

1 RESOLUTION NO. 2015-R_____

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
4 CULVER CITY, CALIFORNIA, APPROVING
5 ENVIRONMENTAL FINDINGS FOR: (1) A PAYMENT
6 AGREEMENT RELATING TO THE DESIGN AND
7 CONSTRUCTION OF THE CULVER BOULEVARD
8 ACCESS IMPROVEMENTS RELATING TO THE
9 DEVELOPMENT PROJECT LOCATED AT 9300 CULVER
BOULEVARD (PARCEL B); AND (2) A DESIGN AND
CONSTRUCTION AGREEMENT AND REIMBURSEMENT
AGREEMENTS RELATING TO THE TOWN PLAZA
EXPANSION, PARCEL B AND OTHER PUBLIC
IMPROVEMENTS FOR THE PROJECT.

10 WHEREAS a Final Environmental Impact Report for the Culver City
11 Redevelopment Project (the "Project"), which is a program EIR as defined by the State
12 CEQA Guidelines, was prepared and certified by the former Culver City Redevelopment
13 Agency as lead agency; and

14 WHEREAS, the City has conducted negotiations with The Culver Studios
15 ("TCS") for payment to the City of funds for the design and construction of certain public
16 improvements known as the Culver Boulevard Access Improvements in the Culver City
17 Redevelopment Project Area as more particularly described in a proposed Payment
18 Agreement between the City and TCS; and

19 WHEREAS, the City has conducted negotiations with Combined
20 Pacific/Hudson 9300 Culver, LLC ("Combined") for reimbursement of costs relating to
21 the design and construction of the Town Plaza Expansion, Parcel B and public
22 improvements for the Project.

23 WHEREAS, in connection with the consideration of the Payment
24 Agreement, the Design and Construction Agreement and the Reimbursement
25 Agreements, the report attached hereto as Exhibit A and incorporated herein by this
26 reference has been prepared and reviewed by the City Council; and
27
28

1 WHEREAS, this City Council has reviewed the proposed Payment
2 Agreement between the City and TCS and the proposed Design and Construction
3 Agreement and Reimbursement Agreements between the City and Combined.

4 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER
5 CITY DOES HEREBY RESOLVE AS FOLLOWS:

6 SECTION 1. Neither the approval nor the implementation of the proposed
7 Payment Agreement, Design and Construction Agreement and Reimbursement
8 Agreements will cause substantial changes in the Project or the circumstances under
9 which the Project is undertaken such that new significant environmental impacts will
10 result which would require important revisions in the Environmental Impact Report
11 previously certified for the Project due to the involvement of new significant
12 environmental impacts not covered in said previous Environmental Impact Report; and

13 SECTION 2. No new information of substantial importance to the Project
14 relative to the Payment Agreement, Design and Construction Agreement and
15 Reimbursement Agreements has become available since the time that the
16 Environmental Impact Report for the Culver City Redevelopment Project was certified
17 as complete; and

18 SECTION 3. Neither the approval nor the implementation of the proposed
19 Payment Agreement, Design and Construction Agreement and Reimbursement
20 Agreements will have a significant effect on the environment other than those
21 addressed in the previously certified EIR; and

22 SECTION 4. No subsequent Environmental Impact Report or Supplement
23 to said previously certified Environmental Impact Report is necessary or required for the
24 consideration or approval of the Payment Agreement, Design and Construction
25 Agreement and Reimbursement Agreements.

SECTION 5. The recitals set forth above are hereby approved and incorporated into this Resolution and the report set forth in Exhibit A is hereby made part of the record of these proceedings.

APPROVED and ADOPTED this _____ day of _____ 2015.

MICHEÁL O'LEARY, Mayor
City of Culver City, California

ATTEST:

APPROVED AS TO FORM:

MARTIN R. COLE, City Clerk

CAROL A. SCHWAB, City Attorney

A15-00897

**TRAFFIC ANALYSIS OF POTENTIAL NEW ACCESS AT
THE INTERSECTION OF CULVER BOULEVARD AND MAIN STREET, CULVER CITY, CALIFORNIA**

A preliminary transportation analysis was conducted for the proposed new access to the Parcel B, City parking lot and Culver Studios property via a driveway, which will form the south leg of the intersection of Culver Boulevard and Main Street (Culver/Main Driveway).

