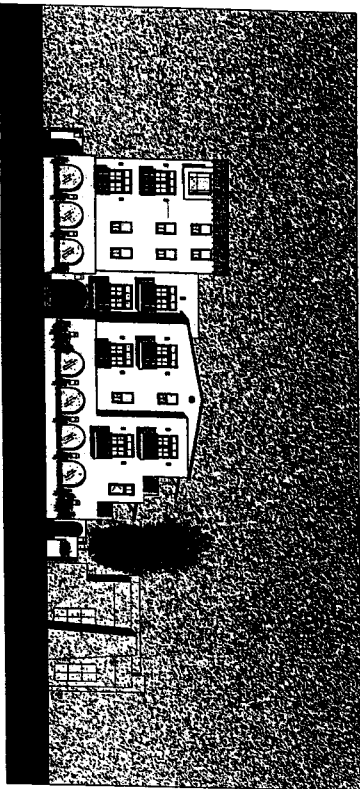


IRVING PLACE RESIDENCES

4043 IRVING PLACE
CULVER CITY, CALIFORNIA



PLANNING COMMISSION SUBMITTAL

03.19.2008

INDEX OF DRAWINGS

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A 2.41	LOFT LEVEL FLOOR PLAN
A 2.51	ROOF PLAN
A 3.01	ELEVATIONS: EAST + WEST
A 3.02	ELEVATIONS: NORTH + SOUTH
A 3.10	SECTIONS

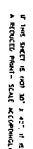
ARCHITECT:
J. GARY DESIGN
1000 10th ST. S.W. CALIFORNIA, 90230
7700 WEST MOUNTAIN AVENUE, SUITE 100, CULVER CITY, CALIFORNIA, 90230
310.306.7000 OFFICE 310.306.9072 FAX

DEVELOPER:
4043 IRVING PLACE, CULVER CITY, CALIFORNIA, 90230
1000 WEST MOUNTAIN AVENUE, SUITE 100, CULVER CITY, CALIFORNIA, 90230
310.306.7000 OFFICE 310.306.9072 FAX

RECEIVED

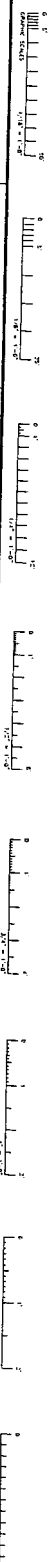
MAR 19 2008

Culver City
Planning Division



- PROPOSED SITE DEMOLITION PLAN
SCALE: 1/12" = 1'-0"
FILE:  1

[illegible]



Found Lead, Tox and
Tox RCE 14.356"
N. 47° 18' 40" E., 2.17" N.

Project
ERING PLACE CONDOMINIUMS
Sheet Title
SURVEY

[illegible]

SIZE	SHAPE	SYMBOL	COMMON NAME	DTL.
3 1/2" x 1"	SPR	PIPER CALLEMAN	EVERGREEN PINE	1
2 1/2" x 1"	10b	TRIFOLIUM COENCLERA	BREASTLE FOX	10
2 1/2" x 1"	Pad	POCCOCCUS DRACONUM	UP. YEW PINE	8
3 1/2" x 1"	4-4-1	AMBITUS UNDO NUNUM 1st	STRAWBERRY TREE	3
4-4-1	4-4-1	AMBITUS UNDO NUNUM 2nd	STRAWBERRY TREE	2

SIZE	SYMBOL	SYMBOLIC NAME	COMMON NAME	QTY.
18g	Wag	WESTERN YAMVABIE OEN		5
15g	Wm	WANDERING WALKING BEATY		24
5g	Wm	WANDERING WALKING BEATY		8
5g	Wm	WANDERING WALKING BEATY		8
5g	Wm	WANDERING WALKING BEATY		42
5g	Wm	WANDERING WALKING BEATY		10
5g	Wm	WANDERING WALKING BEATY		8
5g	Wm	WANDERING WALKING BEATY		8

SIZE	SYMBOL	SYMBOLIC NAME	COMMON NAME	QTY.
18g	Wag	WESTERN YAMVABIE OEN		5
15g	Wm	WANDERING WALKING BEATY		24
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5g	Wm	WANDERING WALKING BEATY		42
5g	Wm	WANDERING WALKING BEATY		10
5g	Wm	WANDERING WALKING BEATY		8
5g	Wm	WANDERING WALKING BEATY		8

SIZE	FRANK	BOYD/MCC	COMMON NAME	QTY
5p	WH	BLACK MOUNTAIN	YALOW HOLLY	10
5p	Blue	BRUCE M. JAPONICA	4P. BROWWOOD	8

SIZE	FRANK	BOYD/MCC	COMMON NAME	QTY
5p	WH	BLACK MOUNTAIN	YALOW HOLLY	10
5p	Blue	BRUCE M. JAPONICA	4P. BROWWOOD	8

[illegible][illegible]

4043 IRVING PLACE CULVER CITY, CA

Student	1/16" x 1'-0"
Date	11-30-07
Project	

305

J. IRISH DESIGN STUDIO

2419 S. Barrington Ave.
Los Angeles, CA. 90064
(310)473-2245
F(310)479-6789

March 12, 2008

J.S. Egan Design, Inc.
7740 West Manchester Avenue, Ste 205
Playa Del Rey, CA 90393

Subject: 4043 Irving Place
Culver City, California
Size at planting

Site Trees

		size at planting, ht x w
PYRUS CALLERYANA	ornamental pear	36" box 14' x 6'
TRISTANIA CONFERTA	Brisbane Box Tree	24"
PODOCARPUS GRACILIOR	Japanese Yew Pine	9' x 4'
ARBUTUS UNEDO 'Marina' std.	Strawberry Tree	24" 12' x 5'
ARBUTUS UNEDO 'Marina' multi	Strawberry Tree	36" 6' x 6'

Shrubs

WESTRINGIA 'Wynyabbie Gem'	15gal	3' x 2'
RAPHIOLEPIS 'Majestic Beauty'	15g	3' x 2'
RAPHIOLEPIS INDICA 'Clara'	5g	18" x 18"
PENNISETUM SETACEUM		5g 18" x 12"
'Cupreum Compactum'		
MORAEA BICOLOR	Fortnight Lilly	5g 2' x 18"
CARISSA MACROCARPA	Natal Plum	5g 12" x 18"

Hedges

BUXUS MICROPHYLLA JAPONICA	Japanese Boxwood	5g 12" x 12"
----------------------------	------------------	--------------

Ground cover

LANTANA, trailing white	1g	6" x 8"
-------------------------	----	---------

Site Planning

Landscape Architecture

Environmental Design

J. IRISH DESIGN STUDIO

2419 S. Barrington Ave.
Los Angeles, CA. 90064
(310)473-2245
F(310)479-6789

March 11, 2008

J.S. Egan Design, Inc.
7740 West Manchester Avenue, Ste 205
Playa Del Rey, CA 90393

Subject: 4043 Irving Place
Culver City, California
Mature Plant size-height

Site Trees

		size ht x w
PYRUS CALLERYANA	ornamental pear	25' x 15'
TRISTANIA CONFERTA	Brisbane Box Tree	30' x 15'
PODOCARPUS GRACILIOR	Japanese Yew Pine	30' x 15'
ARBUTUS UNEDO 'Marina' std.	Strawberry Tree	15' x 10'
ARBUTUS UNEDO 'Marina' multi	Strawberry Tree	10' x 8'

Shrubs

WESTRINGIA 'Wynyabbie Gem'	5' x 4'
RAPHIOLEPIS 'Majestic Beauty'	5' x 5'
RAPHIOLEPIS INDICA 'Clara'	2' x 2'
PENNISETUM SETACEUM	2' x 2'
'Cupreum Compactum'	
MORAEA BICOLOR	Fortnight Lilly
CARISSA MACROCARPA	Natal Plum

Hedges

BUXUS MICROPHYLLA JAPONICA	Japanese Boxwood	18" x 12"
----------------------------	------------------	-----------

Ground cover

LANTANA, trailing white	12" x 2'
-------------------------	----------

Note:

These values represent the ultimate size for site specific applications. Values stated can contradict common reference literature regarding sizes at maturity; however in locations specific to the Irving Place site, limited soil volumes and intended maintenance practices, this growth chart has been modified to represent these factors.

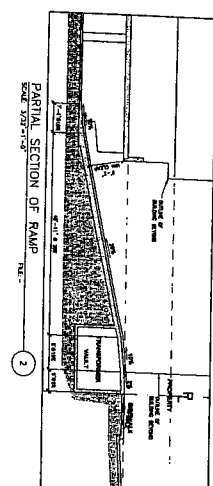
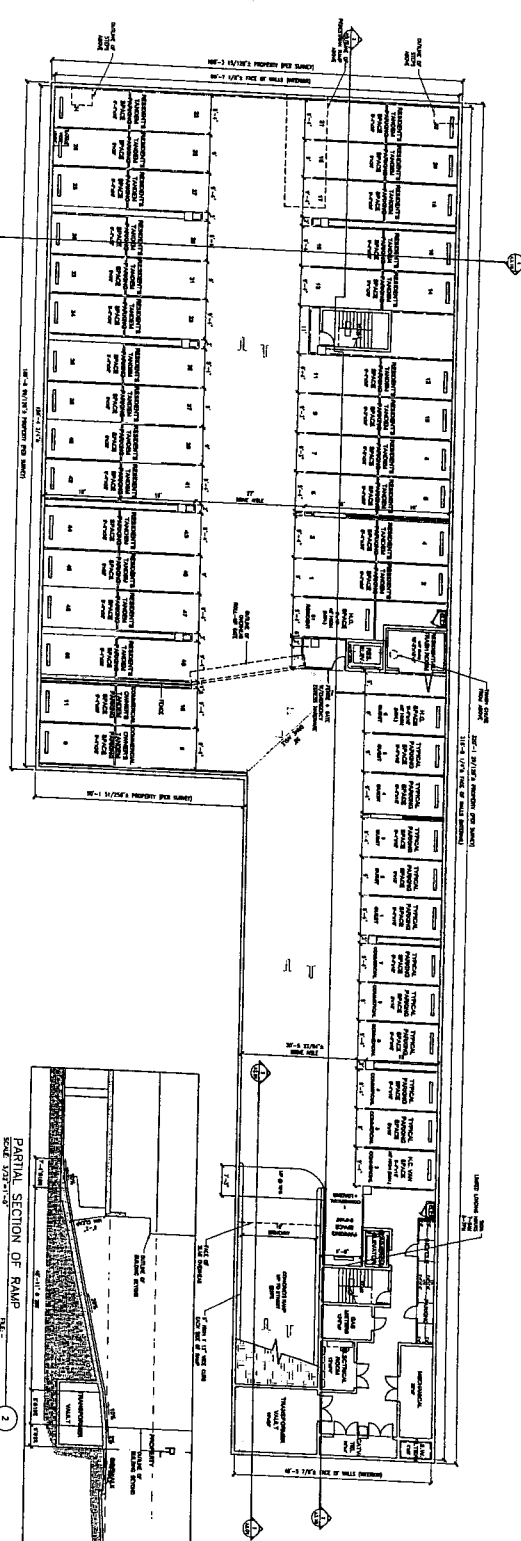
Site Planning

Landscape Architecture

Environmental Design



1" = 10' 0" & 1" = 3.05 M
 A PROPOSED PRINT. SCALE DEPENDENT.



