

Sustainable Communities Environmental Assessment

II. Project Description

Project Summary

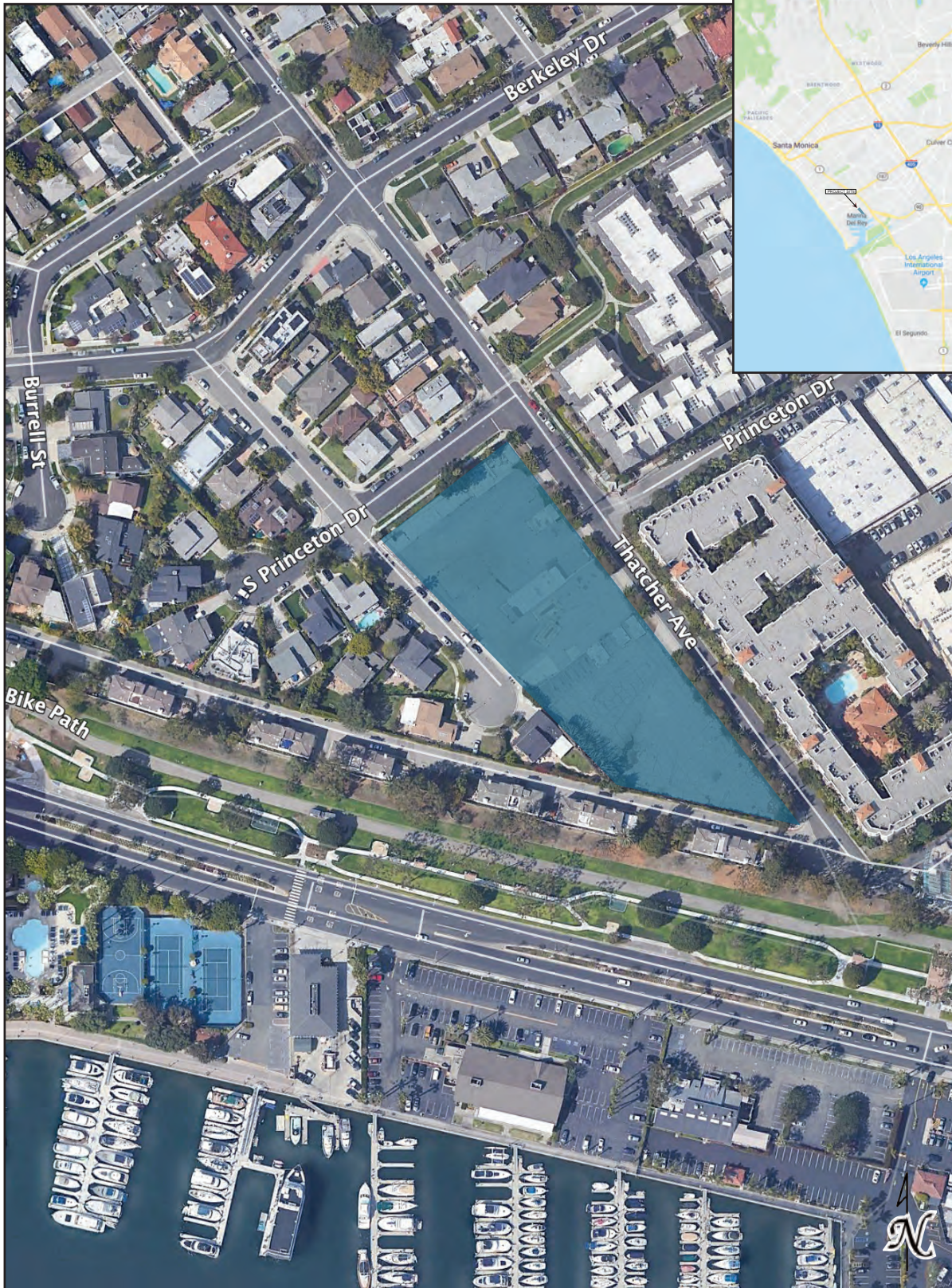
The Project consists of the removal of a vacant service yard and surface parking lot and the construction of a 101,771 square-foot, 98-unit (68 senior units and 30 family units) residential development comprised of one three-story structure with one subterranean parking level and nine two-story structures with a maximum height of 40.5 feet (measured to the top of the clock tower); 82 parking spaces are provided in the subterranean parking level and all vehicle access is provided on Thatcher Avenue via Princeton Drive (to the northeast). The Project provides affordable and supportive housing for senior citizens and formerly homeless families, with approximately 590 square feet of space onsite to provide supportive services to residents of the project only. The Project site is approximately 93,278 square feet and would provide approximately 19,951 square feet of open space. Approximately 45 non-protected trees will be removed from the site; no street trees will be removed. The Project includes the removal (relocation) of a vehicular gate on Princeton Drive and construction of a new vehicular gate and paving on Thatcher Avenue, adjacent to the northeast corner of the project site; vehicle access is limited to emergency vehicles. The project would require export of 4,800 cubic yards of soil and removal of 2,400 cubic yards of asphalt.

Environmental Setting

Project Location

The Project is located at 3233, 3311, and 3321 South Thatcher Avenue in the Venice community of the City of Los Angeles (the “City”) and is associated with Assessor Parcel Number 4229-002-901 (the “Project Site”). The Project Site is approximately 2.14 acres (93,278 square feet) and is comprised of one oblique, rectangle parcel of land bounded on three sides by public streets: fronting approximately 600 feet along Thatcher Avenue to the east, 210 feet along Princeton Drive to the north, 435 feet along Oxford Avenue to the west and 230 feet along Harbor Crossing Lane to the south. The Project Site is currently vacant and was previously used as a Bureau of Sanitation maintenance yard (see Figure II-1, Vicinity and Regional Map).

Regional access to the Project Site is provided by the Marina Expressway (“SR 90”) via Lincoln Boulevard to the east and the Santa Monica Freeway (“I-10”) via Lincoln Boulevard to the east. Local access to the Project Site is provided by Lincoln Boulevard and Washington Boulevard. The Santa Monica Big Blue Bus (Lines 3, R3, and 18) and the Culver City Bus (Lines 1, 2, 5, and 7) and Metro (Line 108) provide local bus service in the Project Site area.



 Project Site
Source: Google Earth, April 2019.

Figure II-1
Vicinity and Regional Map

Existing Conditions

The vacant Project Site was previously used for public facilities, namely a Bureau of Sanitation maintenance yard, prior to 2016 when the Project Site was vacated. A fence and wall surround the paved vacant lot. See Figure II-2, Views of the Project Site.

The Project Site has a General Plan land use designation of Public Facilities in the Venice Community Plan. The Los Angeles Municipal Code (LAMC) establishes the zoning for the Project Site as [Q]PF-1XL (Public Facilities – 1XL Height District) where the Q-Condition (Ordinance No 170999-SA60) states “the subject property shall be subject to all conditions imposed under City Plan Case No. 2836”. City Plan Case No. 2836 was related to use of the Project Site by the Bureau of Sanitation and the conditions related only to the property’s use by the Bureau of Sanitation. As the Bureau of Sanitation use has been discontinued and the Property will be developed with residential uses in perpetuity, the Q-Condition is not applicable to the redevelopment of the Property. The Project Site is also within the Venice Coastal Zone Specific Plan (VCZSP), in the Oxford Triangle Subarea, the Oxford Triangle Specific Plan (OTSP), and the Los Angeles Coastal Transportation Corridor Specific Plan (LACTCSP). The Project is also subject to the policies of the Certified Venice Land Use Plan (LUP).