Intersection of Culver Boulevard and Main Boulevard was analyzed as part of Culver Studios' Comprehensive Plan Amendment #6 transportation study. Attachment A shows the Year 2014 level of service analysis for the intersection. As shown, the intersection currently operates at LOS B during both the morning and evening peak hours. Under Year 2018 cumulative conditions, the intersection is projected to operate at LOS C during both the morning and evening peak hours.

PROPOSED NEW CULVER/MAIN ACCESS

The proposed Culver/Main Driveway is proposed to allow inbound and outbound vehicular access to Parcel B development, 100 public parking spaces, and Culver Studios. Based on recent discussions with the City and Parcel B applicant, the driveway will be configured to provide one inbound lane and two outbound lanes: one shared through-left-turn lane and one exclusive right-turn lane.

TRAFFIC DISTRIBUTION

As discussed in our meeting on September 8th, 2015, traffic distribution for both Parcel B and City Parking Lot will generally follow the distribution agreed under a recent MOU for the Culver Studios Modified Comprehensive Plan Update #6. Following is a brief summary of this distribution:

- 33% from West via Culver Boulevard
- 10% from North via Main Street
- 17% from East via Culver Boulevard
- 40% from East via Washington Boulevard

Parcel B Trip Distribution and Assignment

Traffic estimates obtained from City staff indicate that Parcel B development will generate 155 trips (124 inbound / 31 outbound) in the morning peak hour and 355 trips (167 inbound / 188 outbound) in the evening peak hour. Based on parking information provided by the City, Parcel B will be allocated approximately 300 spaces in the Ince Parking Structure and 116 spaces at Parcel B, for a total of 416 spaces. Since the number spaces at Parcel B are approximately 25% of total parking allocation, 25% of the trips from Parcel B uses were assigned and split between the two Parcel B driveways: Driveway along Washington Boulevard, east of Ince Boulevard and the proposed new access via the Culver/Main Driveway. A quarter of total Parcel B trips amount to 39 trips (31 inbound / 8 outbound) in the morning peak hour and 89 trips (42 inbound / 47 outbound) in the evening peak hour. The remaining three quarters of the trips were assigned to the Ince Parking Structure. Attachment B shows trip distribution and assignments at the intersection of Culver Boulevard and Main Street.

City Parking Lot Traffic Distribution

Based on information obtained from the City, the parking structure under Parcel B site provides 100 spaces for public use. In absence of any specific traffic counts from City parking facilities during peak hour, it was assumed that 60 trips (48 inbound / 12 outbound) will be generated in the morning peak hour and 60 trip (27 inbound / 33 outbound) in the evening peak hour. It is assumed that all traffic associated with City Parking will use the Culver/Main Driveway. Attachment B shows the trip distribution and assignments at the proposed new Culver/Main driveway.

Culver Studios CPA #6

Attachment C shows traffic counts, trip generation and distribution of traffic associated with Culver Studios CPA#6 based on original MOU agreement with the City staff. The attachment includes the following:

- Existing traffic counts at Gates 2 and 3 of Culver Studios
- Trip Generation estimates for proposed CPA #6

Currently, majority (75%) of the parking at Culver Studios is accessible via Gate 2 while only a quarter of the parking resource is accessible via Gate 3. With the proposed construction of the parking structure as part of CPA#6, the 25% of the parking resources will be accessible via Gate 1 and Gate 2 while 75% of parking will be accessible via Gate 3. Also, with the building of the CPA#6, Culver Studios is expected to generate following trips:

AM			PM		
In	Out	Total	In	Out	Total
274	36	310	58	214	272

With the proposed access point via the Culver/Main Driveway, provided below is a distribution of the aforementioned trips among the three driveways:

- Gate 1 – 20%
- Gate 2 – 20%
- Gate 3 – 60%

Attachment B shows Culver Studios trips at the proposed new Culver/Main driveway.

INTERSECTION LEVEL OF SERVICE WITH PROPOSED DRIVEWAY

Per direction from City staff, the City considers a level of service "D" as an acceptable level for Downtown Culver City and the intersection of Culver Boulevard and Main Street should not exceed this level with the addition of traffic to the south leg of the intersection.

A level of service analysis was conducted for the intersection of Culver Boulevard and Main Street with the proposed driveway and associated vehicular traffic. As shown in Attachment A, the intersection will continue to operate at a LOS C during both morning and evening peak hours. Provided below is a summary of the volume over capacity ratios and level of service results.