BASEMENT FLOOR PLAN

SCALE: 1/8" = 1'-0"

1



LS. EGAN DESIGN, INC.
 7740 WILSON AVENUE, SUITE 200
 THE ROCKAWAY, PALM BEACH, FL 33410

4041 RIVINGTON PLACE
 CONDOMINIUMS
 BASEMENT FLOOR PLAN
 DRAWING NO. 10-0000

OWNER:
 RIVINGTON PLACE APARTMENTS, LLC
 CANNON CITY, CO

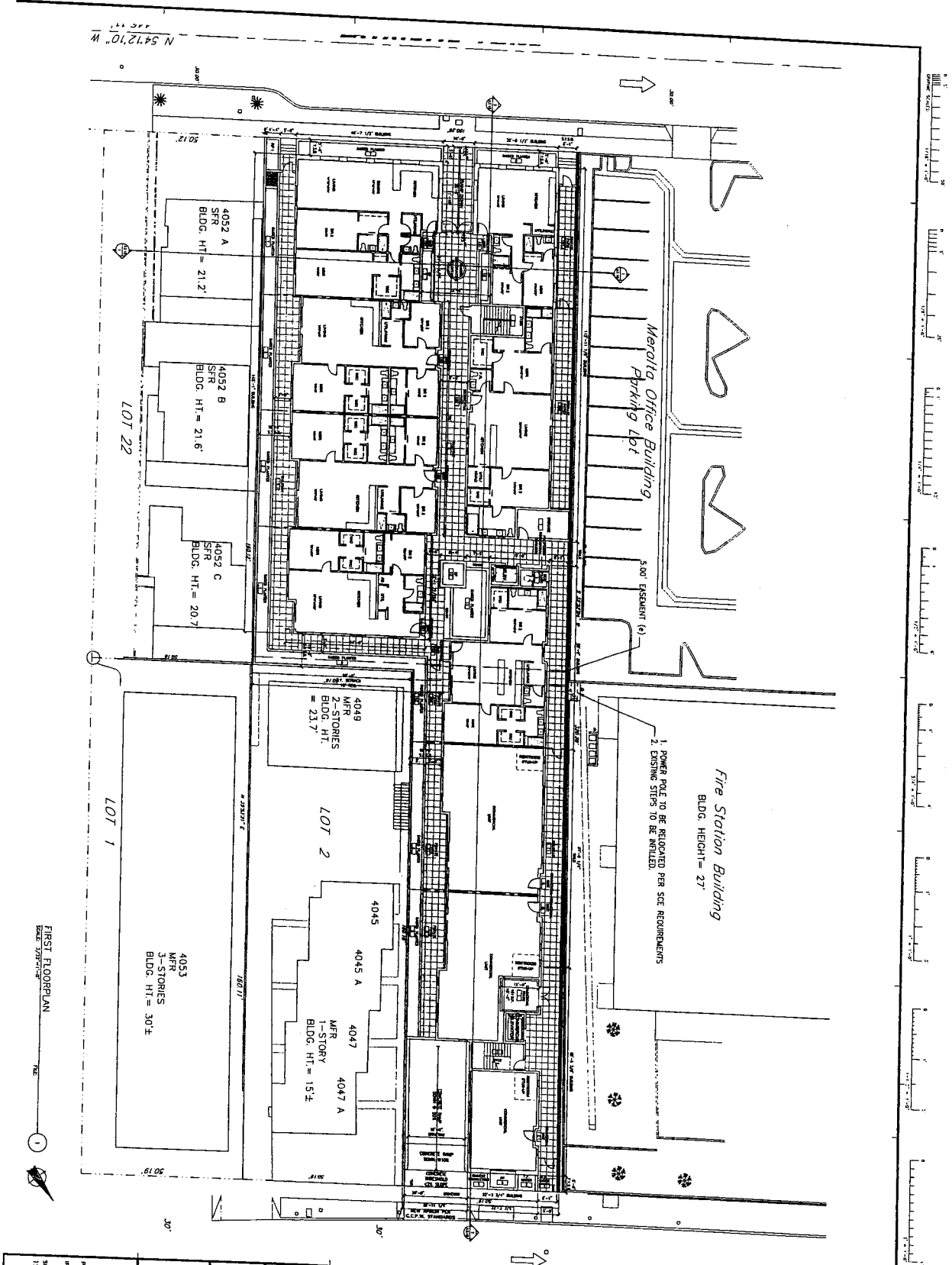
KEY PLAN	
No.	10-0000
Date	10/1/00
By	LS. EGAN
Check	
Scale	

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PLANNING COMMISSION
 SUBMITTAL

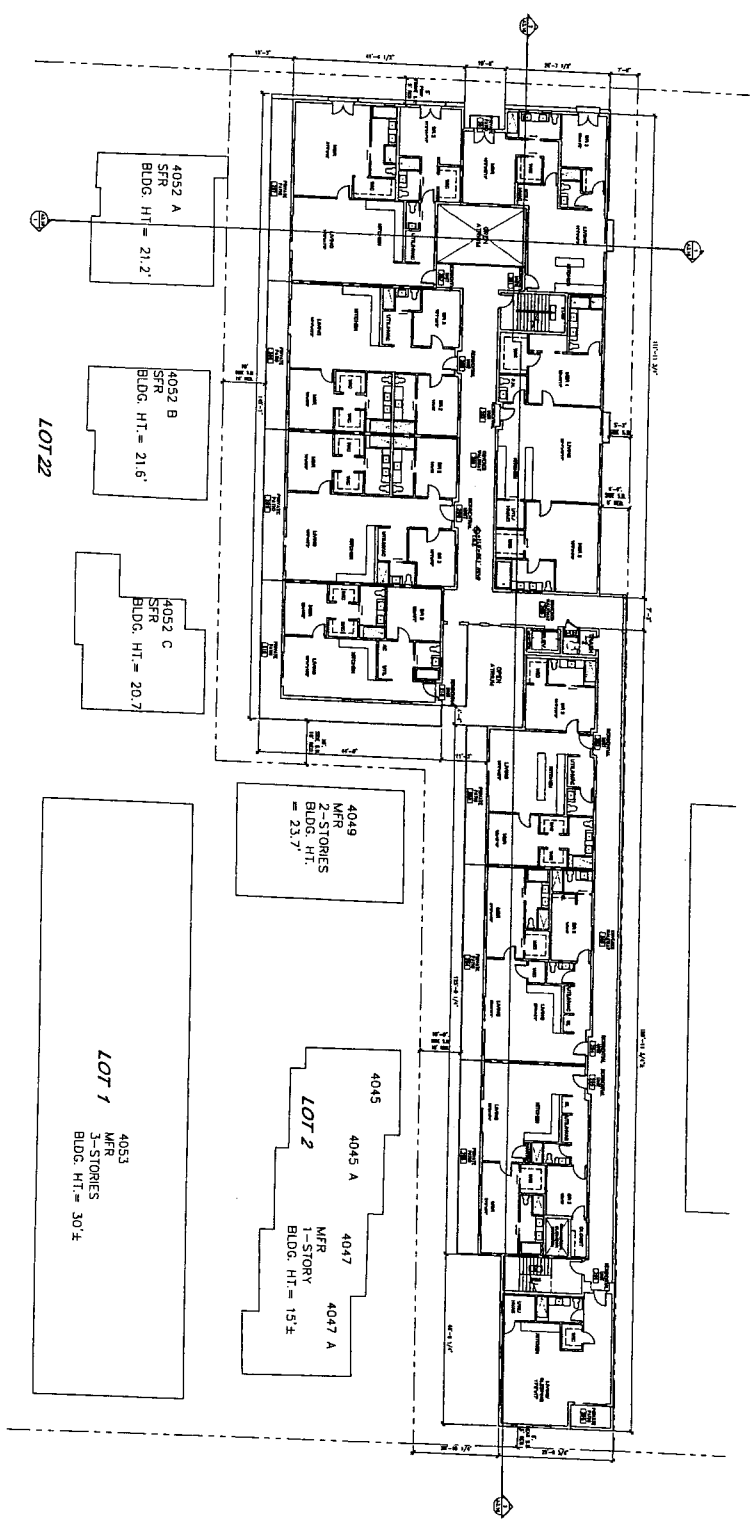
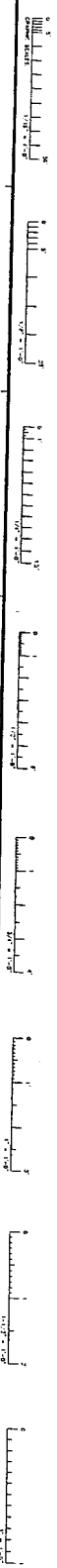
Project:
 RIVINGTON PLACE CONDOMINIUMS
 Sheet Title:
 BASEMENT FLOOR PLAN

308



FIRST FLOOR PLAN

I.S. EGAN DESIGN, INC. 7710 WEST KAYAK DRIVE, SUITE 200 DENVER, CO 80231 TEL: 303.555.1000 FAX: 303.555.1002	4043 IRVING PLACE CONDOMINIUMS 4043 IRVING PLACE DENVER, CO 80231	OWNER: IRVING PLACE DEVELOPMENT, LLC DENVER, CO 80231	KEY PLAN	NOTES: 1. THIS DRAWING IS A PART OF A SET OF DRAWINGS FOR THE PROJECT AND SHOULD BE USED IN CONJUNCTION WITH THE OTHER DRAWINGS IN THE SET. 2. THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. 3. THE DESIGNER IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE OWNER OR FOR THE RESULTS OF ANY CONSTRUCTION OR OTHER WORK BASED ON THIS INFORMATION.	PLANNING COMMISSION SUBMITTAL	PROJECT: IRVING PLACE CONDOMINIUMS SHEET NO. 1ST FLOOR PLAN
--	---	---	------------------------	---	---	---



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

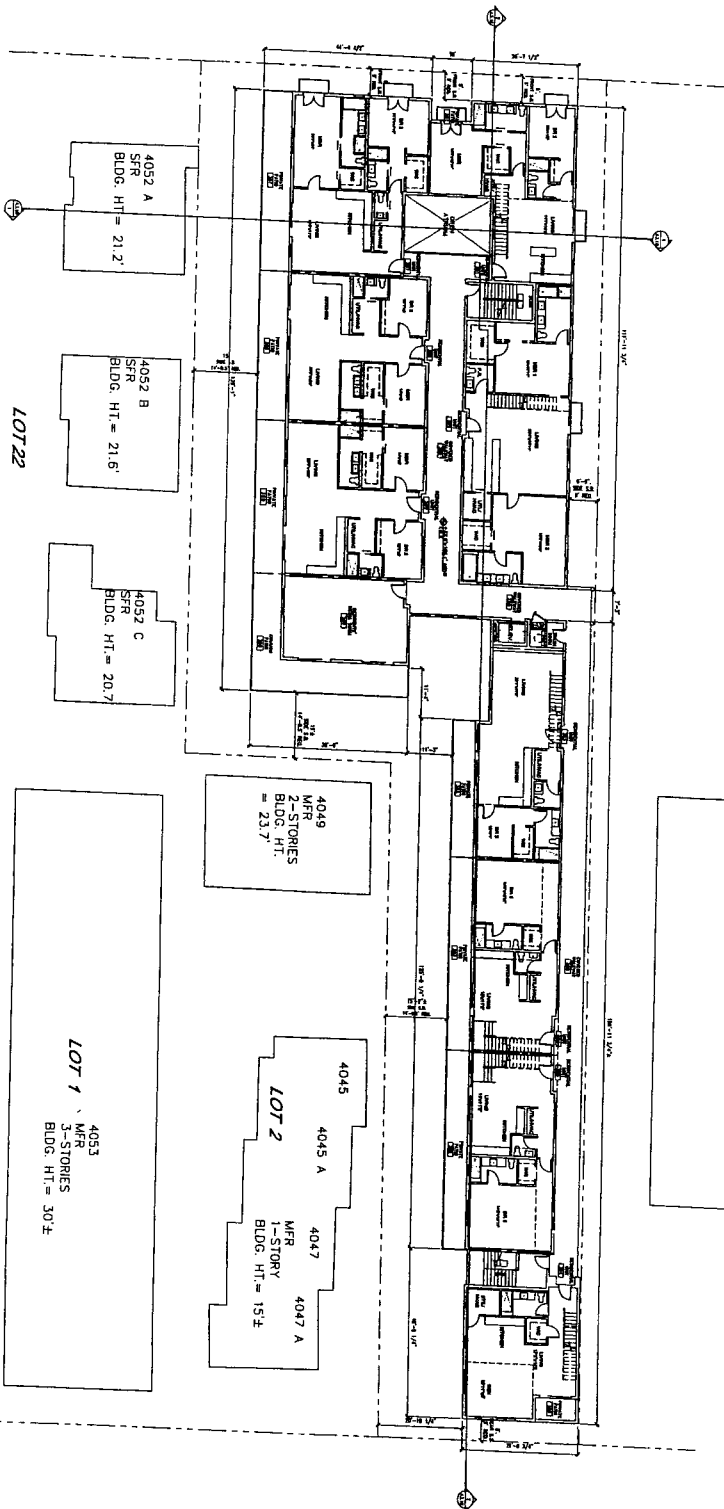
1

J.S. EGAN DESIGN, INC. 7745 WEST 104TH STREET, SUITE 200 CLAYTON, CA 94520 TEL: 925.835.1000 FAX: 925.835.1002	4043 IRVING PLACE CONDOMINIUMS 4043 IRVING PLACE CLAYTON, CA 94520	OWNER: BRAND BUILDING, LLC CLAYTON, CA	KEY PLAN	PLANNING COMMISSION JANUARY 12, 2011	PROJECT: IRVING PLACE CONDOMINIUMS SHEET NO. SECOND FLOOR PLAN
--	--	--	------------------------	--	--



1" = 100'-0" (1:120)

Fire Station Building
BLDG. HEIGHT = 27'



THIRD FLOOR PLAN

1/4"

1

J.S. EGAN DESIGN INC.