As mentioned above, the Santa Monica Big Blue Bus (Lines 3, R3 and 18), the Culver City Bus (Lines 1, 2, 5, and 7), and Metro (Line 108) provide local bus service in the Project Site area within reasonable walking distance of the Project Site. The Project Site is considered within a High Quality Transit Area (HQTAs) which are areas primarily around existing and planned transportation nodes designated in the 2016 RTP/SCS as defined by SCAG.¹ SCAG defines an HQTAs as “areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region’s future household growth and 55 percent of the future employment growth.”²

¹ Confirmed via correspondence with Ma’Ayn Johnson, AICP, Housing & Land Use Planner, SCAG, March 18, 2019.

² Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, page 8.



View 1: View to south towards the Project Site from the northeast corner of Princeton Drive and Thatcher Avenue.



View 2: View to the northwest towards the Project Site from Thatcher Avenue.



View 3: View to the southeast towards the Project Site from the northwest corner of Oxford Avenue and S. Princeton Drive.



PROJECT SITE

PHOTO LOCATION MAP

Source: EcoTierra Consulting, July 2019.

Surrounding Land Uses

The Project is located in the Venice community plan area of the City. The Project Site is surrounded on three sides by residential development. The Project Site is located within the Oxford Triangle Subarea of the VCZSP. The properties to the north and west are primarily developed with single-family residential uses and zoned R1-1. To east, the Project Site is adjoined by several multi-story, multi-family residential and mixed-use developments located on sites zoned C4(OX)-2D.

Thatcher Avenue abuts the Project Site to the east and is a designated “Local Street”; Princeton Drive abuts the Project Site to the north and is a designated “Local Street”; Oxford Avenue abuts the Project Site to the west and is a designated “Local Street”.

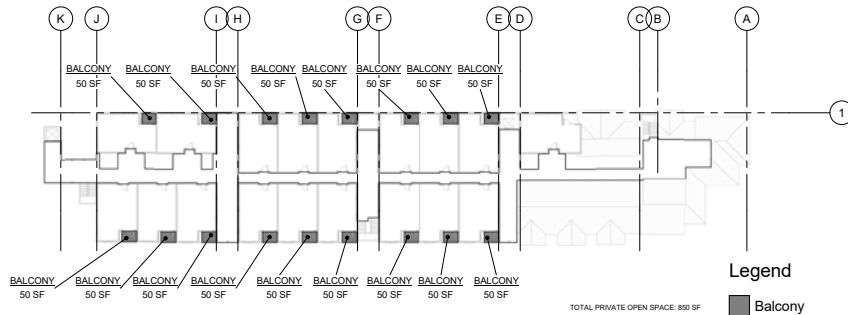
Project Characteristics

Project Overview

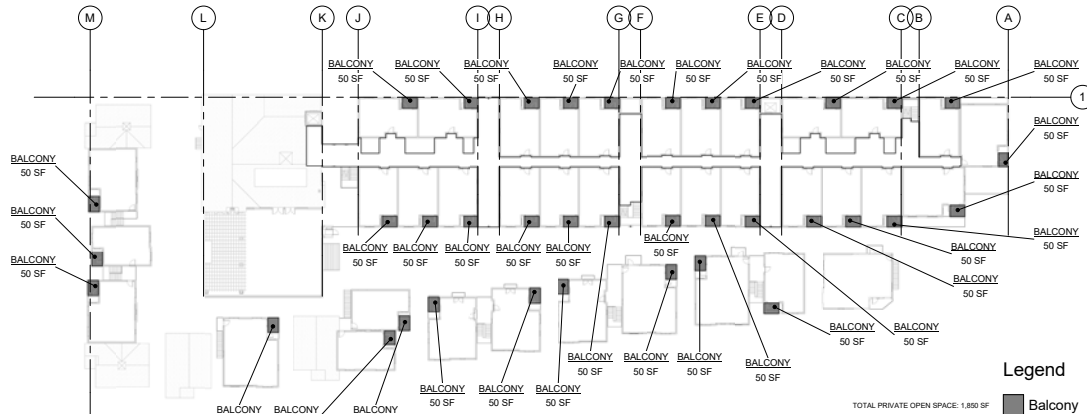
The Project would involve the development of 98 residential apartment units, 68 of which will be reserved for seniors provided in one two-to three-story building (“Senior Building”) and 30 units that will accommodate families provided in several one- and two-story buildings (“Family Units”). The Project provides affordable and supportive housing for senior citizens and formerly homeless families, with approximately 590 square feet of supportive services onsite. The Project will provide ten units, (ten percent) of the total Project, as very-low income units, as defined by HSC § 50053(b)(2) for purposes of the Density Bonus. 87 units will be restricted pursuant to regulatory agreements required by local, state or federal funding sources that require the units to be affordable to low income households, as defined by the applicable funding source, and one manager’s unit will be provided. The total proposed floor area is approximately 101,771 gross square feet. Vehicle parking would be provided in one subterranean level, which would accommodate 82 vehicle spaces. The Project would also provide 42 long-term bicycle parking spaces and 10 short-term bicycle parking spaces. All long term spaces will be housed in an enclosed bike room in the garage, where residents can secure their bikes. Short term spaces will be provided at grade along the perimeter of the project for visitors or temporary storage. The Project will also provide 20 additional bike parking spaces, permitting a reduction in the required parking (5 vehicle parking spaces). The additional 20 spaces may be allocated as long term or short term spaces at the discretion of the Applicant. The proposed building would reach a height of approximately 40.5 feet at the tallest portion of the three-story building; which is planned as an elevator overrun that is designed as a clock tower. The proposed one- and two-story buildings would be up to 25 feet high. Project plans are shown on Figures II-3 through II-11. Table II-1 (Project Development Summary) summarizes the proposed Project.

**Table II-1
Project Development Summary**

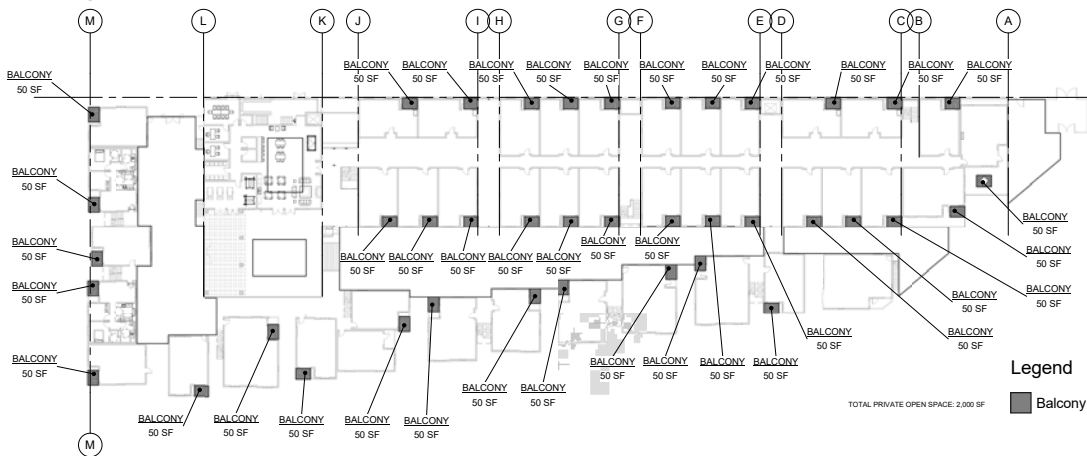
Land Use	Amount
Residential – Senior Units	
One bedroom	64 du
Two bedrooms	3 du
<i>Total Senior Residential Units</i>	<i>67 du</i>
Residential – Family Units	
One bedroom	12 du
Two bedrooms	10 du
Three bedrooms	8 du
<i>Total Family Residential Units</i>	<i>30 du</i>
Three bedrooms (manager unit)	1 du
Total Residential Units	98 du
Open Space	
Common Open Space	15,251 sf
Private Open Space (Balconies)	4,700 sf
<i>Total Usable Open Space</i>	<i>19,951 sf</i>
<i>du = dwelling units; sf = square feet; Source: HED Architects, 2018.</i>	



