potential for landslide hazards on the Project Site is considered low because the site is located in areas of relatively flat topography (see **Appendix N**). According to the City of Culver City Seismic Hazards map, the Project Site is not located within a landslide hazard zone.⁴⁹

The Project Site is not delineated in a flood plain according to any Federal Emergency Management Agency Flood Insurance Rate Map (FIRM), or in a floodway or restricted in the zone for landslide or flood, including the 100-year flood zone.⁵⁰ As such, the Project does not place within a 100-year floodplain housing that would impede or redirect flood flows.

7. The project site is not located on developed open space.

☒ Yes ☐ No

As defined in PRC Section 211551.(a)(7)(A), "developed open space" is defined as land that is (1) publicly owned or financed in whole or in part by public funds; (2) generally open to, and available for use by, the public; and (3) predominantly lacking in structural development other than structures associated with open spaces, including playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities. In addition, as defined in PRC Section 21155.1(a)(7)(B), land that has been designated for acquisition by a public agency for developed open space does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

The current City of Culver City General Plan land use designation for the Project Site is Community Commercial and Multifamily for Los Angeles. The current zoning designation for the Project Site is

⁴⁹ City of Culver City, Seismic Hazards Map, 2007.

⁵⁰ Federal Emergency Management Agency, *National Flood Hazard Layer*, accessed July 2022, <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-118.23836387329095,33.77837767553277,-118.16523612670902,33.81404123833648>.

General Commercial for Culver City and Medium Residential for Los Angeles. The Project Site does not contain any parcels for zoning of open space, parks, or other open space public recreational facilities or uses.

Further, the Project Site is currently private property that has historically been used for retail commercial uses and is being acquired and developed for a mixed-use residential and commercial use. Therefore, the Project Site is not developed open space.

8. Project buildings are 15% more energy efficient than required by Title 24 (California Building Standards Code) and the buildings and landscaping are designed to achieve 25% less water usage than the average household use in the region.
- ☒ Yes ☐ No

The Project would comply with CEQA Section 21155.1. The Project would be designed to achieve or exceed 15 percent or more energy efficiency standards as outlined in Chapter 6 of Title 24 in the California Code of Regulations, as identified in the Energy and Water Efficiency Compliance Report prepared for the Project by Hellman & Lober, Inc., for the Project in July 2022 (see **Attachment J: Title 24 Efficiency Report**). Further, the proposed buildings and landscaping would be designed to achieve 25 percent less water usage than the average household in the area.

The energy efficiency requirement would be achieved through the installation/use of features such as Energy Star kitchen appliances, including refrigerators and dishwashers; Energy Star washing machines; air barriers at exterior wall assembly; high-performing clad wood windows with low-E double glazing and operable shading; high-efficiency heating, ventilation, and air conditioning units with zoned thermostatic control; and green energy through photovoltaics.⁵¹

The water efficiency requirement would be achieved through the installation/use of features such as low-flow fixtures for bathrooms, including toilets, sink faucets, and shower heads; low-flow fixtures for kitchens, including dishwashers and sink faucets; front-loading washing machines, and low-flow irrigation systems.⁵²

4.3 Land Use Criteria

1. The project site is not more than eight acres in total area.
- ☒ Yes ☐ No

The Project Site is approximately 1.32 acres and would be less than 8 acres in total area.

⁵¹ Energy and Water Efficiency Compliance Report, prepared by Hellman & Lober, Inc., July 2022, see **Appendix J**.

⁵² Energy and Water Efficiency Compliance Report, prepared by Hellman & Lober, Inc., July 2022, see **Appendix J**.

2. The project does not contain more than 200 residential units.

☒ Yes ☐ No

The Project consists of 144 residential units between both buildings and would not contain more than 200.