17700 E. 15TH AVE., SUITE 100
DENVER, CO 80202
TEL: 303.755.1111 FAX: 303.755.1112

4043 IRVING PLACE
CONDOMINIUMS

4043 IRVING PLACE
CLEVELAND, OH 44115

OWNER
IRVING PLACE PARTNERS, LLC
CLEVELAND, OH

KEY PLAN

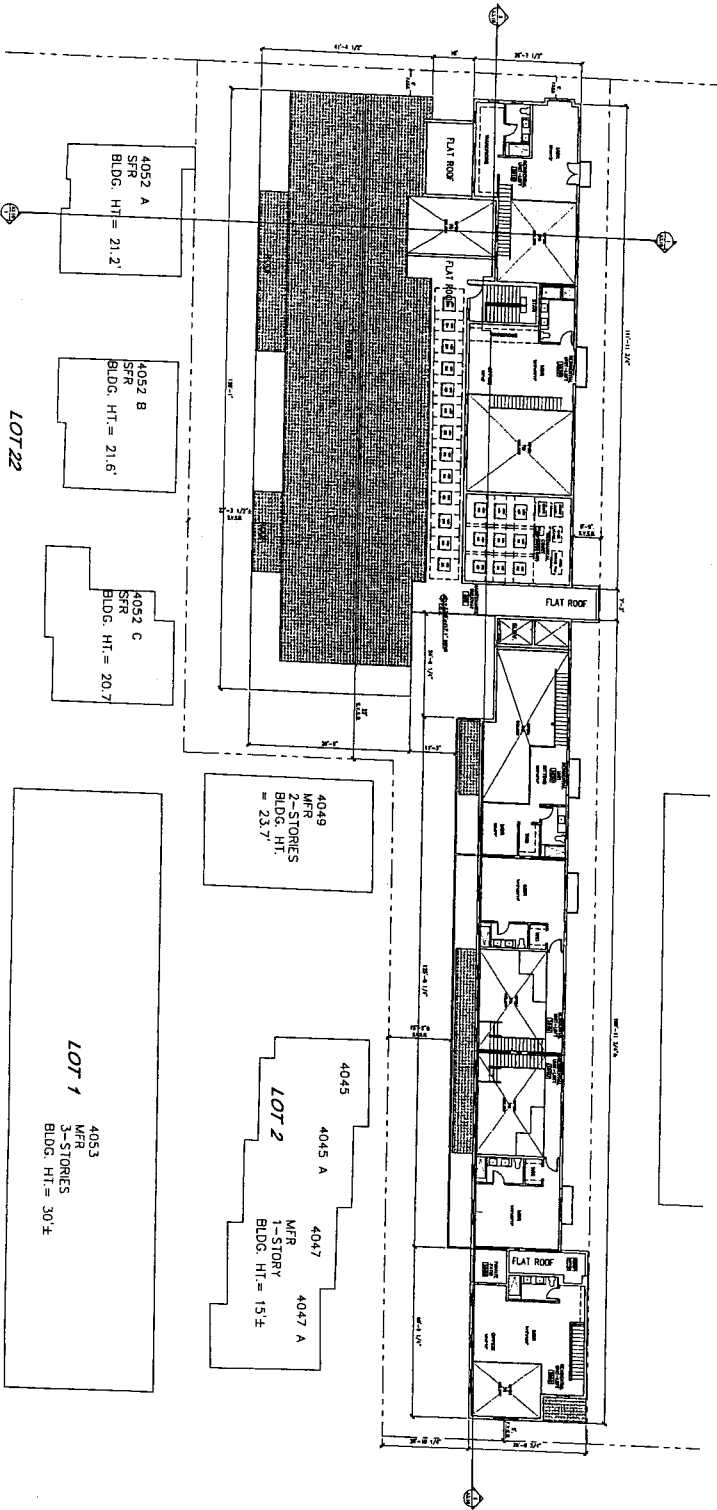
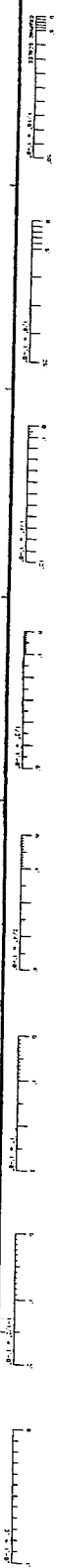
PLANNING PERMISSION

IRVING PLACE

IRVING PLACE CONDOMINIUMS

THIRD FLOOR PLAN

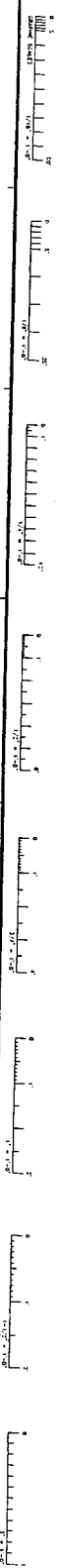
310



LOFT LEVEL FLOORPLAN

1

J.S. EGAN DESIGN, INC. 7740 WEST LONGSHORE AVE. SUITE 200 OAKLAND, CA 94621 TEL: (510) 536-1000 FAX: (510) 536-1002																									
4043 IRVING PLACE CONDOMINIUMS 4043 IRVING PLACE OAKLAND, CA 94612																									
OWNER: IRVING PLACE INVESTMENT, LLC OAKLAND CITY, CA																									
<table><tr><td colspan="3">Revisions</td></tr><tr><td>No.</td><td>Revision</td><td>Date</td></tr><tr><td>1</td><td>Initial</td><td>10/1/01</td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>		Revisions			No.	Revision	Date	1	Initial	10/1/01															
Revisions																									
No.	Revision	Date																							
1	Initial	10/1/01																							
KEY PLAN																									
THIS KEY PLAN IS A PART OF THE SET OF PLANS FOR THE IRVING PLACE CONDOMINIUMS, 4043 IRVING PLACE, OAKLAND, CALIFORNIA. IT IS TO BE USED IN CONNECTION WITH THE OTHER PLANS AND SPECIFICATIONS. IT IS THE RESPONSIBILITY OF THE ARCHITECT TO PROVIDE A KEY PLAN THAT IS ACCURATE AND COMPLETE. THE ARCHITECT SHALL BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS KEY PLAN. THE ARCHITECT SHALL BE RESPONSIBLE FOR ANY CHANGES TO THIS KEY PLAN. THE ARCHITECT SHALL BE RESPONSIBLE FOR ANY CHANGES TO THIS KEY PLAN.																									
PLANNING COMMISSION CITY OF OAKLAND 1000 BROADWAY OAKLAND, CA 94612																									
PROJECT: IRVING PLACE CONDOMINIUMS SHEET NO.: LOFT LEVEL FLOOR PLAN																									



THIS SHEET IS NOT TO BE USED FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN CONSENT OF L.S. EGAN DESIGN, INC.

L.S. EGAN DESIGN, INC.
 1740 WEST 10TH AVENUE, SUITE 200
 DENVER, COLORADO 80202
 TEL: 303.733.1000 FAX: 303.733.1001

4043 IRVING PLACE
 CONDOMINIUMS
 4043 IRVING PLACE
 DENVER CITY, COLORADO

DESIGNED BY: L.S. EGAN DESIGN, INC.
 DRAWN BY: J. L. EGAN

REVISION	DATE	BY	CHK
1	10/1/00	J. L. EGAN	
2	10/1/00	J. L. EGAN	
3	10/1/00	J. L. EGAN	
4	10/1/00	J. L. EGAN	
5	10/1/00	J. L. EGAN	
6	10/1/00	J. L. EGAN	
7	10/1/00	J. L. EGAN	
8	10/1/00	J. L. EGAN	
9	10/1/00	J. L. EGAN	
10	10/1/00	J. L. EGAN	

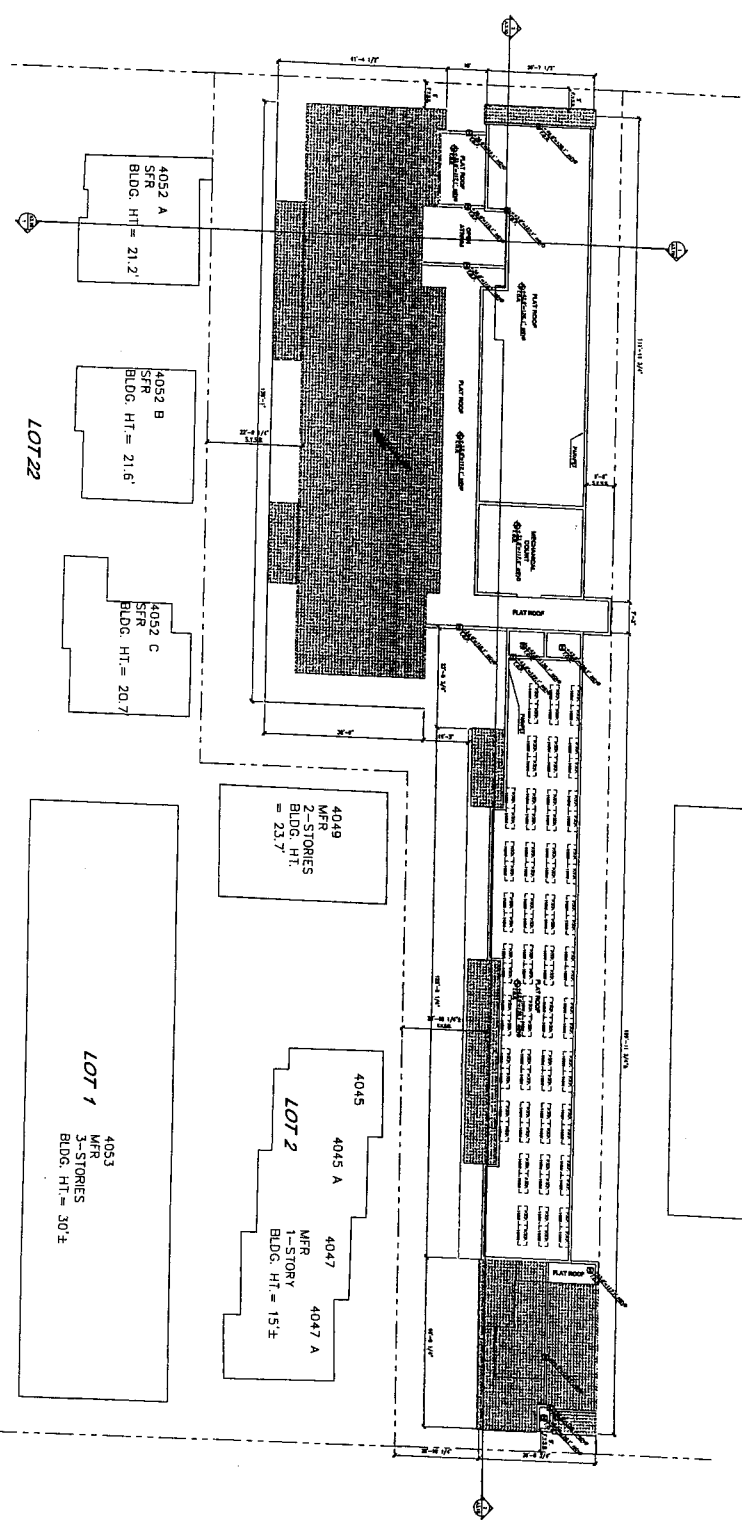
KEY PLAN

NOTES:
 1. THIS ROOF PLAN IS A SUMMARY OF THE ROOF PANEL OUTPUT TO MEET THE REQUIREMENTS OF THE CITY OF DENVER. IT IS NOT A FINAL ROOF PLAN AND SHOULD NOT BE USED FOR CONSTRUCTION WITHOUT THE WRITTEN CONSENT OF L.S. EGAN DESIGN, INC.
 2. THE ROOF PANEL OUTPUT TO MEET THE REQUIREMENTS OF THE CITY OF DENVER IS BASED ON THE ASSUMPTIONS LISTED BELOW.
 3. THE ROOF PANEL OUTPUT TO MEET THE REQUIREMENTS OF THE CITY OF DENVER IS BASED ON THE ASSUMPTIONS LISTED BELOW.
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 10. THE ROOF PANEL OUTPUT TO MEET THE REQUIREMENTS OF THE CITY OF DENVER IS BASED ON THE ASSUMPTIONS LISTED BELOW.