OPEN SPACE DIAGRAM-LEVEL 3



OPEN SPACE DIAGRAM-LEVEL 2



TOTAL PRIVATE OPEN SPACE: 2,000 SF

PROJECT INFORMATION:

AREA BY UNITS			
SENIOR UNITS	QUANTITY	AREA (GSF)	TOTAL (GSF)
1A (1BEDROOM + 1BATH W/PATIO)	53	704	37,312
1B (1BEDROOM + 1BATH W/PATIO)	11	732	8,052
1BEDROOM TOTAL:	64		45,364
2A (2BEDROOM + 1BATH W/PATIO)	2	941	1,882
2B (2BEDROOM + 1BATH W/PATIO)	1	941	941
2BEDROOM TOTAL:	3		2,823
3B MANAGER'S UNIT (3BEDROOM, 2BATH, PATIO)	1	1,159	1,159
3BEDROOM TOTAL:	1	1,159	1,159
TOTAL SENIOR UNITS:	68		49,346

FAMILY UNITS			
	QUANTITY	AREA (GSF)	TOTAL (GSF)
1A (1BEDROOM + 1BATH W/PATIO)	12	704	8,448
2A (2BEDROOM + 1BATH W/PATIO)	10	941	9,410
3A (3BEDROOM + 3BATH W/PATIO)	8	1,159	9,272
TOTAL FAMILY UNITS:	30		27,130

TOTAL UNIT FLOOR AREA:	98	76,476
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AREA BY BUILDING

SENIOR BUILDING UNITS (FROM ABOVE):		49,346
COMMON AREA:		SF
VERTICAL CIRCULATION:		
ELEVATOR 1-2	186	
STAIR 1/2	1,032	
LIFT	35	
CIRCULATION SUB TOTAL:	1,253	

ROOMS AND SPACES:		SF
COMMUNITY ROOM	12	1,394
EXERCISE ROOM		485
JANITOR		40
LANDRY ROOM		164
MAIL ROOM		428
MEETING ROOM 1		300
MEETING ROOM 2		145
MEETING ROOM 3		145
UNISEX BATH 1		65
UNISEX BATH 2		65
CORRIDOR LEVEL 1		6,428
CORRIDOR LEVEL 2		5,467
CORRIDOR LEVEL 3		1,420
ROOM AND SPACES SUB TOTAL:		17,146

TOTAL AREA SENIOR BUILDING	67,145
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FAMILY BUILDING UNITS:				
BLDG	FLOOR	UNITS SF	COMMON SF	TOTAL SF
BLDG 1 AREA	FIRST FLOOR	679	0	679
	SECOND FLOOR	1,577	0	1,577
BLDG 2 AREA	FIRST FLOOR	1,572	211	1,783
	SECOND FLOOR	887	0	887
BLDG 3 AREA	FIRST FLOOR	881	126	1,007
	SECOND FLOOR	679	0	679
BLDG 4 AREA	FIRST FLOOR	1,791	0	1,791
	SECOND FLOOR	1,796	329	2,125
BLDG 5 AREA	FIRST FLOOR	2,050	0	2,050
	SECOND FLOOR	2,043	377	2,420
BLDG 6 AREA	FIRST FLOOR	1,764	0	1,764
	SECOND FLOOR	1,764	215	1,979
BLDG 7 AREA	FIRST FLOOR	1,977	0	1,977
	SECOND FLOOR	1,983	266	2,249
BLDG 8 AREA	FIRST FLOOR	2,208	0	2,208
	SECOND FLOOR	2,208	210	2,418
TOTAL FAMILY UNIT AREA:		27,583		
TOTAL PROJECT AREA:		95,328		

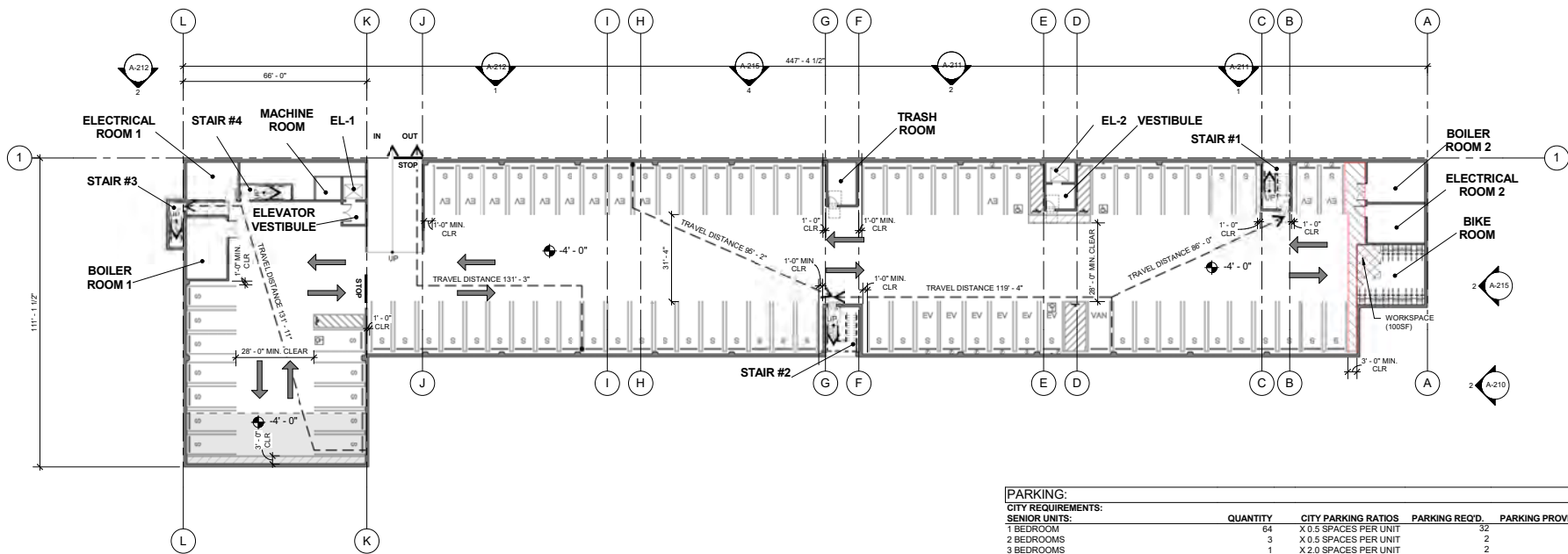
GARAGE		TOTAL SF
BIRE ROOM	601	
BOILER ROOM 1	380	
BOILER ROOM 2	357	
ELECTRICAL ROOM 1	306	
ELECTRICAL ROOM 2	330	
ELEVATOR VESTIBULE 1	84	
ELEVATOR VESTIBULE 2	117	
GARAGE	30,450	
MACHINE ROOM	94	
TRASH ROOM	204	
TOTAL:	32,925	

OPEN SPACE:			
REQUIRED OPEN SPACE:			
< 3 HABITABLE ROOMS (1-BED)	100 SF	76	7,600
= 3 HABITABLE ROOMS (2-BED)	125 SF	13	1,625
> 3 HABITABLE ROOMS (3-BED)	175 SF	9	1,575
REQUIRED OPEN SPACE:			10,800

PROVIDED OPEN SPACE:			
TOTAL COMMON OPEN SPACE:			15,251 SF
TOTAL PRIVATE (BALCONIES) OPEN SPACE:	94 Balconies		4,700 SF
TOTAL PROPOSED USABLE OPEN SPACE:			19,951 SF

Source: HED, April 2018.