Scenario	Peak Hour	Volume/Capacity	Level of Service
Year 2014	AM	0.670	B
	PM	0.649	B
Year 2018 Cumulative Conditions without Culver/Main Driveway	AM	0.722	C
	PM	0.721	C
Year 2018 Cumulative Conditions With Culver/Main Driveway	AM	0.728	C
	PM	0.749	C

ATTACHMENT A

INTERSECTION OF CULVER BOULEVARD AND MAIN STREET LEVEL OF SERVICE WORKSHEETS

- Year 2014 Conditions
 - Year 2018 Cumulative Conditions
- Year 2018 Cumulative with Culver Main Driveway Conditions

Project Title:		Culver Studios				
Intersection:		9 Main St/Washington Blvd & Culver Blvd				
Description:		Existing (2014) Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:		1600 vph	N-S Split Phase :		N	
Left Lane:		1600 vph	E-W Split Phase :		N	
Double Lt Penalty:		10 %	Lost Time (% of cycle) :		10	
ITS:		7 %	V/C Round Off (decs.) :		3	
OLA Movements :						
FF Movements:						

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	151	1,600	0.031	N-S(1): 0.088 *
	TH	0.00	0	0	0.000	N-S(2): 0.031
	LT	1.00	141	1,600	0.088 *	E-W(1): 0.322
Westbound	RT	1.00	82	1,600	0.051	E-W(2): 0.552 *
	TH	2.00	1,362	3,200	0.426 *	V/C: 0.640
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: -0.070
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.670
	TH	3.00	1,544	4,800	0.322	
	LT	1.00	202	1,600	0.126 *	LOS: B

Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	191	1,600	0.081	N-S(1): 0.139 *
	TH	0.00	0	0	0.000	N-S(2): 0.081
	LT	1.00	222	1,600	0.139 *	E-W(1): 0.361
Westbound	RT	1.00	87	1,600	0.054	E-W(2): 0.480 *
	TH	2.00	1,285	3,200	0.402 *	V/C: 0.619
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: -0.070
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.649
	TH	3.00	1,732	4,800	0.361	
	LT	1.00	124	1,600	0.078 *	LOS: B

* - Denotes critical movement

Project Title: Culver Studios
Intersection: 9 Main St/Washington Blvd & Culver Blvd
Description: Future (2018) Cumulative Conditions

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 10 %
 ITS: 7 %

OLA Movements :
 FF Movements:

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	157	1,600	0.033	N-S(1): 0.113 *
	TH	0.00	0	0	0.000	N-S(2): 0.033
	LT	1.00	180	1,600	0.113 *	E-W(1): 0.354
Westbound	RT	1.00	92	1,600	0.058	E-W(2): 0.579 *
	TH	2.00	1,434	3,200	0.448 *	
	LT	0.00	0	0	0.000	V/C: 0.692
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ITS: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.722
	TH	3.00	1,698	4,800	0.354	
	LT	1.00	210	1,600	0.131 *	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	199	1,600	0.084	N-S(1): 0.161 *
	TH	0.00	0	0	0.000	N-S(2): 0.084
	LT	1.00	258	1,600	0.161 *	E-W(1): 0.390
Westbound	RT	1.00	129	1,600	0.081	E-W(2): 0.530 *
	TH	2.00	1,438	3,200	0.449 *	
	LT	0.00	0	0	0.000	V/C: 0.691
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ITS: -0.070
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.721
	TH	3.00	1,872	4,800	0.390	
	LT	1.00	129	1,600	0.081 *	LOS: C