PLANNING DEPARTMENT
 DENVER CITY

Project:
 4043 IRVING PLACE CONDOMINIUMS
 4043 IRVING PLACE
 DENVER CITY, COLORADO
 Roof Plan

Fire Station Building
 BLDG. HEIGHT = 27'



ROOF PLAN
 SCALE: 1/8" = 1'-0"
 NORTH ARROW

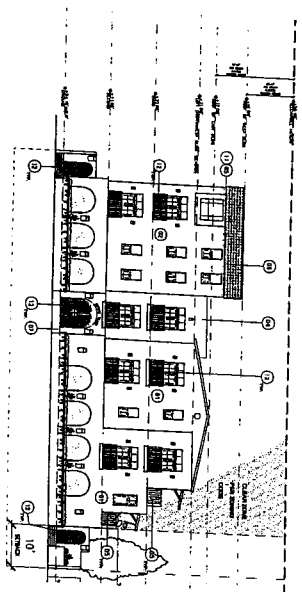
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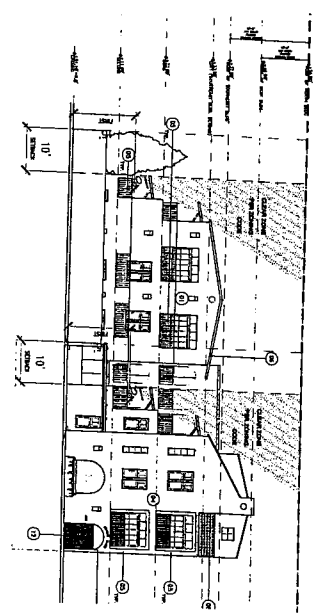
1" = 8'-0" (1/4" = 2'-0")
 1/4" = 2'-0" (1/8" = 1'-0")
 1/8" = 1'-0" (1/16" = 6"-0")

LEGEND

- ① PAINT COLOR: TINT WHITE STUCCO WALL HEAVY SAND FINISH
- ② PAINT COLOR: SOLAR WIND STUCCO WALL HEAVY SAND FINISH
- ③ PAINT COLOR: SOLAR WIND STUCCO WALL HEAVY SAND FINISH
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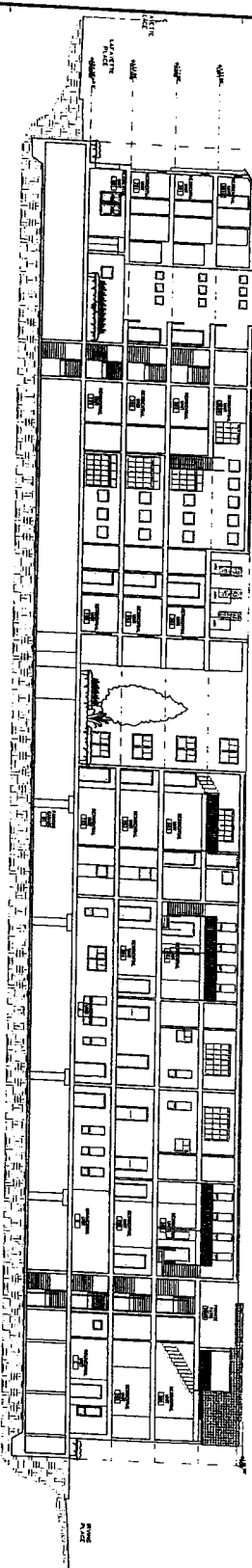
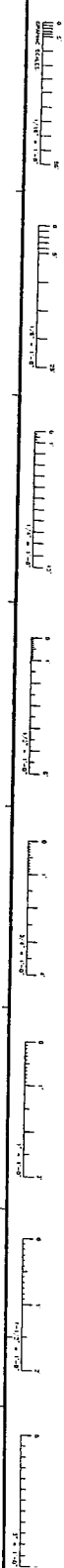


WEST ELEVATION - (PROJECT SOUTH)
 SCALE: 3/8" = 1'-0"

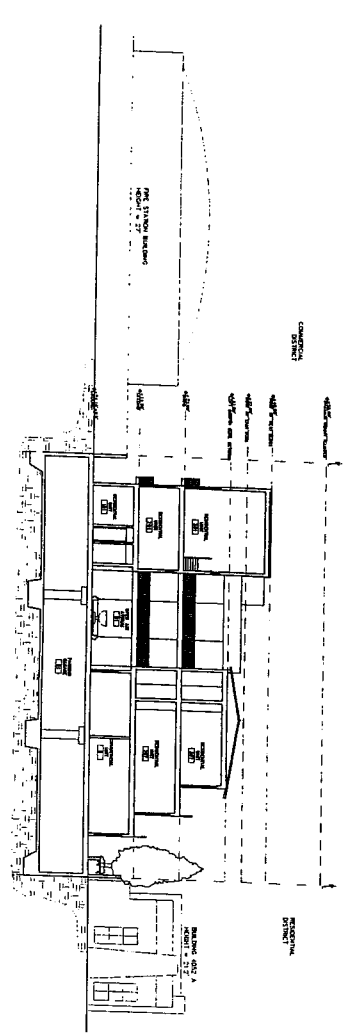


EAST ELEVATION (PROJECT NORTH)
 SCALE: 3/8" = 1'-0"

J.S. EGAN DESIGN, INC. 7700 WILLOW LANE, SUITE 200 CULVER CITY, CA 90230 TEL: 310.251.1000 FAX: 310.251.1001	
4043 IRVING PLACE CONDOMINIUMS 4043 IRVING PLACE CULVER CITY, CA 90230	
IRVING PLACE PARTITION, LLC CULVER CITY, CA	
Project: IRVING PLACE CONDOMINIUMS Date: 10/1/01 Drawn: J.S. EGAN Checked: J.S. EGAN Title: WEST ELEVATIONS	THIS DRAWING AND ALL INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF J.S. EGAN DESIGN, INC. AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF J.S. EGAN DESIGN, INC.
Key Plan	



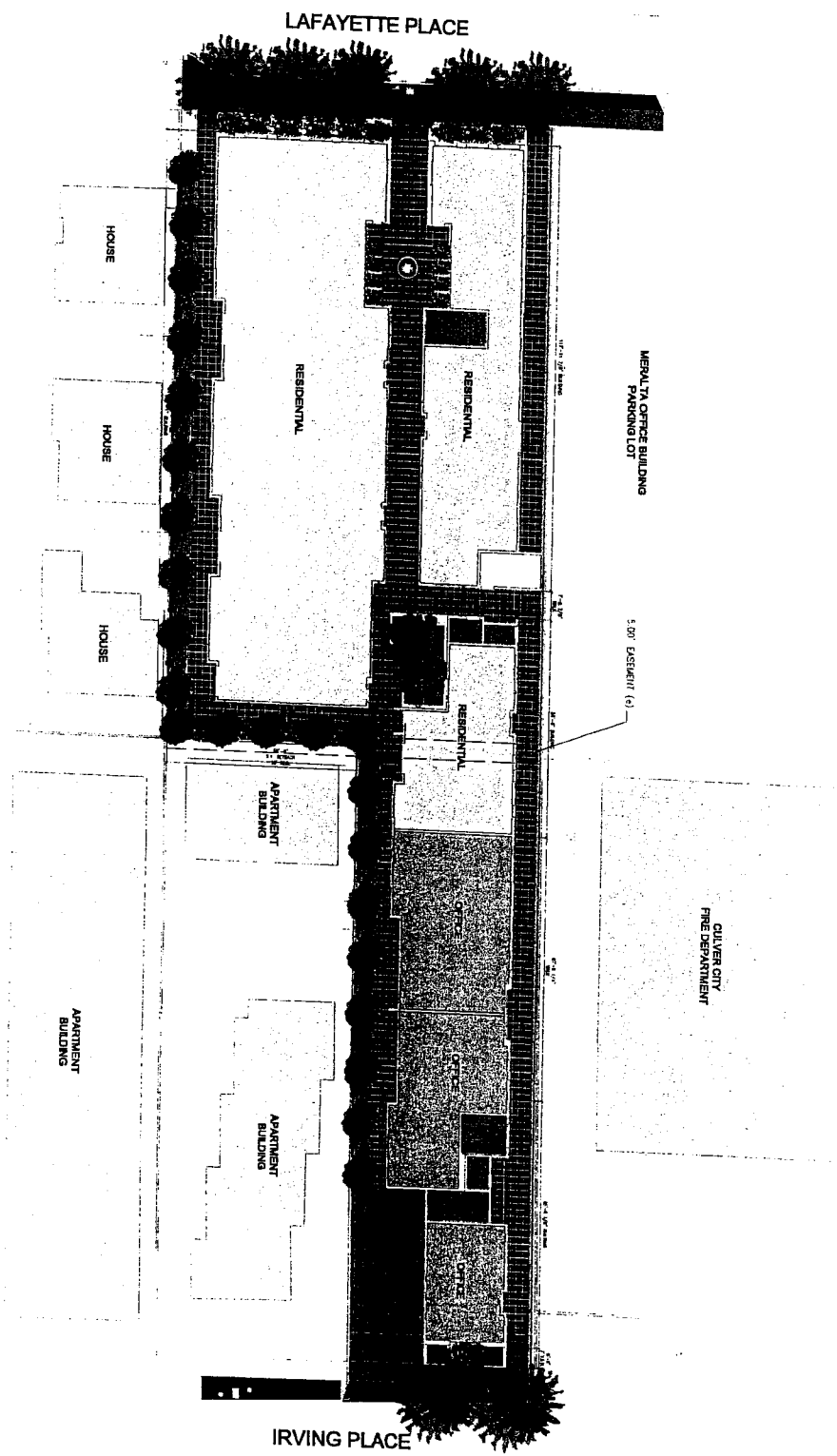
SECTION TO WEST
SCALE 1/8" = 1'-0"