Figure II-3
Common Space Open Diagram / Site Plan



CITY REQUIREMENTS:				
SENIOR UNITS:	QUANTITY	CITY PARKING RATIOS	PARKING REQ'D.	PARKING PROVIDED
1 BEDROOM	64	X 0.5 SPACES PER UNIT	32	32
2 BEDROOMS	3	X 0.5 SPACES PER UNIT	2	2
3 BEDROOMS	1	X 2.0 SPACES PER UNIT	2	2
TOTAL:	68		36	36
FAMILY UNITS:	QUANTITY	CITY PARKING RATIOS	PARKING REQ'D.	PARKING PROVIDED
1 BEDROOM	12	X 1.0 SPACES PER UNIT	12	12
2 BEDROOMS	10	X 2.0 SPACES PER UNIT	20	18
3 BEDROOMS	8	X 2.0 SPACES PER UNIT	16	16
TOTAL:	30		48	46
(with Bike reduction per 12.21, A.4 for 20 additional bikes, less 5 spaces)				43
			TOTAL PARKING (A):	79

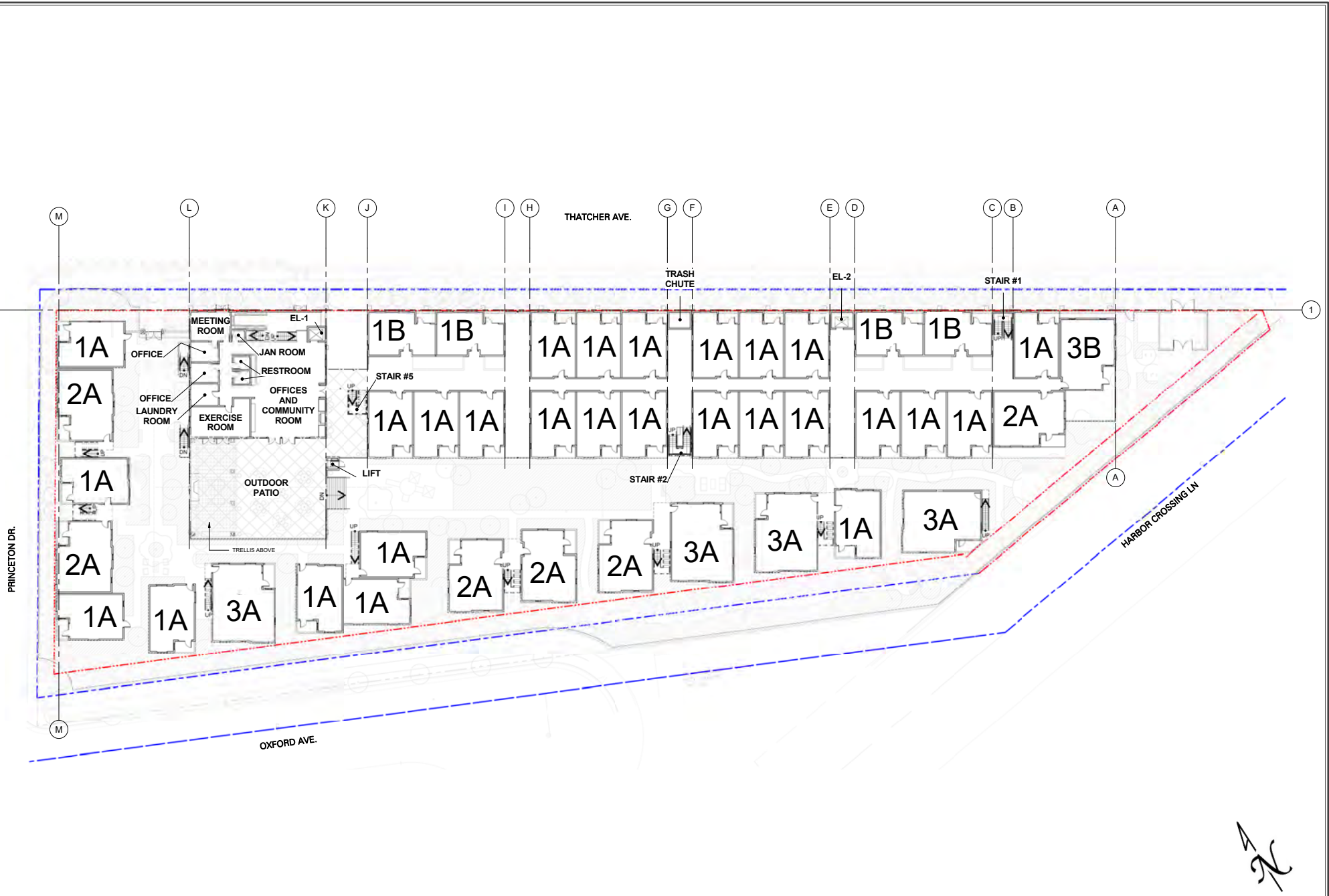
ELECTRICAL VEHICLE CHARGING STATIONS:				
TOTAL REQUIRED (65 PARKING SPACES X 5%):				
				5
TOTAL PROVIDED:				5

BICYCLE PARKING:				
BICYCLE REQUIRED:	UNIT TOTAL	RATIO	PARKING REQ'D	PARKING PROVIDED
SENIOR LONG TERM:	67,745	5,000	14	14
SUBTOTAL (SENIOR LONG TERM)			14	14
SENIOR SHORT TERM:	67,745	10,000	7	7
SUBTOTAL (SENIOR SHORT TERM)			7	7
FAMILY LONG TERM:	25	1.0	25	25
FAMILY (1-25)	5	1.5	3	3
FAMILY (26-100)				
SUBTOTAL (FAMILY LONG TERM)			28	28
FAMILY SHORT TERM:	25	10.0	3	3
FAMILY (1-25)	5	15.0	0	0
FAMILY (26-100)				
SUBTOTAL (FAMILY SHORT TERM)			3	3

TOTAL LONG TERM:	42
TOTAL SHORT TERM:	10
Additional Bikes with parking reduction (4 bikes per 1 space)	20
TOTAL BIKES PROVIDED:	71

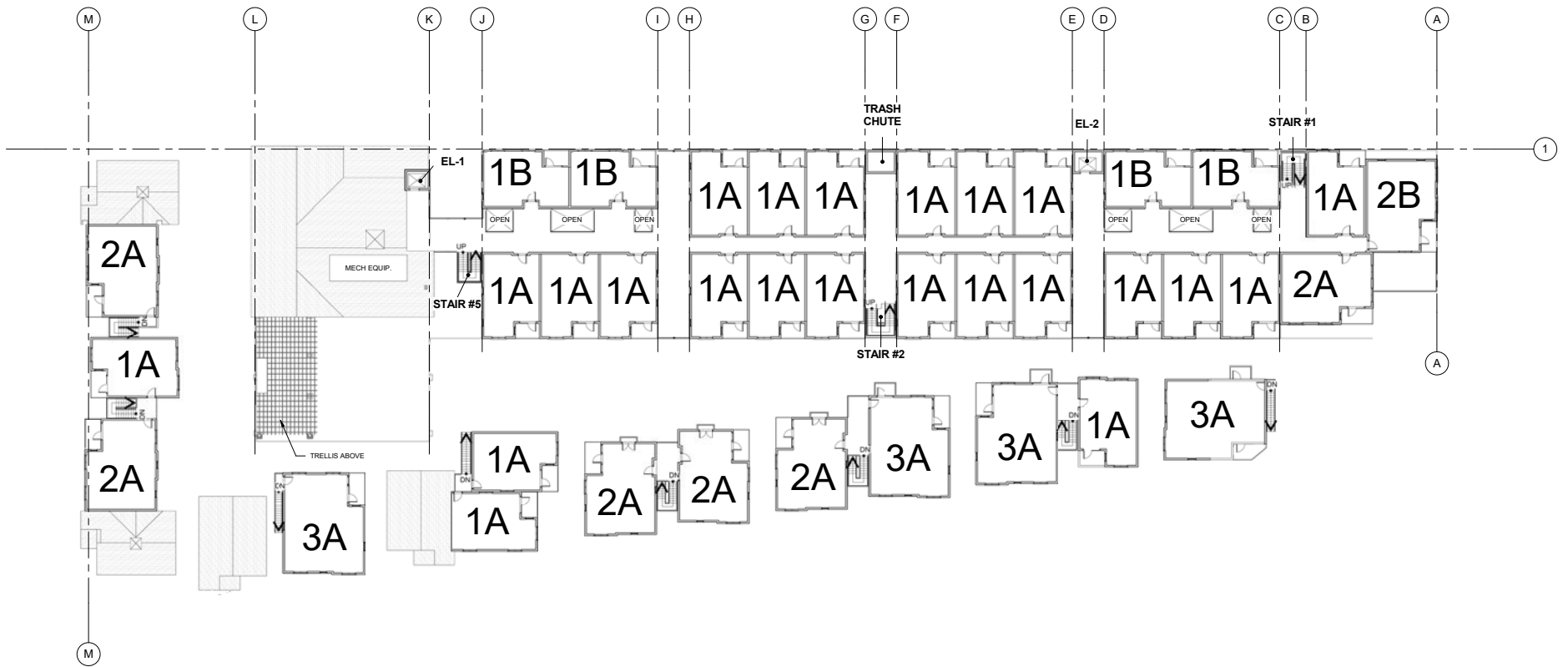
Source: HED, April 2018.