* - Denotes critical movement

Project Title:		Culver Studios				
Intersection:		9 Main St/Washington Blvd & Culver Blvd				
Description:		Future (2018) Baseline Conditions				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	10 %			Lost Time (% of cycle) :	10	
ITS:	7 %			V/C Round Off (decs.) :	3	
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	157	0	0.000	N-S(1): 0.117
	TH	1.00	22	1,600	0.112 *	N-S(2): 0.119 *
	LT	1.00	172	1,600	0.108	E-W(1): 0.386
Westbound	RT	1.00	92	1,600	0.004	E-W(2): 0.579 *
	TH	2.00	1,434	3,200	0.448 *	
	LT	1.00	43	1,600	0.027	V/C: 0.698
Northbound	RT	0.00	10	0	0.000	Lost Time: 0.100
	TH	1.00	4	1,600	0.009	ITS: -0.070
	LT	1.00	11	1,600	0.007 *	
Eastbound	RT	0.00	53	0	0.000	ICU: 0.728
	TH	3.00	1,672	4,800	0.359	
	LT	1.00	210	1,600	0.131 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	199	0	0.000	N-S(1): 0.189 *
	TH	1.00	10	1,600	0.131	N-S(2): 0.160
	LT	1.00	251	1,600	0.157 *	E-W(1): 0.404
Westbound	RT	1.00	129	1,600	0.002	E-W(2): 0.530 *
	TH	2.00	1,438	3,200	0.449 *	
	LT	1.00	21	1,600	0.013	V/C: 0.719
Northbound	RT	0.00	33	0	0.000	Lost Time: 0.100
	TH	1.00	18	1,600	0.032 *	ITS: -0.070
	LT	1.00	47	1,600	0.029	
Eastbound	RT	0.00	29	0	0.000	ICU: 0.749
	TH	3.00	1,849	4,800	0.391	
	LT	1.00	129	1,600	0.081 *	LOS: C