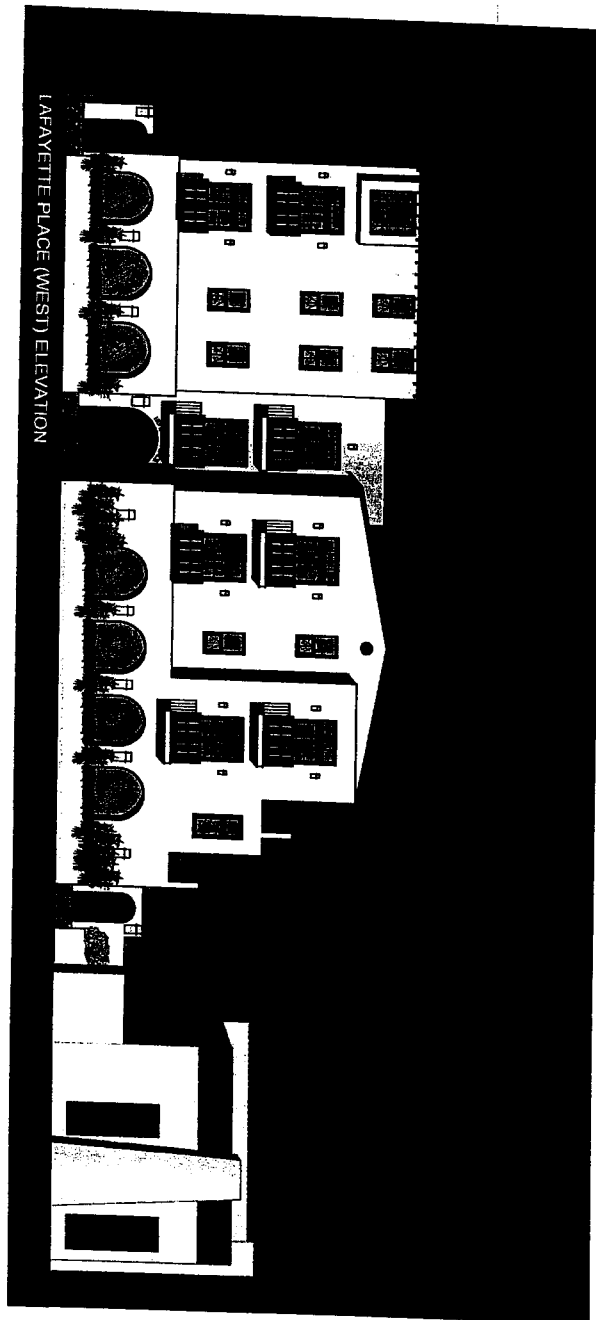


SECTION TO NORTH
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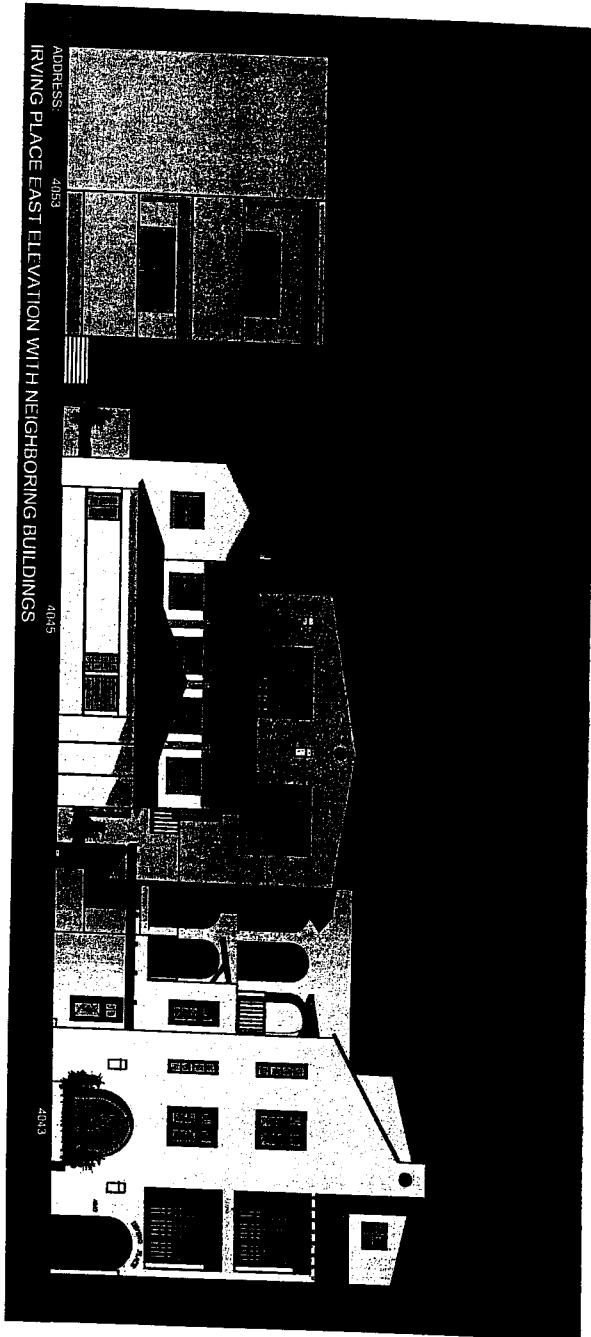
J.S. EGAN DESIGN, INC. 7700 WEST LAMAR AVENUE, SUITE 200 DENVER, COLORADO 80202 TEL: 303.556.7600 FAX: 303.556.7601	
4043 IRVING PLACE CONDOMINIUMS 4043 IRVING PLACE CLAYTON, CA 94520	
ARCHITECT IRVING PLACE PARTNERS, LLC CLAYTON, CA	
DRAWING NO. 1 DATE: 11/11/01	SHEET NO. 1 OF 1
KEY PLAN	
NOTES: 1. THIS DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 3. ALL MATERIALS AND FINISHES ARE TO BE DETERMINED BY THE ARCHITECT. 4. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS. 5. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS. 6. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.	
PROJECT IRVING PLACE CONDOMINIUMS SHEET NO. 1 OF 1	

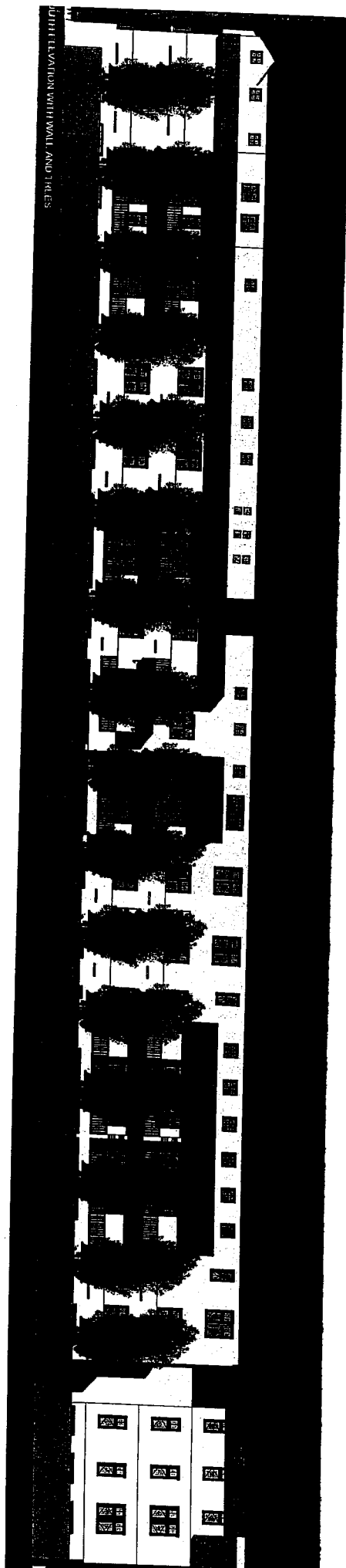
315

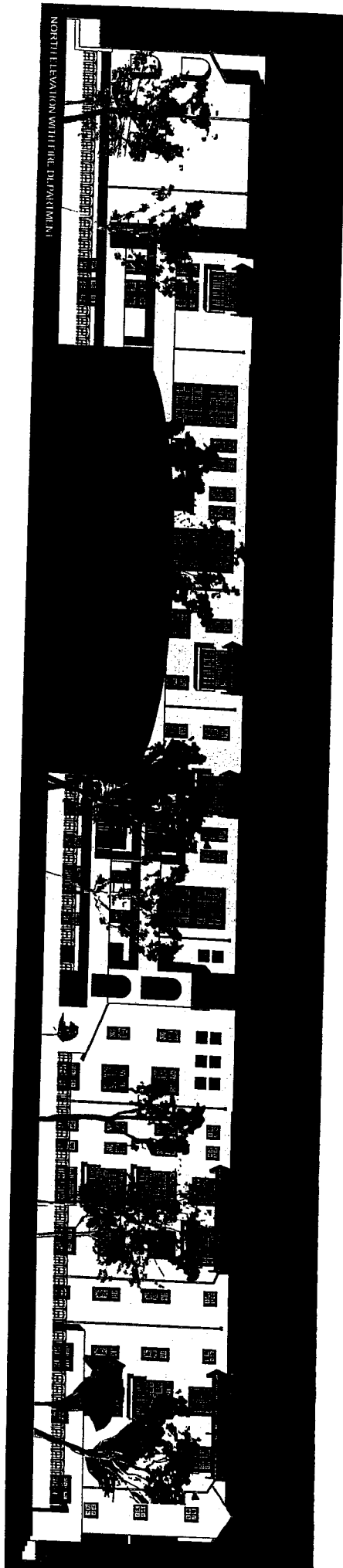


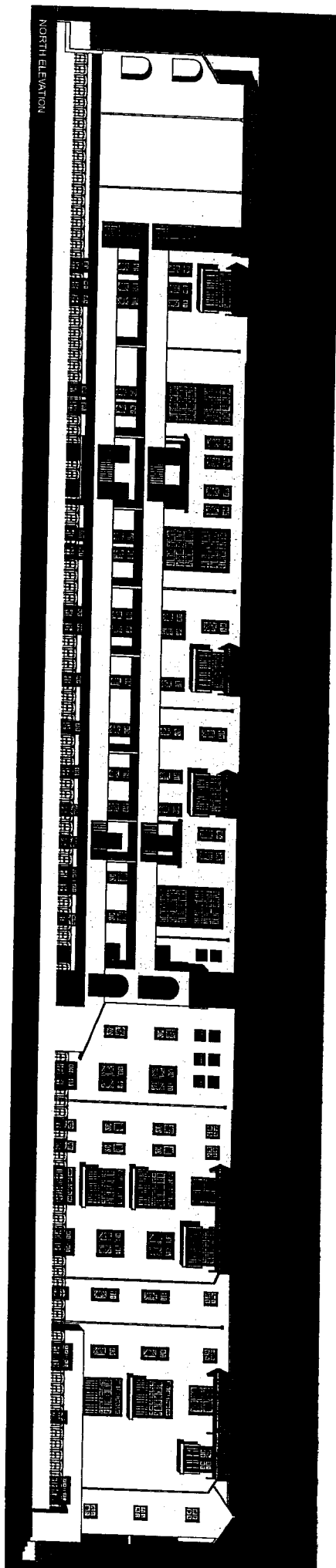


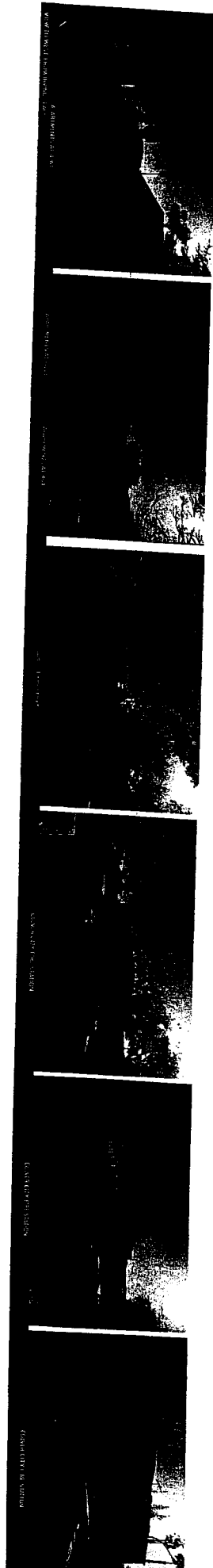
LAFAYETTE PLACE (WEST) ELEVATION











ATTACHMENT 8

Culver City Downtown Neighborhood Association

July 30, 2008

Mr. Sal Gonzales
Mr. George Mitsimas
c/o Culver City Volvo
11201 Washington Blvd.
Culver City, CA 90230

Dear Sal and George,

Thank you for meeting with our representatives from the Culver City Downtown Neighborhood Association on Tuesday, July 29th to discuss your development at 4043 Irving Place. Judy Miller, Jim Behnke, Clinton Goldsmith, Cary Anderson, Meghan Sahli Wells and Robin Provart-Kelly were in attendance, in addition to you. We appreciated your candor.

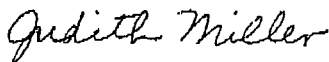
We have consulted with our members and the consensus is that the community still has deeply felt concerns as to the scale of this building. Our requests remain:

- The building should be no higher than 32 feet from grade and contain no more than 24 total residential and/or commercial units.
- Any excavation adjacent to the Spanish Colonial Landmark Homes must be at least three feet from the property line.
- Setbacks on Lafayette Place and Irving Place must match the neighborhood average setback.
- There should be vehicle entrance(s) and/or exit(s) on both Lafayette Place and Irving Place to balance the flow of traffic to/from the building onto both streets.

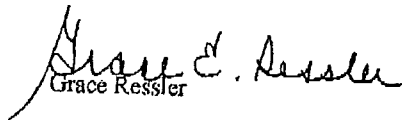
We understand that you are interested in being a good neighbor and hope this information clarifies our requests for changes to your project. We look forward to hearing from you.

Again, thank you for your time and consideration of these requests.