Figure II-4
Basement Level Floor Plan / Parking Schedule



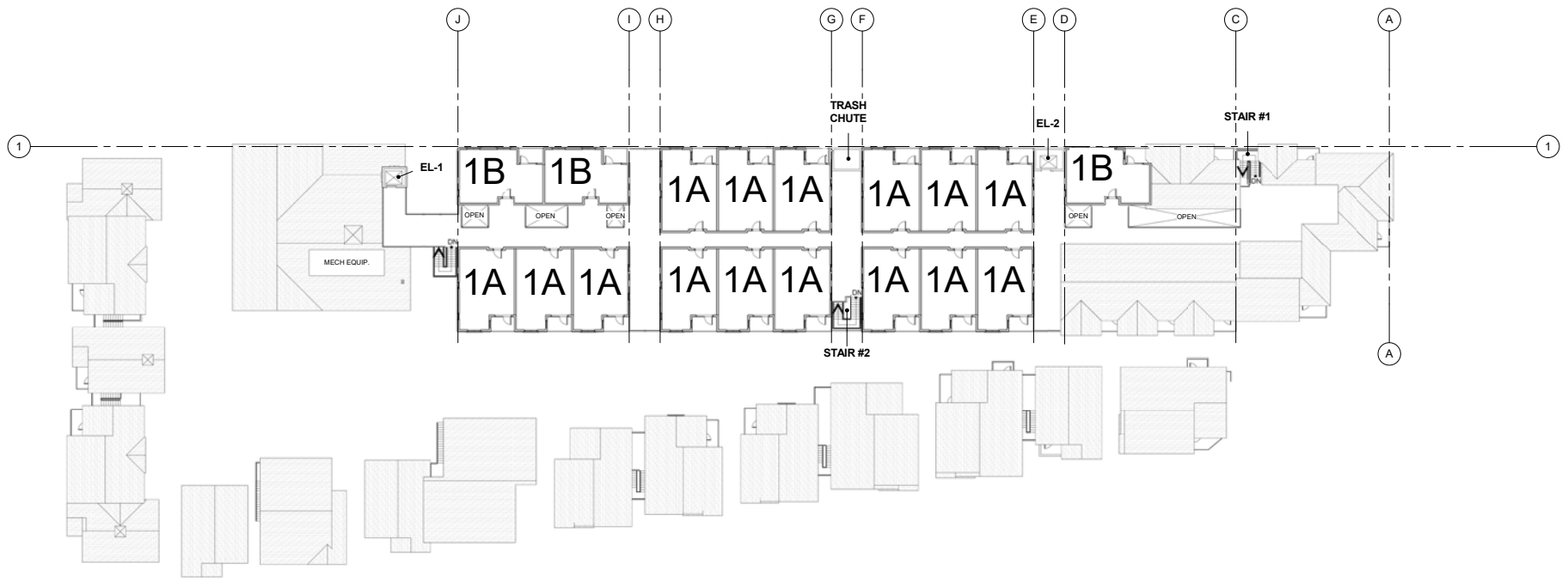
Source: HED, April 2018.

Figure II-5
Level 1 Floor Plan



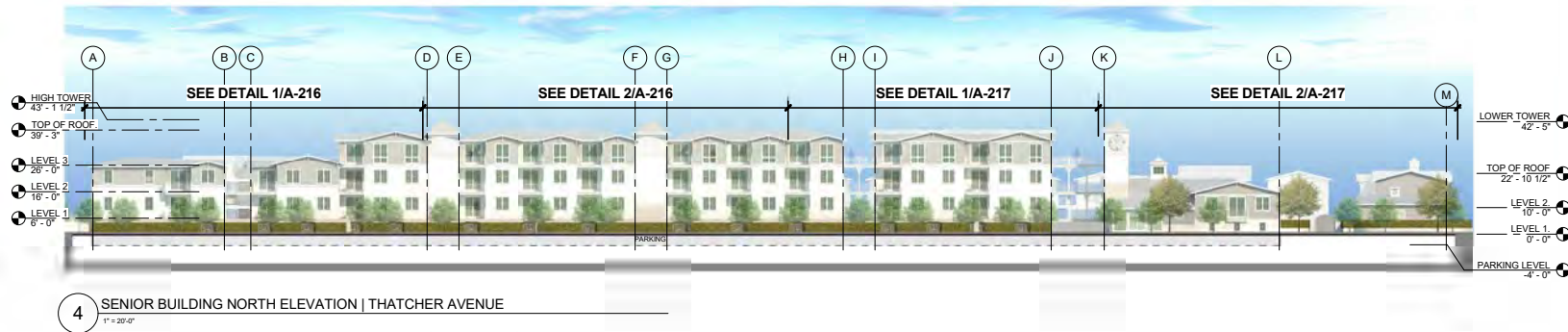
Source: HED, April 2018.

Figure II-6
Level 2 Floor Plan



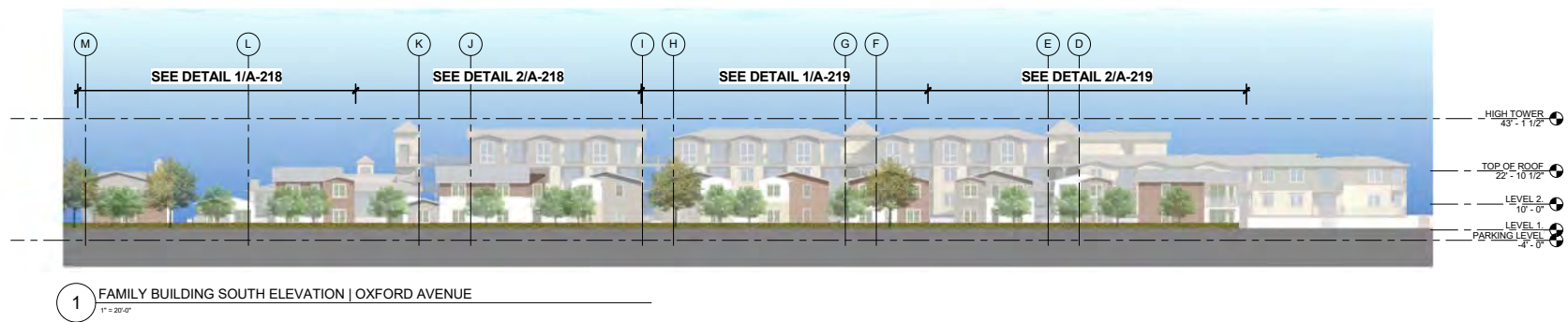
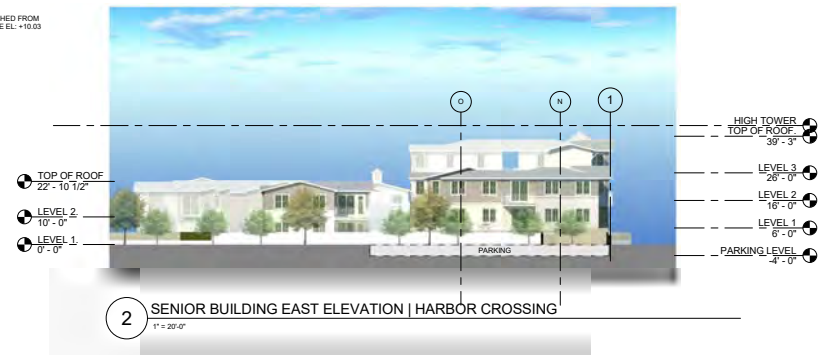
Source: HED, April 2018.