* - Denotes critical movement

ATTACHMENT B

INTERSECTION OF CULVER BOULEVARD AND MAIN STREET TRAFFIC VOLUMES

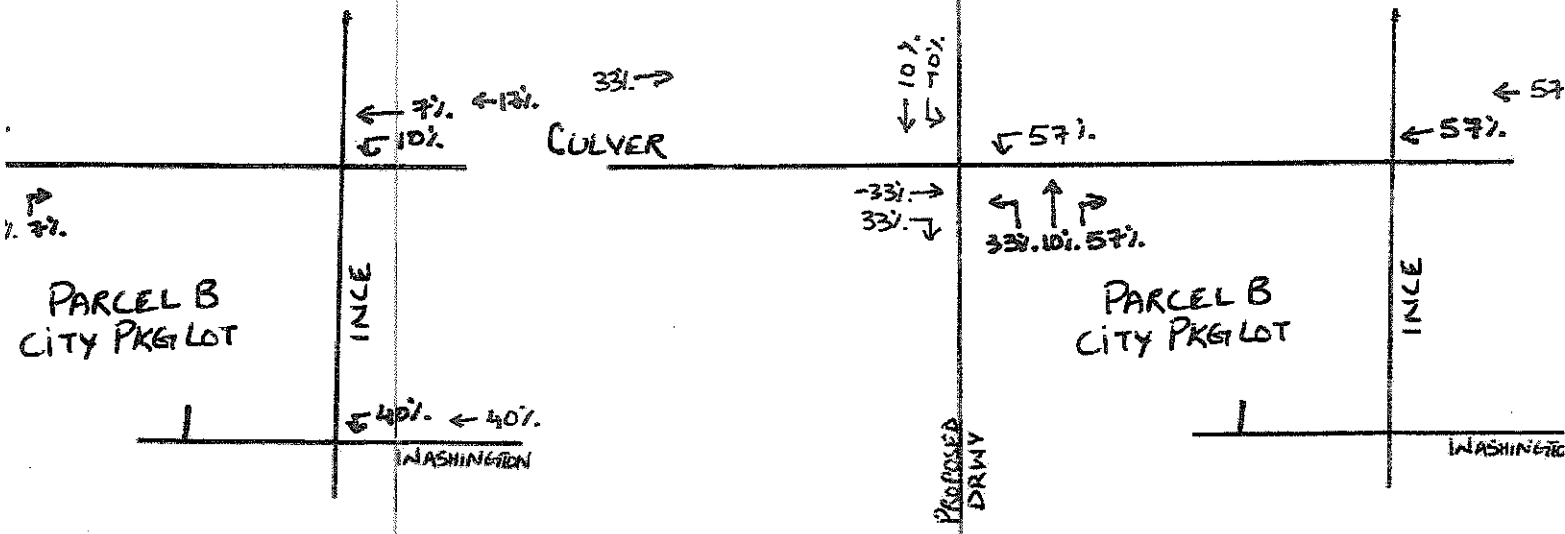
CULVER

CITY PARKING

10%
MAIN

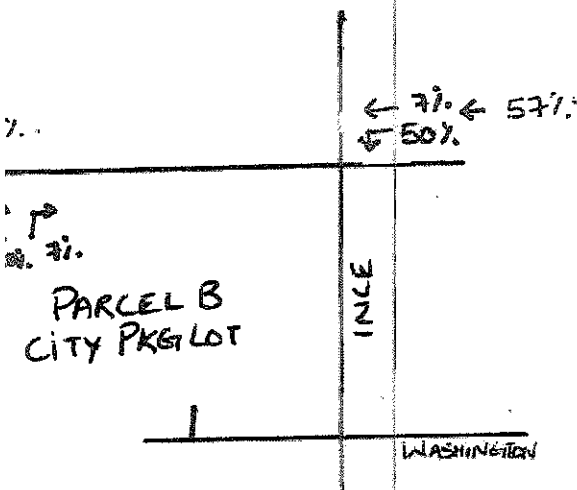
	AM	
IN	OUT	TOT
48	12	60
80%	20%	

	PM	
IN	OUT	TOT
27	33	60
45%	55%	



PARCEL B

AM		PM		
OUT	TOT	IN	OUT	TOT
8	39	42	47	89



of Culver Boulevard and Main Street

		PM PEAK HOUR											
EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
698	210	199	0	258	129	1438	0	0	0	0	0	1872	129