3. The project does not result in any net loss in the number of affordable housing units within the project area.

☒ Yes ☐ No

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project (“Project”) on a site (“Property”) that will require demolition of existing dwelling units or occupied or vacant “Protected Units” unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:⁵³

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022.
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022.
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

The Project Site comprises an urbanized area and contains an existing commercial building, the former 99 Cent Discount structure, and associated parking lots. As such, no existing housing would be removed to construct the Project Site. The Project would not result in any net loss of affordable housing units.

4. The project does not include any single level building that exceeds 75,000 square feet.

☒ Yes ☐ No

The Project consists of two portions: a 6-story, mixed-use commercial retail portion and a 5-story residential portion. The Proposed Project would include 234 parking spaces, 28 spaces at ground level, and 206 spaces provided in a two-level subterranean garage.

The Project Site is approximately 57,342 square feet, or approximately 1.32 acres, which is less than the 75,000 square feet. Additionally, each of the levels proposed would not exceed approximately 28,000 square feet in size.

Therefore, the Project would not have single level that exceeds 75,000 square feet.

⁵³ Los Angeles Housing Department, SB 8 Determinations, accessed July 2022, <https://housing.lacity.org/partners/sb-8-determinations>.

5. Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports have been or will be incorporated into the project.

☒ Yes ☐ No ☐ None

The Project incorporates certain mitigation measures identified in the SCAG 2020-2045 RTP/SCS Program EIR, which are determined to be appropriate means of reducing the Project's potential environmental impacts consistent with the requirements of the SB 375 statutory exemption (see **Attachment K**). The mitigation measures from the City of Culver City General Plan Program EIR and the City of Los Angeles General Plan Framework Element EIR are applicable to the Project; however, they need not be incorporated into the Project because these measures are substantively equivalent to standard conditions and regulations already required by the City.

6. The project is determined not to conflict with nearby operating industrial uses.

☒ Yes ☐ No

The Project Site is surrounded by multifamily residential uses to the north, commercial (e.g., Marina Dental Care) and multifamily residential uses to the east, commercial uses (e.g., Blue Oak Creative Schoolhouse [APN 4236-020-019]), multifamily residential uses to the south, and multifamily residential uses to the west.

There are no operating industrial uses within the Project Site. As indicated in **Attachment B**, surrounding general plan land uses include Commercial and Services to the southwest, south, and north, and Multifamily Residential to the north and northeast. Additionally, further southwest of the Project Site, south of Washington Boulevard and east of Lincoln Boulevard, there is a tract with a Light Manufacturing Land Use Designation. No industrial land uses are identified in the vicinity of the Project Site.

7. The project is located within ½ mile of a rail transit station or a ferry terminal or within ¼ mile of a high-quality transit corridor included in a regional transportation plan.

☒ Yes ☐ No

As mentioned earlier, the Project Site is located within the HTQA and HQTC in the SCAG's RTP 2020-2045, as shown in **Attachment E** and **Attachment F**. The Project Site is also located within a TPA, as identified by the City Los Angeles.⁵⁴ Three bus lines: Culver City Line 1, Los Angeles Metro Line 33, and Santa Monica Big Blue Bus Line 14 would service the Project Site with a frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Additionally, the Culver City Line 2 and Big Blue Bus Line 16 also run near the Project Site with less frequency.

⁵⁴ City of Los Angeles, Department of City Planning, *ZIMAS and Zoning Information File No. 2452*. Accessed December 2020. <http://zimas.lacity.org/>.