Figure II-7
Level 3 Floor Plan



NOTE:
BASIS OF BUILDING HEIGHTS ESTABLISHED FROM
CENTERSHIFT OF PRINCETON AVENUE E.L. = 10.03

SENIOR BUILDING ELEVATIONS:
GARAGE: 7.0
ENTRY: 11.0
FIRST FLOOR: 17.0
SECOND FLOOR: 27.0
THIRD FLOOR: 37.0
HIGHEST ROOF: 47.10
TOWER: 50.50



Source: HED, April 2018.

Figure II-8
Overall Color Elevations with Landscape



- ### KEY NOTES
- 1 (E) LIGHT POLE / POWER POLE
 - 2 (E) SIDEWALK TO REMAIN/REPAIR
 - 3 (E) PRIVACY WALL AT PROP LINE TO REMAIN
 - 4 (E) STREET TREE TO REMAIN
 - 5 PEDESTRIAN WALKWAY (4' MIN WIDTH)
 - 6 NEW CONCRETE SIDEWALK PER CITY STD
 - 7 COMMUNITY ROOM PATIO, REFER TO ENLARGEMENT
 - 8 OFFSITE IMPROVEMENT w/ REVOCABLE PERMIT - SPECIAL PAVING/CELLULAR GRASSED PAVING AS PERMITTED BY CITY
 - 9 RESIDENT GARDEN (RAISED PLANTING BEDS)
 - 10 6'H COLUMNS, FENCE, MOTORIZED GATE - SEE ELEV ON L2
 - 11 PLAYGROUND AREA w/ SEATING
 - 12 TRASH ENCLOSURE
 - 13 ELECTRICAL TRANSFORMER
 - 14 COURTYARD 1: FIRE PIT w/ LOUNGE FURNITURE
 - 15 COURTYARD 2: LOUNGE FURNITURE
 - 16 COURTYARD 3: BENCHES
 - 17 SEATING NOOK
 - 18 PEDESTRIAN GATE (6'H) w/ ACCESS CONTROL
 - 19 4'H METAL PICKET FENCE
 - 20 6'H WALL
 - 21 BICYCLE PARKING - 30 SHORT-TERM SPACES TOTAL
 - 22 CENTRAL LAWN (APPROX. 23'x95')
 - 23 RAISED PLANTERS (ON PODIUM) - MIN. 30" SOIL DEPTH
 - 24 CROSSWALK
 - F FAMILY UNIT(S) - REFER TO ARCH PLANS
 - S SENIOR UNITS - REFER TO ARCH PLANS

- ### PLANTING (REFER TO PALETTE ON SHEET L3)
- GEIJERA PARVIFLORA
AUSTRALIAN WILLOW
*or similar from VCZSP plant list
(Street trees subject to LA UFD verification)*
 - CERCIS OCCIDENTALIS
WESTERN REDBUD
or similar from VCZSP plant list
 - MELALEUCA QUINQUENERVIA
PAPERBARK TREE
or similar from VCZSP plant list
 - SCHINUS MOLLE
CALIFORNIA PEPPER
 - EXISTING TREE TO BE REMOVED
No protected trees to be removed
 - ASSORTED SHRUBS
Refer to plant palette
 - HEDGE PLANTING
Refer to plant palette

PROTECTED TREE NOTE:
The Landscape Architect has reviewed the existing trees on site and has determined that there are no trees of "Protected" status.

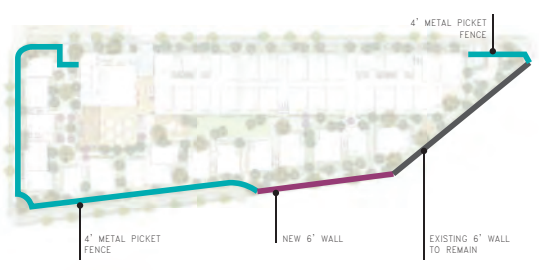
LANDSCAPE AREA

COMMON OPEN SPACE PROVIDED (REFER TO SHEET G-001):	15,251 SF
REQUIRED LANDSCAPE AREA (25% OF COMMON OPEN SPACE):	3,812 SF
PROVIDED LANDSCAPE AREA (WITHIN COMMON OPEN SPACE):	8,111 SF

TREE QUANTITIES

NON-PROTECTED TREES TO BE REMOVED:	45
PROTECTED TREES TO BE REMOVED:	0
STREET TREES TO BE REMOVED:	0
REQUIRED TREES (1 TREE PER 4 UNITS):	25
PROVIDED TREES - 24" BOX MIN. (ON-SITE):	105
PROVIDED TREES - 24" BOX MIN. (PARKWAYS):	24
TOTAL TREES PROVIDED IN EXCESS OF REQUIREMENT:	104

PERIMETER WALL DIAGRAM



Source: HED, April 2018.

Figure II-9
Landscape Site Plan



Source: HED, April 2018.

Figure II-10
Rendering from Thatcher Avenue



Source: HED, April 2018.

Figure II-11
Rendering from Princeton Drive

Design and Architecture

The Project buildings include a variety of architectural materials and building planes with a façade that intentionally transitions in scale to blend the massing of the larger mixed-use and multi-family buildings along Lincoln Boulevard to the east, with the smaller scale single-family homes of Oxford Triangle to the west and north. As the Project abuts public streets on three of the four frontages, the architecture has been articulated throughout every building face with a change of material.

Along Thatcher Avenue, the Senior Building employs frequent vertical and horizontal articulation through the use of both architectural and transparent fenestration, building breaks in which open areas push and pull along the primary frontage, and changes in material that vary from the lighter stucco finish of the base to the sloped shingle roof of the tallest story. The massing tapers down along Princeton Drive and Oxford Avenue, as the Family Units to the west and communal space at the corner range from one to two stories with similar variations in stucco finish and quality cement board paneling. Each of the individual Family Units is also articulated with a variety of window shapes and sizes in order to break up the façade and enhance the pedestrian level perspective with architectural interest. Similarly, the dispersion of the Family Units prevents the appearance of a monotonous façade along Oxford Avenue and Princeton Drive. The façade of each portion of building that abuts a street is articulated with a change of material or break in plane as to prevent a monotonous, flat surface.

All buildings on the Project Site are designed to engage the pedestrian realm with variation and interest through the use of building separation and fenestration. The Senior Building along Thatcher Avenue includes a variety of windows and private patios that are oriented towards the street. Sloped rooflines and alteration in the coverage of the central corridor provides architectural interest for the entire expanse of the street.

