

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		LAFAYETTE PLACE							
East/West Street:		BRADDOCK DRIVE							
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	32	0	0.000	N-S(1): 0.095 *			
	TH	1.00	15	1,600	0.039	N-S(2): 0.072			
	LT	0.00	15	1,600	0.009 *	E-W(1): 0.115 *			
Westbound	RT	0.00	4	0	0.000	E-W(2): 0.078			
	TH	1.00	93	1,600	0.064	V/C: 0.210			
	LT	0.00	5	1,600	0.003 *	Lost Time: 0.100			
Northbound	RT	0.00	22	0	0.000				
	TH	1.00	63	1,600	0.086 *				
	LT	0.00	53	1,600	0.033				
Eastbound	RT	0.00	14	0	0.000	ICU: 0.310			
	TH	1.00	142	1,600	0.112 *				
	LT	0.00	23	1,600	0.014	LOS: A			

* = Critical Movement

350

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                        Level Of Service Computation Report
                2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #4 Irving Pl/Braddock Dr [Cumulative (2009) Base - AM]
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Cycle (sec):          100                Critical Vol./Cap. (X):          0.383
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          9.7
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      0 0 0 0
Lanes:          0 1 0 0 0      0 0 0 0 0      1 0 0 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:       94 216 0 0 0 0 0 165 0 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:    94 216 0 0 0 0 0 165 0 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:     94 216 0 0 0 0 0 165 0 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    94 216 0 0 0 0 0 165 0 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.:     94 216 0 0 0 0 0 165 0 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.:     245 564 0 0 0 0 722 0 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.38 0.38 xxxx xxxx xxxx 0.23 xxxx xxxx xxxx xxxx xxxx
Crit Moves:     ****
Delay/Veh:      9.9 9.9 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:     9.9 9.9 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:    9.9          xxxxxx          9.1          xxxxxx
Delay Adj:      1.00          xxxxxx          1.00          xxxxxx
ApprAdjDel:     9.9          xxxxxx          9.1          xxxxxx
LOS by Appr:    A          *          A          *
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Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		IRVING PLACE				N-S Split Phase :		N	
East/West Street:		BRADDOCK DRIVE				E-W Split Phase :		N	
Scenario:		CUMULATIVE (2009) BASE CONDITIONS				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):		0.194 *	
	TH	0.00	0	0	0.000	N-S(2):		0.059	
	LT	0.00	0	0	0.000 *	E-W(1):		0.000	
Westbound	RT	0.00	0	0	0.000	E-W(2):		0.103 *	
	TH	0.00	0	0	0.000 *	V/C:		0.297	
	LT	0.00	0	0	0.000	Lost Time:		0.100	
Northbound	RT	0.00	0	0	0.000				
	TH	1.00	216	1,600	0.194 *				
	LT	0.00	94	1,600	0.059				
Eastbound	RT	0.00	0	0	0.000	ICU:		0.397	
	TH	0.00	0	0	0.000	LOS:		A	
	LT	1.00	165	1,600	0.103 *				

* = Critical Movement

Project: 4043 IRVING PLACE MIXED-USE PROJECT						
North/South Street: IRVING PLACE						
East/West Street: CULVER BOULEVARD						
Scenario: CUMULATIVE (2009) PLUS PROJECT 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): 0.079 *
	TH	0.00	0	0	0.000	N-S(2): 0.064
	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	1,642	4,800	0.342	V/C: 0.461 Lost Time: 0.100
	LT	1.00	46	1,600	0.029 *	
Northbound	RT	1.00	173	1,600	0.079 *	ICU: 0.561 LOS: A
	TH	0.00	0	0	0.000	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	60	0	0.000	
	TH	3.00	1,635	4,800	0.353 *	
	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: CUMULATIVE (2009) PLUS PROJECT 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):	0.014		
	TH	0.00	0	0	0.000 *	N-S(2):	0.053 *		
	LT	0.00	0	0	0.000	E-W(1):	0.335 *		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.297		
	TH	2.00	951	3,200	0.297	V/C:	0.388		
	LT	1.00	30	1,600	0.019 *		Lost Time: 0.100		
Northbound	RT	0.48	41	772	0.014				
	TH	0.00	0	0	0.000				
	LT	0.52	44	828	0.053 *				
Eastbound	RT	0.00	44	0	0.000	ICU:	0.488		
	TH	2.00	966	3,200	0.316 *	LOS:	A		
	LT	0.00	0	0	0.000				

* = Critical Movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lafayette Pl/Braddock Dr [Cumulative (2009) Plus Project - AM]
*****Average Delay (sec/veh): 5.4 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	19	15	32	23	143	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	19	15	32	23	143	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	19	15	32	23	143	14	5	93	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	53	63	22	19	15	32	23	143	14	5	93	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:	325	303	150	344	308	95	97	xxxx	xxxxxx	157	xxxx	xxxxxx
Potent Cap.:	632	613	902	614	609	967	1509	xxxx	xxxxxx	1435	xxxx	xxxxxx
Move Cap.:	591	602	902	544	598	967	1509	xxxx	xxxxxx	1435	xxxx	xxxxxx
Volume/Cap:	0.09	0.10	0.02	0.03	0.03	0.03	0.02	xxxx	xxxxxx	0.00	xxxx	xxxxxx