ffic from the Proposed Driveway

		PM PEAK HOUR											
EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
			3				3	11	10	21	6		
-10			4	-4			3	3	5	15	14	-14	
-16			3	-3			15	19	3	11	9	-9	
-26			10	-7			21	33	18	47	29	-23	

vard and Main Street with the Proposed Driveway

		PM PEAK HOUR											
EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
672	210	199	10	251	129	1438	21	33	18	47	29	1849	129

ATTACHMENT C

CULVER STUDIOS CPA#6 TRAFFIC DATA

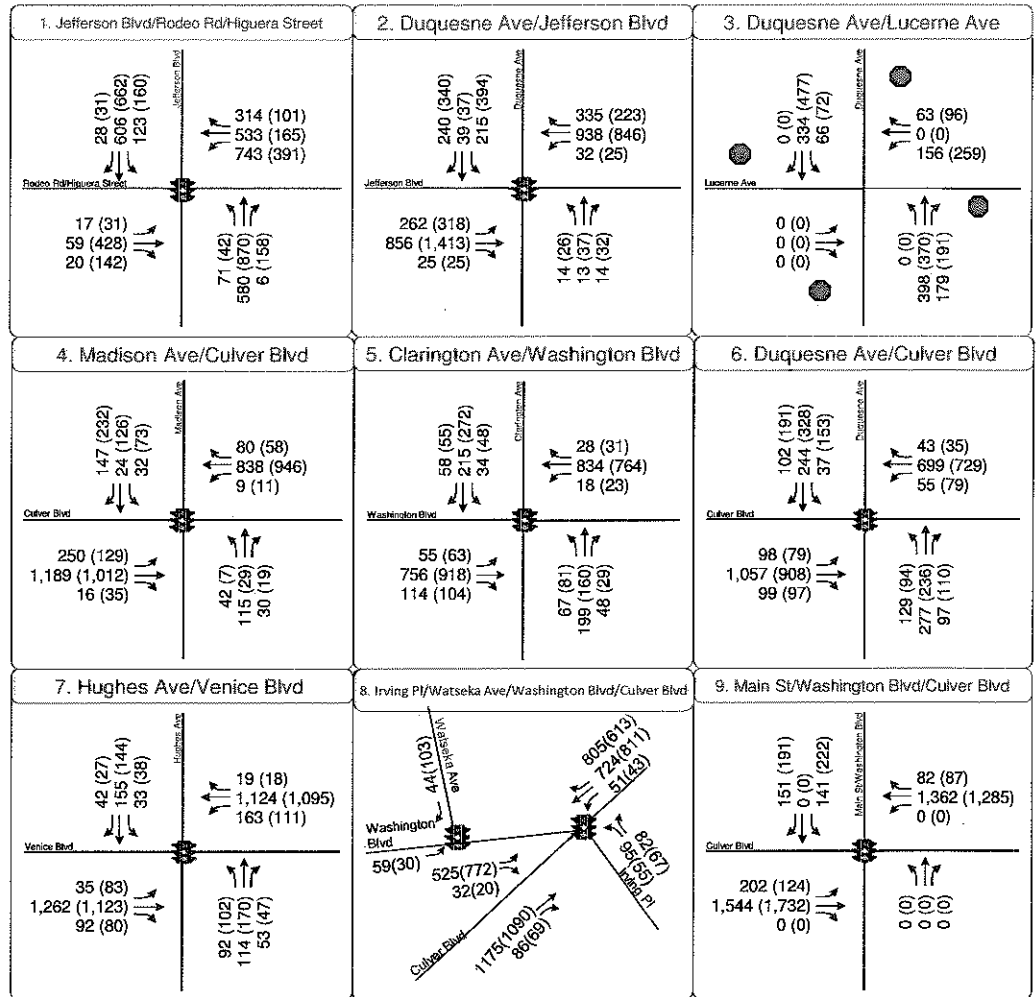
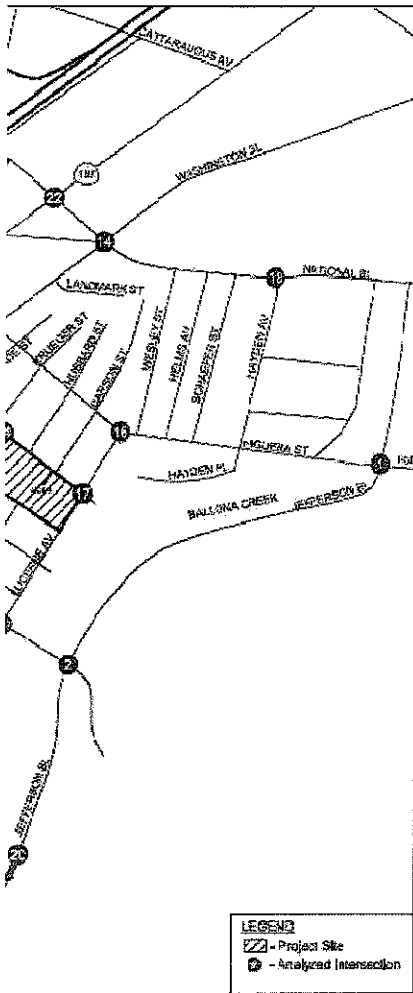


FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES

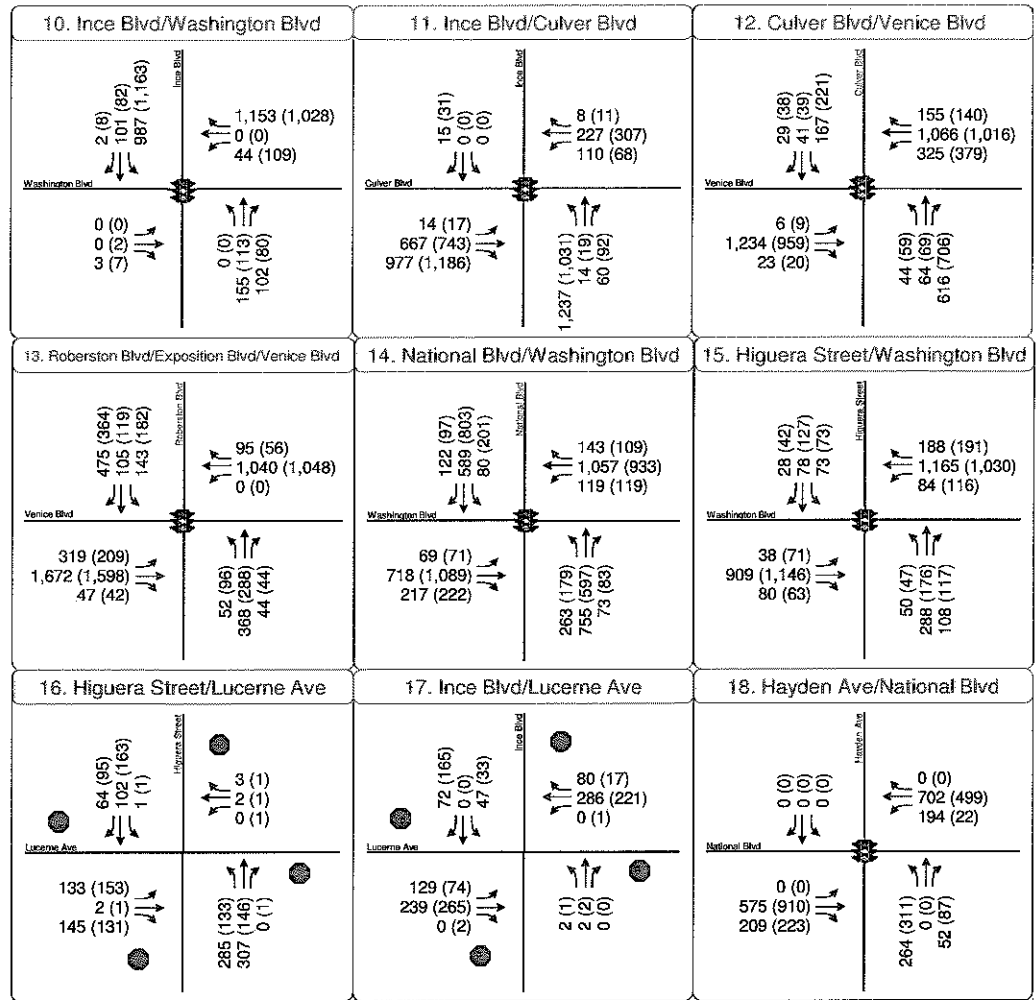
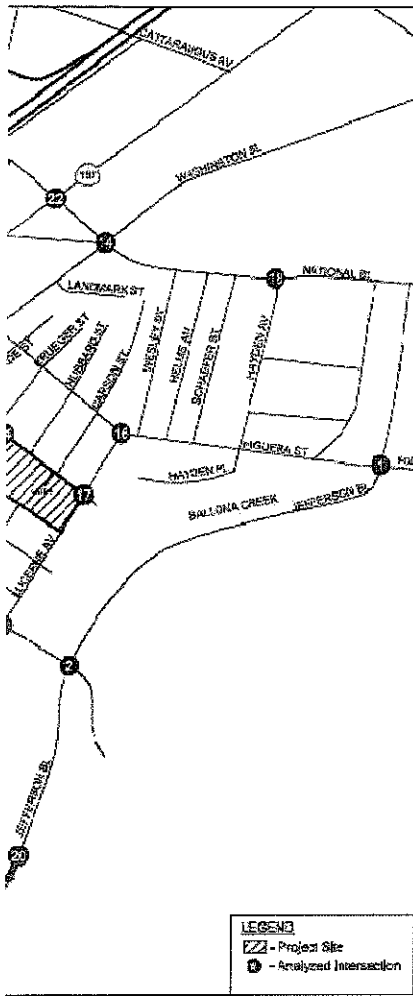
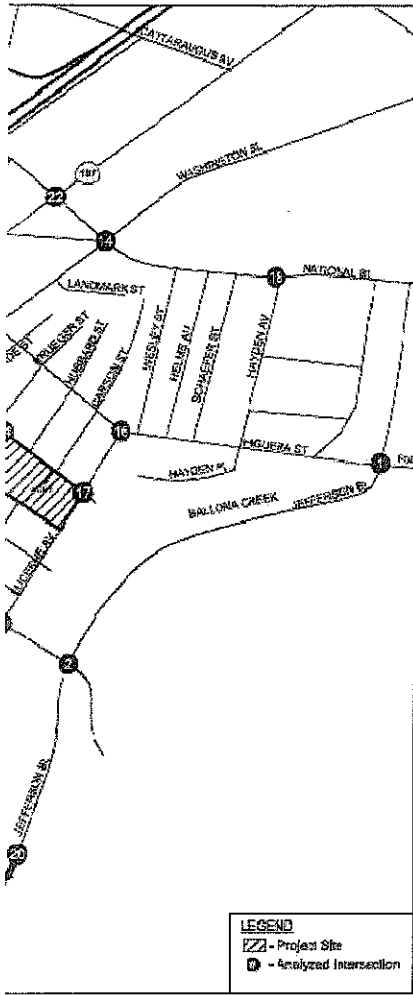


FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES



19. Overland Ave/Culver Blvd Overland Ave Culver Blvd	20. Overland Ave/Jefferson Blvd Overland Ave Jefferson Blvd	21. Main St/Bagley Ave/Venice Blvd Main St/Bagley Ave Venice Blvd
22. National Blvd/Venice Blvd National Blvd Venice Blvd	23. Ince Blvd/Culver Studios Gate 2 Ince Blvd Culver Studios Gate 2	24. Ince Blvd/Culver Studios Gate 3 Ince Blvd Culver Studios Gate 3

FIGURE 4
 EXISTING PEAK HOUR TRAFFIC VOLUMES