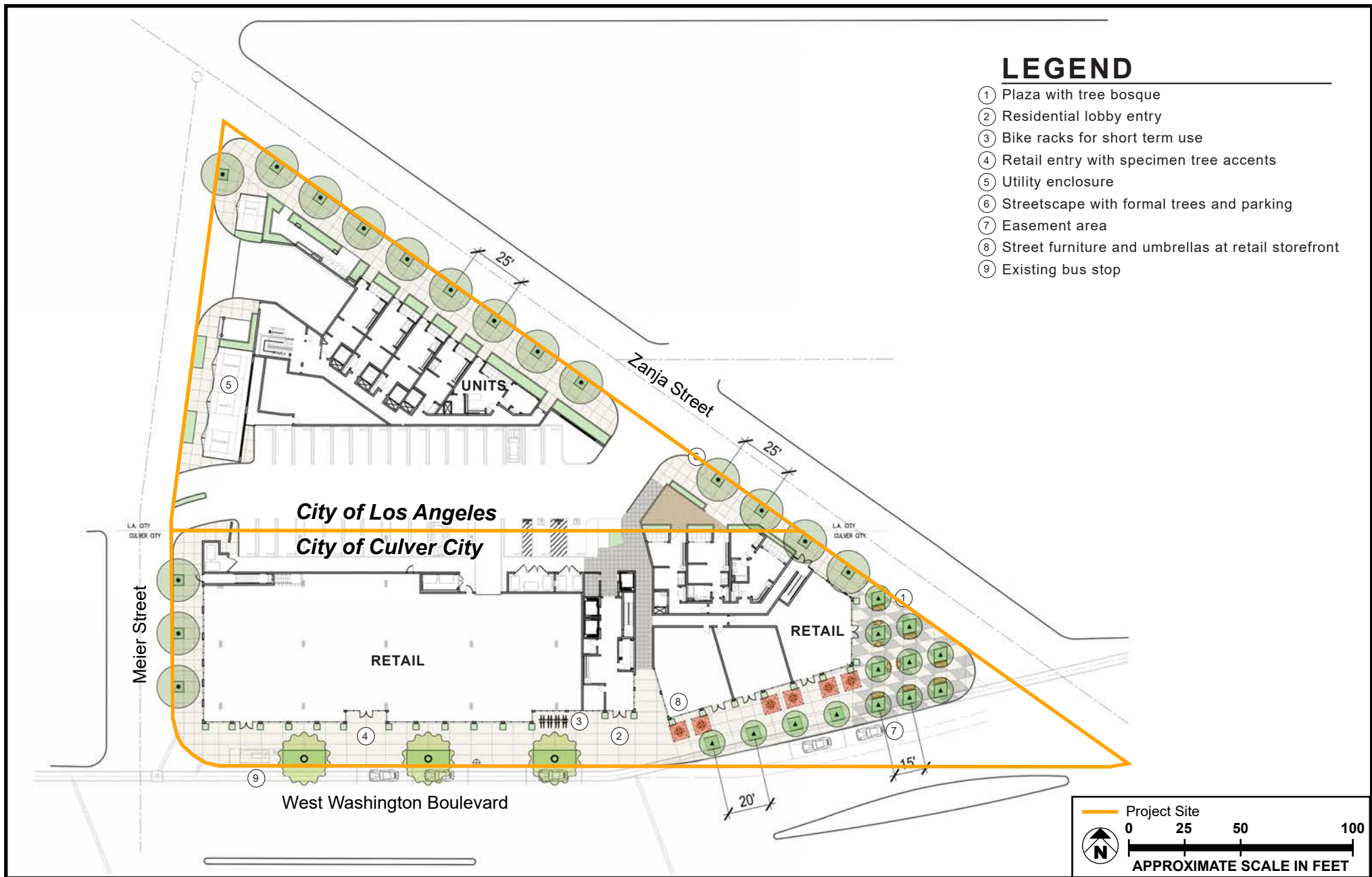
8. The project meets at least one of the following three criteria:
- a. *At least 20% of the housing will be sold to families of moderate income, or not less than 10% of the housing will be rented to families of low income, or not less than 5% of the housing is rented to families of very low income. The project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.*
 - b. *The project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (a).*
 - c. *The project provides public open space equal to or greater than five acres per 1,000 residents of the project.*
☒ Yes ☐ No

The Project would provide greater than 10 percent of housing be rented to families of low income, consistent with subdivision (a).



SOURCE: Google Earth - 2022

FIGURE 2



SOURCE: pk:architecture—2020

FIGURE 3