The Family Units are dispersed along Princeton Drive and Oxford Avenue. With entrances and patios facing the interior, each family unit has windows along the respective streets and the buildings are oriented to provide an appropriate setback from the public right-of-way and the appearance of a front façade. The street facing frontages are all designed to mirror the coherence of the adjacent single-family residential buildings, while providing architectural interest through varied materials and varied rooflines.

Open Space and Landscaping

The Project would require 10,800 square feet of open space pursuant to the LAMC based on the total number of units. The Project includes approximately 19,951 square feet of open space (see Table II-1, above) and residential amenities would be located in several distinct areas. The Project includes a 600 square-foot recreation room and a 600 square-foot outdoor recreation area, as well as 14,051 square feet of courtyards. The courtyards would include a resident garden, a playground, a fire pit, and seating. Of the open space provided, 3,821 square feet is required to be landscaped;³ 8,111 square feet of the proposed open space would be landscaped. The Project

³ 25% of required common open space is required to be landscaped. 25% of 15,251 sf is 3,821 sf.

would also provide 4,700 square feet of private open space as balconies on 94 of the residential units.

Access, Circulation, and Parking

All vehicular parking for the Project would be provided in a semi-subterranean garage located underneath the Senior Building. Vehicular access to the parking garage would be located at the intersection of Thatcher Avenue and Princeton Drive at the northeast corner of the Project Site. By design, all vehicular access to the Project will be diverted away from Oxford Triangle single-family residential neighborhood in order to reduce congestion in the residential area and direct circulation to Lincoln Boulevard. The Project will also include the removal of an existing vehicular gate on Princeton Drive and the construction of a new gate or another similar type of a design feature on Thatcher Avenue, immediately to the north of the intersection of Princeton Drive and Thatcher Avenue with enhanced pavement and signage indicating that the area and the northerly direction of Thatcher Avenue is not intended for vehicular use. Instead the ramp to the project will provide ingress and egress that veers all traffic along Princeton Drive towards Lincoln Boulevard. The gate, pavement, and all other improvements in the street and public right of way will be reviewed and developed through a revocable permit and B-permit application to the Bureau of Engineering, West Los Angeles office.

All vehicular parking will be provided within the parking garage. Through the utilization of Density Bonus Parking Option 1 and the provisions of LAMC for Senior Independent Housing units, per LAMC 12.21-A.4(u), the Project requires a total of 36 vehicular parking spaces for the 68 units in the Senior Building, and a total of 48 vehicular parking spaces are required based on the bedrooms quantities of the Family Units, for a total of 84 required spaces. Additionally, the total required parking may be reduced by five more spaces with the provision of 20 additional bike parking spaces, for a total requirement of 79 spaces. The Project will exceed this requirement by providing 82 vehicular spaces within the semi-subterranean garage; 20 percent of the vehicular parking spaces are capable of supporting electric vehicle supply equipment (EVSE) of which, 5 spaces would include electric vehicle (EV) chargers.

Per the Bicycle Parking Ordinance (ORD 185,480), the Project is required to provide 42 long-term and 10 short-term bicycle parking spaces. The Project will exceed code-required bicycle parking requirements, by providing 42 long term spaces and 10 short term spaces, along with 20 additional bicycle parking spaces, permitting a reduction in the required parking (5 vehicle parking spaces), for a total of 71 bicycle parking spaces. All long term spaces will be housed in an enclosed bike room in the garage, where residents can secure their bikes. Short term spaces will be provided at grade along the perimeter of the project for visitors or temporary storage. The Project will also provide 20 additional bike parking spaces, permitting a reduction in the required parking (5 vehicle parking spaces).

Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses. Building

security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

Site Operation and Security

Given the proposed residential uses on the Project Site, the Project would operate 24 hours per day. The Project would provide security features including, but not limited to, controlled access to residential areas and video surveillance. The Project would also include one on-site property manager.

Sustainability Features

The Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements, and would have LEED or equivalent certification. The Project would include, but not be limited to, the following features:

- At least five (5) percent of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- Energy Star appliances;
- LED lighting with motion sensors; and
- Low-water use landscaping, greywater, and weather-sensor controlled drip irrigation.

Anticipated Construction Schedule

The Project would be constructed over approximately 20 months. Construction activities would include the demolition of the existing surface parking lot and grading, excavation, and building construction. Demolition activities are anticipated to start in the third quarter of 2020, and construction completion and occupancy is anticipated in the second quarter of 2022.

The Project is estimated to require a net export of approximately 4,800 cubic yards of soil and removal of approximately 2,400 square feet of asphalt. Exported materials would likely be disposed at Chiquita Canyon Sanitary Landfill in Castaic and/or Manning Pit in Irwindale. The Project's haul route would be reviewed by the City as part of its consideration of the Project Applicant's entitlement requests.

Related Projects

State *CEQA Guidelines* Section 15063(b) requires that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State *CEQA Guidelines* Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State *CEQA Guidelines* Section 15130[b][1][A]) or by

considering a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact (State *CEQA Guidelines* Section 15130[b][1][B]).

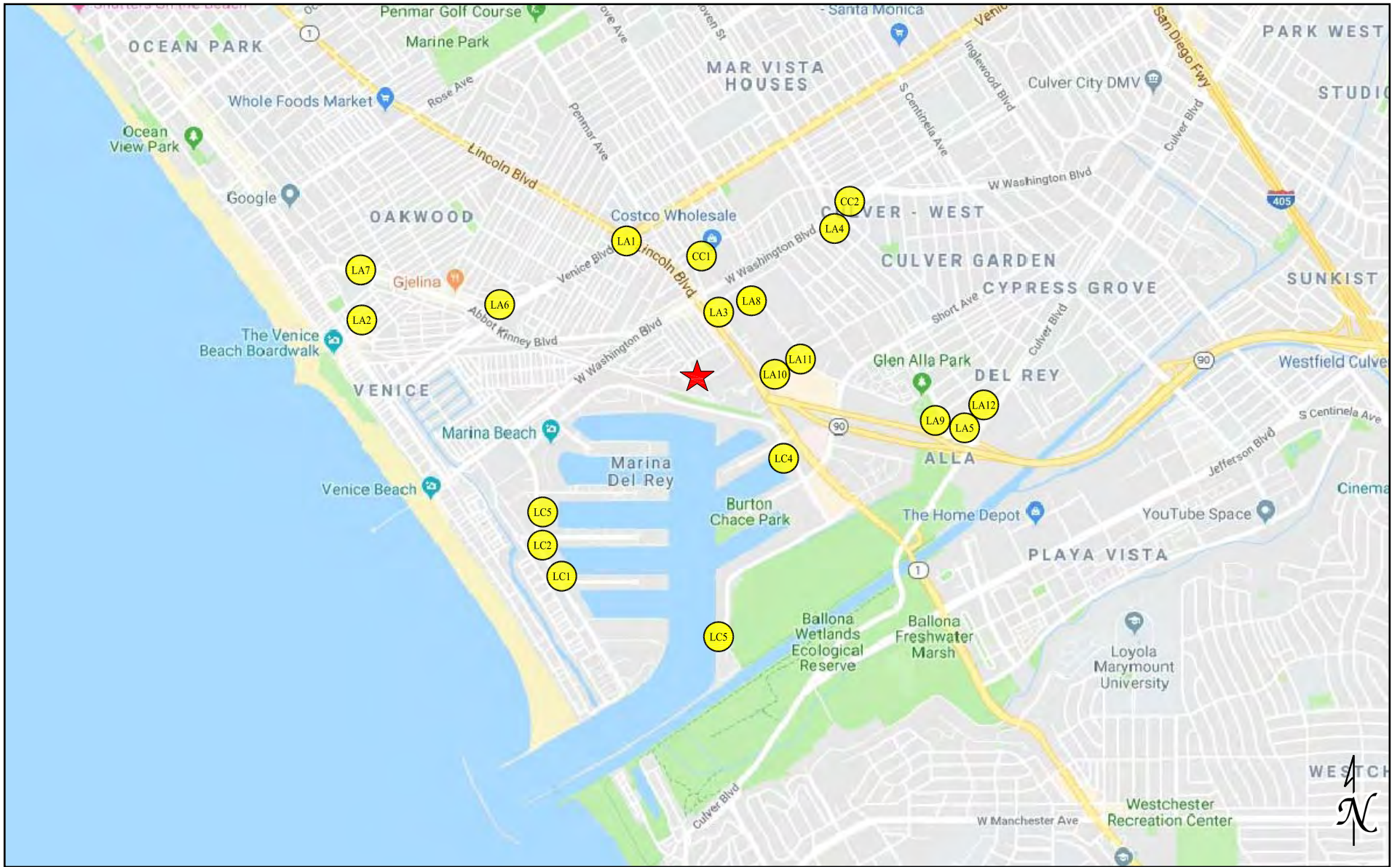
All proposed (those with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the Project are included in this analysis. For an analysis of the cumulative impacts associated with these related projects and the Project, cumulative impact discussions are provided under each individual environmental impact category in Section V, SCEA Initial Study Checklist, of this document.