Sincerely,



Judith Miller
Co-Chairs
Culver City DNA


Grace Ressler

cc: Mr. Scott Malsin, Mayor
Mr. Gary Silbiger, Vice Mayor
Mr. Chris Armenta, Councilmember
Mr. Andrew Weissman, Councilmember
Mr. Mehaul O'Leary, Councilmember
Mr. Sol Blumenfeld, Director of Community Development
Ms. Carol Schwab, City Attorney

www.culvercitydna.org**310/837-3540**

323

ATTACHMENT 9

November 3, 2008

Mr. Sal Gonzales

Mr. George Mitsanas

6060 Center Drive

Los Angeles, CA 90045

Dear Sal & George,

I am writing on behalf of the Culver City Downtown Neighborhood Association (DNA) as well as the appellants Michael and Judith Miller, Jim and Michelle Benke. We support a proposal to reduce the number of total units projected for your development at 4043 Irving Place from 29 to 24 and to incorporate other changes. The Association appreciates your willingness to compromise in the same spirit that DNA has made compromises in its demands over the project.

The Association understands that in addition to the reduction to 24 units, you would be willing to incorporate additional changes including removal of the fourth floor.

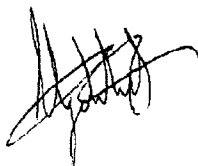
In good faith and in return for this complete compromise, DNA agree to cede the following demands

- 1) Parking structure setback near the historic homes is accepted.
- 2) Irving & Lafayette building setbacks as outlined in your approved project are fine.
- 3) Ingress & egress from Irving while not ideal, is acceptable. However, we request that the city move the existing Irving barrier just south of your project so the street access would be from the Culver side of Irving, not the school side of Irving. Although we are not linking this to your project approval, this is what we require the city or the developer to do to mitigate traffic away from the neighborhood onto culver blvd. This protects the neighborhood and its many schools from unnecessary safety issues. We understand that you too fully support moving the barrier so long as it is not linked to your approval of the project or ability to break ground.
- 4) The building heights outlined in the renderings you provided where the 4th floor has been removed are acceptable. The maximum building height will not exceed 41ft.
- 5) We prefer less or no commercial space and therefore fully support conversion of some or your entire commercial into residential, so long as the total unit count does not exceed 24.
- 6) We accept the traffic study findings submitted to the city so long as you agree to reduce the number of units as this will in itself also reduce the impact in regard to traffic.
- 7) You have stated your willingness to discuss the landscape design with the DNA at the appropriate time in order to obtain our preferences and input.

Our talks over the last few days have been open and productive. The Association understands that there will have to be considerable additional monetary compensation from the city if our joint goal of 24 units is to be reached. You have made it very clear to our group that without the appropriate compensation from the city; you would be unable to afford building this project and therefore are only open to accepting the above with the proper refund from the city. We understand your point.

Other issues may arise over this project before the appeal date, but the Association is confident that in the spirit of cooperation shown by both sides, these issues can be resolved. If we are able to reach an agreement on the above, we the DNA and the named appellants are prepared to provide our full support for your project. Respectfully, we ask that you meet with the city officials ASAP to discuss this letter in hopes of agreeing on a compromise with the DNA and then provide us with feedback.

Sincerely,



(Mediator) Clinton Goldsmith(ON BEHALF OF THE MAJORITY OF DNA)

Appellants: Michael and Judith Miller

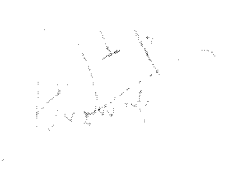
Jim and Michelle Benke

325

Our talks over the last few days have been open and productive. The Association understands that there will have to be considerable additional monetary compensation from the city if our joint goal of 24 units is to be reached. You have made it very clear to our group that without the appropriate compensation from the city; you would be unable to afford building this project and therefore are only open to accepting the above with the proper refund from the city. We understand your point.

Other issues may arise over this project before the appeal date, but the Association is confident that in the spirit of cooperation shown by both sides, these issues can be resolved. If we are able to reach an agreement on the above, we the DNA and the named appellants are prepared to provide our full support for your project. Respectfully, we ask that you meet with the city officials ASAP to discuss this letter in hopes of agreeing on a compromise with the DNA and then provide us with feedback.

Sincerely,


(Mediator) Clinton Goldsmith (ON BEHALF OF THE MAJORITY OF DNA)

   
Appellants: Michael and Judith Miller Jim and Michelle Benke



524 S. Rosemead Blvd.,
2nd Floor,
Pasadena, CA 91107
Voice: (626) 792-2700
Fax: (626) 792-2772

MEMORANDUM

TO: Mr. Barry Kurtz, City of Culver City
CC: Mr. Sal Gonzales, Metro Development

FROM: Srinath Raju, P.E.
Chris Munoz

SUBJECT: 4043 Irving Place Mixed-Use Project
Updated Existing AM Counts

DATE: August 12, 2008

REF: RA 246

This memorandum summarizes a supplemental analysis conducted by Raju Associates Inc., to evaluate the potential impacts of the 4043 Irving Place Mixed-Use project with new morning peak hour counts. This analysis is being prepared with updated morning peak hour traffic counts.

EXISTING 2008 TRAFFIC VOLUMES

Existing counts used in the previous analysis were conducted in June 2007 during the last week of the Culver City Unified School District school year. Since this was the last week of school, in addition to the existing counts, traffic volumes generated by the public elementary school located at 4100 Irving Place were added to the existing street system. There was some discussion regarding these traffic volumes at the last Planning Commission meeting.

In order to address these concerns, new weekday morning peak hour traffic counts for this supplemental analysis were compiled from data collected at the four study intersections on May 21, 2008. These counts were conducted during a typical school week. In addition to the four study intersections, turning movements at the two driveways (existing site driveway and the Culver City Unified School District office driveway) along Irving Place between A Street and Braddock Drive and the intersection of A Street and Irving Place were conducted to ensure continuity of flow. These existing morning peak hour counts are shown in Figure 1. The existing 2008 morning traffic count sheets are included in Attachment A.

UPDATED AM TRAFFIC ANALYSIS

Utilizing the existing morning 2008 counts, the morning peak hour traffic analysis was updated.

327

Exhibit 1 summarizes the existing conditions. All of the study intersections operate at LOS B or better during the morning peak hour.

Exhibit 2 summarizes the Cumulative Base and Cumulative Plus Project traffic analysis. As indicated in the table, all of the study intersections would continue to operate at LOS B or better during the morning peak hour. Furthermore, none of the study intersections would be significantly impacted by the proposed project. The Cumulative Base and Cumulative Plus Project peak hour traffic volumes are shown in Figures 2 and 3, respectively.

Exhibit 3 summarizes the residential street traffic analysis. As indicated in the table, project traffic would increase the traffic volume on residential streets by 1.6% to 2.7%. Exhibit 3 further indicates that the Proposed Project will not have a significant impact on any of the residential streets in the local neighborhood.

The capacity calculation worksheets are included in Attachment A.

CONCLUSIONS

This supplemental analysis was prepared to evaluate the potential impacts of the proposed 4043 Irving Place Mixed-Use project with updated peak hour traffic counts conducted on a typical weekday morning. Based on the analysis described in this document, it can be observed that the resulting operating conditions are similar to the previous analysis presented in the traffic study prepared by Raju Associates, Inc. dated December 2007 where 2007 counts were used. It can also be observed that none of the analyzed intersections or residential street segments would be significantly impacted by the Proposed Project with the updated a.m. peak hour traffic counts.

EXHIBIT 1
EXISTING (2008) INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Existing (2008) Conditions	
		AM Peak Hour	LOS
1.	Lafayette Place & Culver Boulevard	0.451	A
2.	Lafayette Place & Braddock Drive	12.1 sec	B
3.	Irving Place & Culver Boulevard	0.516	A
4.	Irving Place & Braddock Drive	9.5 sec	A

EXHIBIT 2
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS

No.	Intersection	Peak Hour	Cumulative (2008)		Cumulative (2008) Plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	Base LOS	V/C or Delay	LOS		
1.	Lafayette Place & Culver Boulevard	AM	0.486	A	0.488	A	0.002	No
2.	Lafayette Place & Braddock Drive	AM	12.3 sec 0.310	B [1]	12.3 sec. 0.314	B [1]	- 0.004	No
3.	Irving Place & Culver Boulevard	AM	0.559	A	0.561	A	0.002	No
4.	Irving Place & Braddock Drive	AM	9.7 sec. 0.397	A [1]	12.1 sec. 0.400	B [1]	- 0.003	No

[1] V/C ratio was calculated, based on signalized LOS methodology, to determine project impacts.

EXHIBIT 3
RESIDENTIAL STREET TRAFFIC ANALYSIS

Street Segment	Peak Hour	Peak Hour Traffic Volume (2-Way)			% Change	Impact
		Existing (2008) Conditions	Project	Existing (2008) Conditions		
Lafayette Place north of Braddock Drive	AM	147	4	151	2.7%	No
Irving Place north of Braddock Drive	AM	373	6	379	1.6%	No
Braddock Drive west of Irving Place	AM	254	5	259	2.0%	No