Table II-2, List of Related Projects, lists 21 projects, including all approved, under construction, proposed, or reasonably foreseeable projects that were known at the time that environmental review of this Project commenced as identified by Los Angeles Department of Transportation (LADOT) and Culver City that are expected to be completed by the anticipated Project buildout and occupancy. This includes projects in the City of Los Angeles, Culver City, and Los Angeles County. The list of related projects is not intended to be an exhaustive list of projects that may occur during the construction period, which cannot be known in an absolute way. Instead, the list is intended to demonstrate the reasonably anticipated magnitude of development that may occur in the study area during this period based on projects currently on file with appropriate local municipalities. Furthermore, the related projects list provides a conservative analysis as it is unlikely that all of the projects on the list will be developed due to various circumstances that could arise during the typical planning process. The location of the related projects are shown on Figure II-12, Location of Related Projects.

Table II-2
List of Related Projects

ID	Location	Project Type	Size	
City of Los Angeles				
LA1	1020 E. Venice Boulevard	Restaurant	3,895	sq.ft. restaurant
LA2	1414 S. Main Street	Mixed-Use	26	condominium units
			1,184	sq.ft. retail
			4,567	sq.ft. restaurant
LA3	4040 S. Del Rey Avenue	Residential	230	apartment units
			18,800	sq. ft. office
LA4	5000 Beethoven Street	Residential	236	apartment units
			18,077	sq.ft. office
LA5	12964 W. Panama Street	Office	159,000	sq.ft. office
LA6	595 Venice Boulevard	Mixed-Use	25,150	sq.ft. office
			5,028	sq.ft. retail
			5,930	sq.ft. manufacturing
LA7	1027 S. Abbot Kinney Boulevard	Mixed-Use	78	hotel rooms
			4	apartment units
			3,000	sq.ft. retail
			2,072	sq.ft. restaurant
LA8	4065-71 Glencoe Avenue	Mixed-Use	35,206	sq.ft. creative office

			1,500	sq.ft. retail
			49	apartment units
LA9	4721 S. Alla Road	Office	118,352	sq.ft. office
LA10	13488 W. Maxella Avenue	Residential	65	apartment units
LA11	13400 W. Maxella Avenue	Mixed-Use	658	apartment units
			13,650	sq. ft. retail
			13,650	sq. ft. restaurant
LA12	12870 W. Panama Street	Charter School	532	Students
LA13*	2102-2120 Pacific Avenue	Mixed-Use	140	apartment units
			685	sq. ft. supportive services
			3,155	sq. ft. community space
			4,565	sq. ft. retail/restaurant
LA14*	718-720 Rose Avenue	Residential	35	apartment units
			1,885	sq. ft. offices
City of Culver City				
CC1	13463 Washington Boulevard	Mixed-Use	31,023	sq.ft. discount club retail
			2	fuel pump fueling station
			63,213	sq.ft. supermarket
CC2	12803 Washington Boulevard	Mixed-Use	37	apartment units
			7,206	sq.ft. retail
County of Los Angeles				
LC1	Southeast Corner of Via Marina and Tahiti Way	Hotel	288	hotel rooms
			1.46	acre park
LC2	Via Marina and Marquesas Way	Residential	526	apartment units
			174	marina berths
			(136)	apartment units
			(184)	marina berths
LC3	4242 Via Marina	Mixed-Use	585	apartment units
			8,000	sq.ft. commercial
			241	marina berths
			(288)	apartment units
			(4,400)	sq.ft. commercial
			(253)	marina berths
LC4	4625 & 4635 Admiralty Way	Mixed-Use	13,625	sq.ft. supermarket
			41,680	sq.ft. retail
			9,978	sq. ft. restaurant
			17,369	sq.ft. office
			141	marina berths
			(14,724)	sq.ft. office
LC5	13843 Fiji Way	Boat Facility	375	dry stack boat storage
			5,300	sq.ft. boatwright facility
*Projects LA13 and LA14 were not included in the traffic report approved by LADOT because of their distances from the Project Site but have been included in the Initial Study for informational purposes. Source: City of Los Angeles Department of Transportation Related Projects List and Culver City Related Projects List, May 2018.				



MAP SOURCE: GOOGLE MAPS
 ★ PROJECT SITE
 ● RELATED PROJECT

Source: Linscott, Law, & Greenspan, May 2019.

Figure II-12
 Location of Related Projects

Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The discretionary and ministerial entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- (1) Coastal Development Permit (CDP), pursuant to LAMC Section 12.20.2, to permit a 98-unit residential development project within the Single-Permit Jurisdiction of the Coastal Zone;
- (2) Conditional Use Permit (CU), pursuant to LAMC Section 12.24-U.21, to permit a joint public and private development with uses more intensive than those permitted in the most restrictive adjoining zone (R1-1). The proposed development includes 98 residential units in the [Q]PF-1XL zone;
- (3) Density Bonus (DB), pursuant to LAMC Section 12.22-A.25, to permit a Density Bonus project with 98 total units, of which ten percent will be set aside for Very Low Income households, utilizing Parking Option 1. Incentive requests include: one (1) On-Menu request and one (1) Off-Menu request:
 - a. Height: Per LAMC 12.22-A.25(f)(5), an On-Menu request for a percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible. The project requests a 35 percent increase in height for a total height of 40.5 feet and three stories, in lieu of the otherwise permitted 30-foot height limit per the 1XL Height District.
 - b. Passageways: Per LAMC 12.22-A.25(g)(3), an Off-Menu request for a reduction in the minimum space between buildings, or passageways, of 8-feet in lieu of the otherwise required 20-feet, for a project in which multiple residential buildings are located on the same lot.
- (4) Specific Plan Project Permit Compliance (SPP), pursuant to LAMC Section 11.5.7-C, to demonstrate substantial compliance with the applicable regulations, findings, standards, and provisions of the Venice Coastal Zone Specific Plan, within the Oxford Triangle Subarea;
- (5) Waiver of Dedication or Improvement (WDI), pursuant to LAMC Section 12.37-I, to waive the improvement requirement to construct an 18-foot wide half roadway and a cul-de sac along Oxford Avenue. The request does not include a waiver for the dedication or improvement, only for widening;
- (6) Site Plan Review (SPR), pursuant to LAMC Section 16.05, for any development project which creates, or results in an increase of, 50 or more dwelling units;
- (7) Mello Act Compliance (MEL), pursuant to California Government Code Sections 65590 and 65590.1, for a project that involves the construction of 98 Residential Units within the Coastal Zone;

- (8) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, haul route and building permits, and sign permits in order to execute and implement the Project.