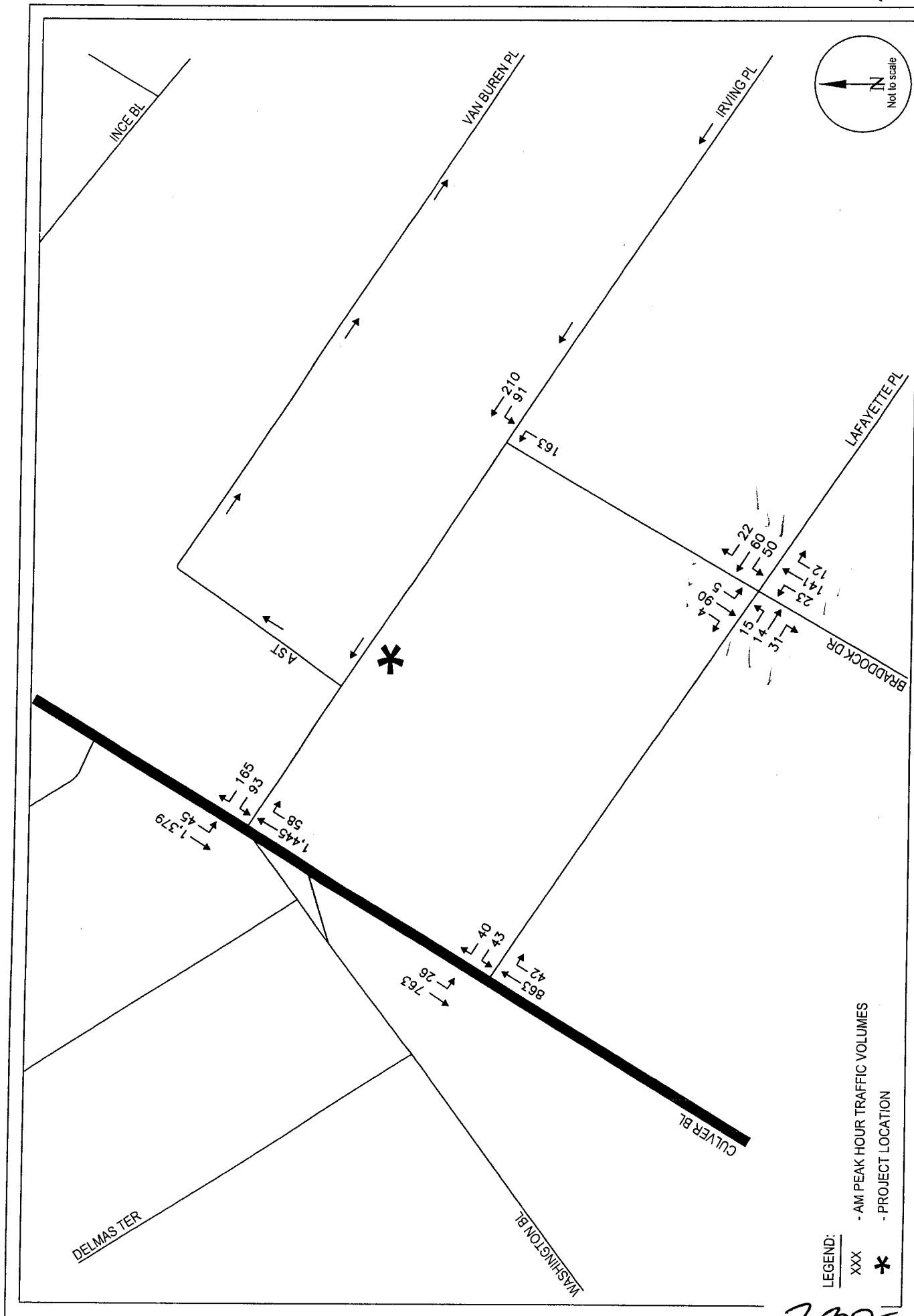


FIGURE 1
EXISTING (2008) PEAK HOUR TRAFFIC VOLUMES

332

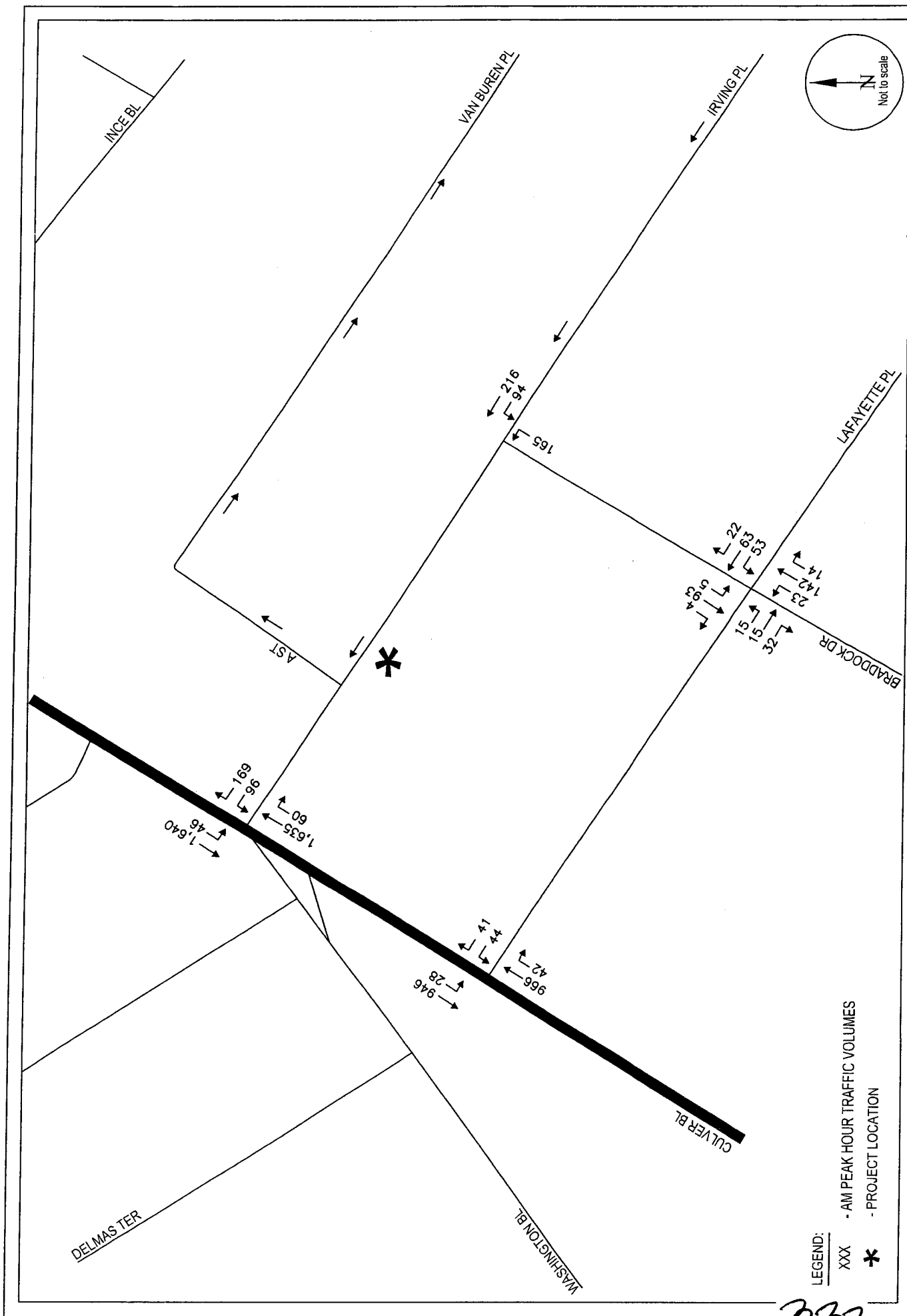


FIGURE 2
CUMULATIVE (2009) BASE PEAK HOUR TRAFFIC VOLUMES

333

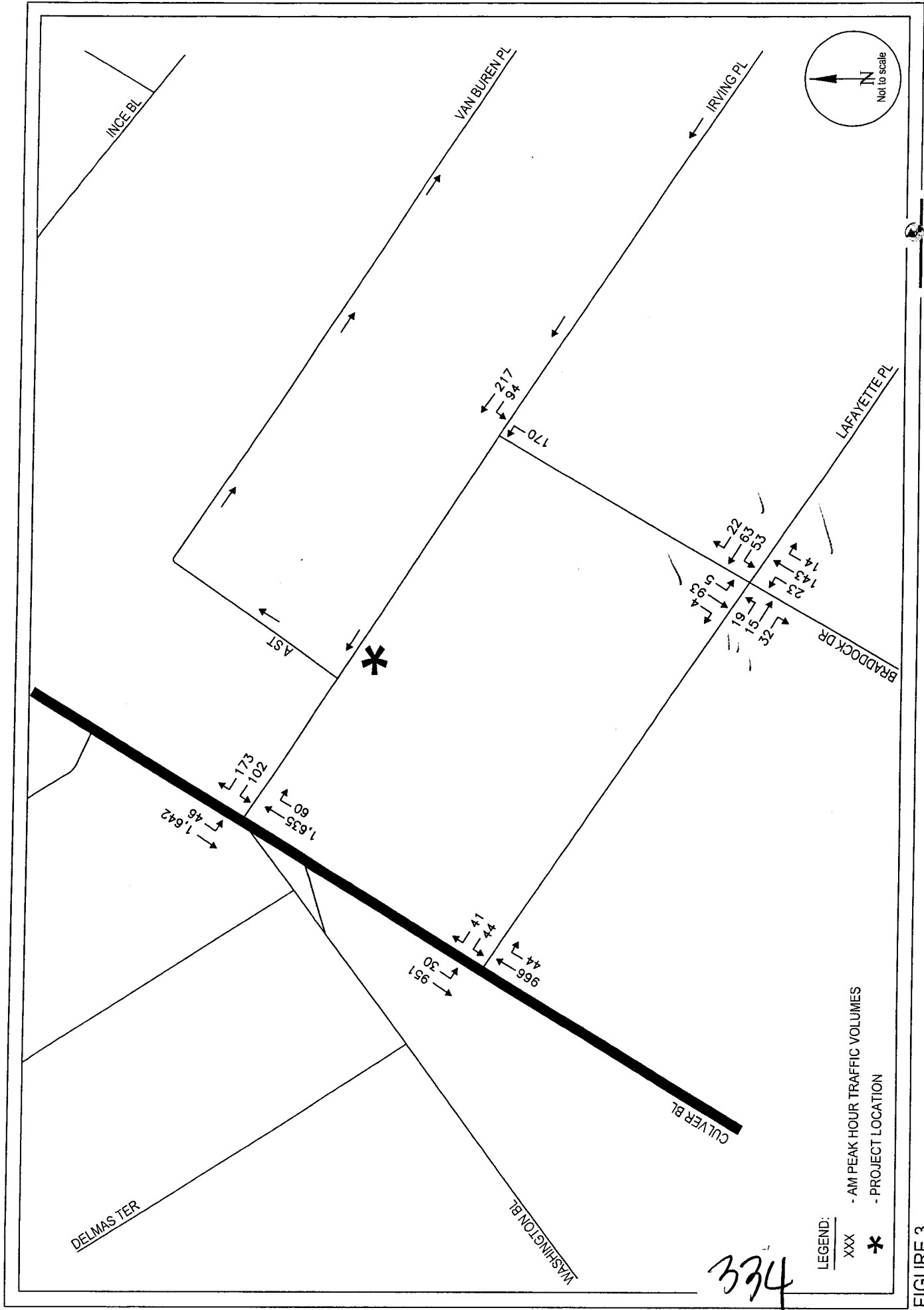


FIGURE 3
CUMULATIVE (2009) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

ATTACHMENT A

335

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irving Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Culver Blvd

DAY: WEDNESDAY

PROJECT# 08-2253-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	1	0	0	0	0	3	0	1	3		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	16		23					182	9	10	256		496
7:15 AM	20		17					245	6	8	322		618
7:30 AM	18		35					266	5	7	374		705
7:45 AM	16		23					339	12	16	380		786
8:00 AM	22		32					345	18	14	354		785
8:15 AM	23		49					366	24	16	322		800
8:30 AM	26		54					378	10	6	337		811
8:45 AM	22		30					356	6	9	366		789
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 163	NT 0	NR 263	SL 0	ST 0	SR 0	EL 0	ET 2477	ER 90	WL 86	WT 2711	WR 0	TOTAL 5790
--------------------	-----------	---------	-----------	---------	---------	---------	---------	------------	----------	----------	------------	---------	---------------

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	93	0	165	0	0	0	0	1445	58	45	1379	0	3185
PEAK HR. FACTOR:		0.806			0.000			0.963			0.949		0.982

CONTROL: Signalized

336

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irving Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Braddock Dr

DAY: WEDNESDAY

PROJECT# 08-2253-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	0	0	1	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	15					16						34
7:15 AM	9	20					19						48
7:30 AM	19	38					24						81
7:45 AM	21	39					28						88
8:00 AM	26	44					44						114
8:15 AM	31	69					65						165
8:30 AM	13	58					26						97
8:45 AM	19	32					26						77
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	141	315	0	0	0	0	248	0	0	0	0	0	704

AM Peak Hr Begins at: 745 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	91	210	0	0	0	0	163	0	0	0	0	0	464
PEAK HR.													
FACTOR:	0.753			0.000			0.627			0.000			0.703

CONTROL: 2-stop sign on NB & EB

337

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Culver Blvd

DAY: WEDNESDAY

PROJECT# 08-2253-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0					3	0	1	2		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2		2					150	5	2	86		247
7:15 AM	3		5					173	2	2	158		343
7:30 AM	10		6					166	2	7	221		412
7:45 AM	8		4					245	6	2	200		465
8:00 AM	4		7					230	6	5	217		469
8:15 AM	13		12					196	16	7	160		404
8:30 AM	18		17					192	14	12	186		439
8:45 AM	11		14					204	13	11	206		459
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	69	0	67	0	0	0	0	1556	64	48	1434	0	3238

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	43	0	40	0	0	0	0	863	42	26	763	0	1777
PEAK HR.													
FACTOR:		0.593			0.000			0.901			0.889		0.947

CONTROL:

338

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Braddock Dr

DAY: WEDNESDAY

PROJECT# 08-2253-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	3	1	1	6	4	3	14	0	0	5	0	39
7:15 AM	6	3	1	0	2	3	1	16	2	0	4	1	39
7:30 AM	6	14	4	2	5	4	2	17	1	0	21	0	76
7:45 AM	16	12	5	0	2	5	2	23	5	0	24	0	94
8:00 AM	11	8	5	4	1	5	4	37	2	1	23	0	101
8:15 AM	12	18	12	4	6	9	9	61	2	2	28	1	164
8:30 AM	11	22	0	7	5	12	8	20	3	2	15	3	108
8:45 AM	7	27	1	2	9	6	5	11	2	2	9	1	82
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	71	107	29	20	36	48	34	199	17	7	129	6	703

AM Peak Hr Begins at: 745 AM

PEAK	50	60	22	15	14	31	23	141	12	5	90	4	467
VOLUMES =													
PEAK HR.													
FACTOR:		0.786			0.625			0.611			0.798		0.712

CONTROL: Two Way Stop Sign North and South

339

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES, INC.
 PROJECT: CITY OF CULVER CITY
 DATE: WEDNESDAY, MAY 21, 2008
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S IRVING PLACE
 E/W A STREET
 FILE NUMBER: 9-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

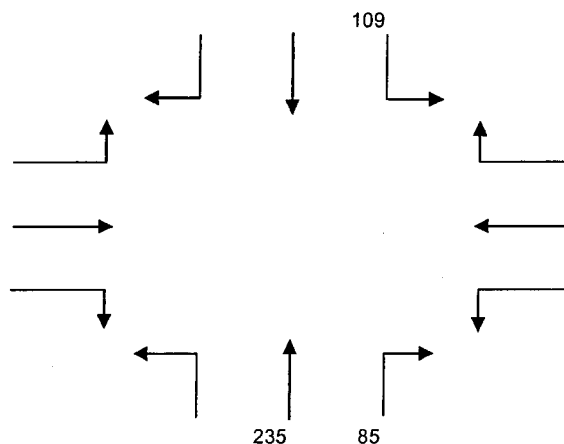
700-715			17				1	35				
715-730			12				5	36				
730-745			19				6	42				
745-800			23				15	41				
800-815			30				18	62				
815-830			34				41	65				
830-845			22				11	67				
845-900			14				9	51				

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

700-800	0	0	71	0	0	0	27	154	0	0	0	0	252
715-815	0	0	84	0	0	0	44	181	0	0	0	0	309
730-830	0	0	106	0	0	0	80	210	0	0	0	0	396
745-845	0	0	109	0	0	0	85	235	0	0	0	0	429
800-900	0	0	100	0	0	0	79	245	0	0	0	0	424

A.M. PEAK HOUR
 0745-0845

A STREET



IRVING PLACE

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES, INC.
 PROJECT: CITY OF CULVER CITY
 DATE: WEDNESDAY, MAY 21, 2008
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S IRVING PLACE
 E/W SCHOOL DRIVEWAYS
 FILE NUMBER: 9-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

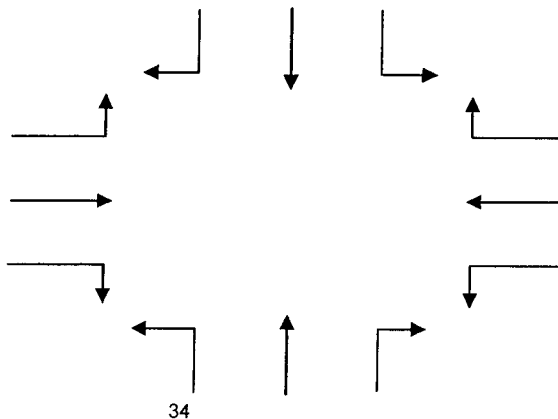
700-715												0
715-730												4
730-745												2
745-800												5
800-815												8
815-830												13
830-845												6
845-900												7

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

700-800	0	0	0	0	0	0	0	0	11	0	0	0	11
715-815	0	0	0	0	0	0	0	0	19	0	0	0	19
730-830	0	0	0	0	0	0	0	0	28	0	0	0	28
745-845	0	0	0	0	0	0	0	0	32	0	0	0	32
800-900	0	0	0	0	0	0	0	0	34	0	0	0	34

A.M. PEAK HOUR
 0800-0900

SCHOOL DRIVEWAYS



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES, INC.
 PROJECT: CITY OF CULVER CITY
 DATE: WEDNESDAY, MAY 21, 2008
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S IRVING PLACE
 E/W CULVER CITY USD DRIVEWAY
 FILE NUMBER: 9-AM

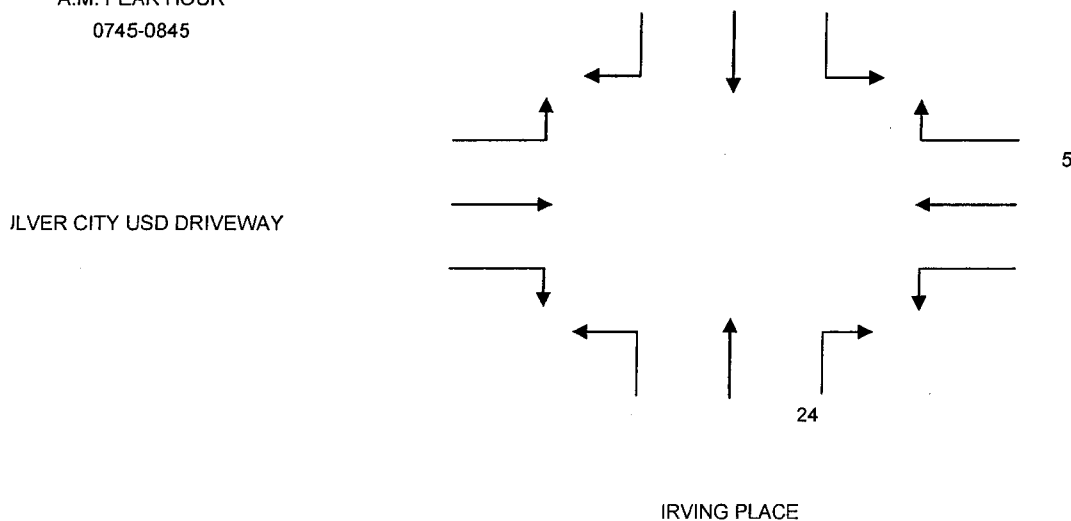
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715				3			4					
715-730				0			0					
730-745				2			0					
745-800				0			8					
800-815				1			8					
815-830				1			5					
830-845				0			2					
845-900				3			9					

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	0	0	0	5	0	0	12	0	0	0	0	0	17
715-815	0	0	0	3	0	0	16	0	0	0	0	0	19
730-830	0	0	0	4	0	0	21	0	0	0	0	0	25
745-845	0	0	0	2	0	0	23	0	0	0	0	0	25
800-900	0	0	0	5	0	0	24	0	0	0	0	0	29

A.M. PEAK HOUR
 0745-0845



Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		IRVING PLACE							
East/West Street:		CULVER BOULEVARD							
Scenario:		EXISTING (2008) CONDITIONS							
Thru Lane:		1600 vph		N-S Split Phase :		N			
Left-Turn Lane:		1600 vph		E-W Split Phase :		N			
Dual LT Penalty:		10 %		Lost Time (% of cycle) :		10			
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.075 *			
	TH	0.00	0	0	0.000	N-S(2): 0.058			
	LT	0.00	0	0	0.000 *	E-W(1): 0.341 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.287			
	TH	3.00	1,379	4,800	0.287	V/C: 0.416			
	LT	1.00	45	1,600	0.028 *	Lost Time: 0.100			
Northbound	RT	1.00	165	1,600	0.075 *				
	TH	0.00	0	0	0.000				
	LT	1.00	93	1,600	0.058				
Eastbound	RT	0.00	58	0	0.000	ICU: 0.516			
	TH	3.00	1,445	4,800	0.313 *	LOS: A			
	LT	0.00	0	0	0.000				

* = Critical Movement

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: LAFAYETTE PLACE									
East/West Street: CULVER BOULEVARD									
Scenario: EXISTING (2008) CONDITIONS									
Thru Lane: 1600 vph				N-S Split Phase :			N		
Left-Turn Lane: 1600 vph				E-W Split Phase :			N		
Dual LT Penalty: 10 %				Lost Time (% of cycle) :			10		
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.018		
	TH	0.00	0	0	0.000 *	N-S(2):	0.052 *		
	LT	0.00	0	0	0.000	E-W(1):	0.299 *		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.238		
	TH	2.00	763	3,200	0.238	V/C: 0.351 Lost Time: 0.100			
	LT	1.00	26	1,600	0.016 *				
Northbound	RT	0.48	40	771	0.018	ICU: 0.451			
	TH	0.00	0	0	0.000				
	LT	0.52	43	829	0.052 *				
Eastbound	RT	0.00	42	0	0.000	LOS: A			
	TH	2.00	863	3,200	0.283 *				
	LT	0.00	0	0	0.000				

* = Critical Movement

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 Lafayette Pl/Braddock Dr [Existing (2008) Conditions - AM]

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[12.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	50	60	22	15	14	31	23	141	12	5	90	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	60	22	15	14	31	23	141	12	5	90	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	60	22	15	14	31	23	141	12	5	90	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	60	22	15	14	31	23	141	12	5	90	4

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	318	297	147	336	301	92	94	xxxx	xxxxxx	153	xxxx	xxxxxx
Potent Cap.:	639	618	905	622	615	971	1513	xxxx	xxxxxx	1440	xxxx	xxxxxx
Move Cap.:	599	606	905	553	603	971	1513	xxxx	xxxxxx	1440	xxxx	xxxxxx
Volume/Cap:	0.08	0.10	0.02	0.03	0.02	0.03	0.02	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	7.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	639	xxxxxx	xxxx	729	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.8	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.1	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.1			10.4			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Irving Pl/Braddock Dr [Existing (2008) Conditions - AM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.5

Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	91	210	0	0	0	0	163	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	210	0	0	0	0	163	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	210	0	0	0	0	163	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	210	0	0	0	0	163	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	210	0	0	0	0	163	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	245	565	0	0	0	0	725	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****						****					
Delay/Veh:	9.8	9.8	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	9.8		xxxxxx				9.1			xxxxxx		
Delay Adj:	1.00		xxxxxx				1.00			xxxxxx		
ApprAdjDel:	9.8		xxxxxx				9.1			xxxxxx		
LOS by Appr:	A		*				A			*		

Project: 4043 IRVING PLACE MIXED-USE PROJECT						
North/South Street:		IRVING PLACE				
East/West Street:		CULVER BOULEVARD				
Scenario:		CUMULATIVE (2009) BASE CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase : N		
Left-Turn Lane:		1600 vph		E-W Split Phase : N		
Dual LT Penalty:		10 %		Lost Time (% of cycle) : 10		
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.077 *
	TH	0.00	0	0	0.000	N-S(2): 0.060
	LT	0.00	0	0	0.000 *	E-W(1): 0.382 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.342
	TH	3.00	1,640	4,800	0.342	V/C: 0.459 Lost Time: 0.100
	LT	1.00	46	1,600	0.029 *	
Northbound	RT	1.00	169	1,600	0.077 *	ICU: 0.559 LOS: A
	TH	0.00	0	0	0.000	
	LT	1.00	96	1,600	0.060	
Eastbound	RT	0.00	60	0	0.000	LOS: A
	TH	3.00	1,635	4,800	0.353 *	
	LT	0.00	0	0	0.000	

* = Critical Movement

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Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		LAFAYETTE PLACE		N-S Split Phase :		N			
East/West Street:		CULVER BOULEVARD		E-W Split Phase :		N			
Scenario:		CUMULATIVE (2009) BASE CONDITIONS		Lost Time (% of cycle) :		10			
Peak Period: AM PEAK HOUR									
Thru Lane:		1600 vph		N-S Split Phase :		N			
Left-Turn Lane:		1600 vph		E-W Split Phase :		N			
Dual LT Penalty:		10 %		Lost Time (% of cycle) :		10			
Peak Period: AM PEAK HOUR									
ICU ANALYSIS									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.017			
	TH	0.00	0	0	0.000 *	N-S(2): 0.053 *			
	LT	0.00	0	0	0.000	E-W(1): 0.333 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.296			
	TH	2.00	946	3,200	0.296	V/C: 0.386			
	LT	1.00	28	1,600	0.018 *	Lost Time: 0.100			
Northbound	RT	0.48	41	772	0.017				
	TH	0.00	0	0	0.000				
	LT	0.52	44	828	0.053 *				
Eastbound	RT	0.00	42	0	0.000	ICU: 0.486			
	TH	2.00	966	3,200	0.315 *				
	LT	0.00	0	0	0.000	LOS: A			

* = Critical Movement

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lafayette Pl/Braddock Dr [Cumulative (2009) Base - AM]
*****Average Delay (sec/veh): 5.3 Worst Case Level of Service: B[12.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	53	63	22	15	15	32	23	142	14	5	93	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	63	22	15	15	32	23	142	14	5	93	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	63	22	15	15	32	23	142	14	5	93	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	53	63	22	15	15	32	23	142	14	5	93	4

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	324	302	149	343	307	95	97	xxxx	xxxxx	156	xxxx	xxxxx
Potent Cap.:	633	614	903	615	610	967	1509	xxxx	xxxxx	1436	xxxx	xxxxx
Move Cap.:	592	603	903	545	599	967	1509	xxxx	xxxxx	1436	xxxx	xxxxx
Volume/Cap:	0.09	0.10	0.02	0.03	0.03	0.03	0.02	xxxx	xxxxx	0.00	xxxx	xxxxx

Level of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	7.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	632	xxxxxx	xxxx	724	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.8	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.3	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.3				10.4		xxxxxx			xxxxxx		
ApproachLOS:	B				B		*			*		

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