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	631	xxxxxx	xxxx	709	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	10.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.3			10.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

755

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: LAFAYETTE PLACE									
East/West Street: BRADDOCK DRIVE									
Scenario: CUMULATIVE (2009) PLUS PROJECT 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	32	0	0.000	N-S(1):	0.098 *		
	TH	1.00	15 ✓	1,600	0.041	N-S(2):	0.074		
	LT	0.00	19	1,600	0.012 *	E-W(1):	0.116 *		
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.078		
	TH	1.00	93 ✓	1,600	0.064	V/C:	0.214		
	LT	0.00	5	1,600	0.003 *	Lost Time:	0.100		
Northbound	RT	0.00	22	0	0.000				
	TH	1.00	63	1,600	0.086 *				
	LT	0.00	53	1,600	0.033				
Eastbound	RT	0.00	14	0	0.000	ICU:	0.314		
	TH	1.00	143	1,600	0.113 *				
	LT	0.00	23	1,600	0.014	LOS:	A		

* = Critical Movement

356

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                        Level Of Service Computation Report
                2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #4 Irving Pl/Braddock Dr [Cumulative (2009) Plus Project - AM]
*****
Cycle (sec):          100                Critical Vol./Cap. (X):          0.386
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):          9.7
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      0 0 0 0
Lanes:          0 1 0 0 0      0 0 0 0 0      1 0 0 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:       94 217 0 0 0 0 170 0 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:    94 217 0 0 0 0 170 0 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:     94 217 0 0 0 0 170 0 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   94 217 0 0 0 0 170 0 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.:    94 217 0 0 0 0 170 0 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.:    244 563 0 0 0 0 720 0 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.39 0.39 xxxx xxxx xxxx 0.24 xxxx xxxx xxxx xxxx xxxx
Crit Moves:    ****
Delay/Veh:     10.0 10.0 0.0 0.0 0.0 0.0 9.2 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:    10.0 10.0 0.0 0.0 0.0 0.0 9.2 0.0 0.0 0.0 0.0 0.0
LOS by Move:   A A * * * * A * * * * *
ApproachDel:   10.0          xxxxxx          9.2          xxxxxx
Delay Adj:     1.00          xxxxxx          1.00          xxxxxx
ApprAdjDel:    10.0          xxxxxx          9.2          xxxxxx
LOS by Appr:   A          *          A          *
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Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		IRVING PLACE		1600 vph		N-S Split Phase :		N	
East/West Street:		BRADDOCK DRIVE		1600 vph		E-W Split Phase :		N	
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS		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): 0.194 *			
	TH	0.00	0	0	0.000	N-S(2): 0.059			
	LT	0.00	0	0	0.000 *	E-W(1): 0.000			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106 *			
	TH	0.00	0	0	0.000 *	V/C: 0.300			
	LT	0.00	0	0	0.000	Lost Time: 0.100			
Northbound	RT	0.00	0	0	0.000				
	TH	1.00	217	1,600	0.194 *				
	LT	0.00	94	1,600	0.059				
Eastbound	RT	0.00	0	0	0.000	ICU: 0.400			
	TH	0.00	0	0	0.000	LOS: A			
	LT	1.00	170	1,600	0.106 *				

* = Critical Movement

358



ATTACHMENT 11

Culver CITY

(310) 253-5710
FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Tentative Tract Map, TTM P-2007117, Site Plan Review, SPR P-2007116, Administrative Use Permit, AUP P-2007115		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Thomas Gorham, Planning Manager (310) 253-5710		
Project Location/Address:	4043 Irving Place, Culver City, CA 90232		
Nearest Cross Street:	Culver Boulevard/Braddock Ave	APN:	4207-007-907
Project Sponsor's Name & Address:	Sal Gonzales 10866 Washington Boulevard # 512 Culver City, CA 90232 (562) 843-9283		
General Plan Designation:	Downtown	Zoning:	Commercial Downtown (CD)
Redevelopment Project Area:	Component Area No. 3		
Overlay Zone/Special District:	None		
Project Description and Requested Action: <i>(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)</i> This project consists of the construction of a multi-story, 37 to 46 foot high building including 26 residential condominium units, 3 office condominium units, and a subterranean garage with 68 parking spaces. The requested action is a Site Plan Review to construct a 43,756 square foot building and 24,080 square foot subterranean garage, a Tentative Tract Map to subdivide the building into 26 residential and three office condominium air space units, and an Administrative Use Permit to allow 54 tandem parking spaces.			
Existing Conditions of the Project Site: The project site is located between Culver Boulevard and Braddock Drive and it fronts on both Irving Place and Lafayette. It is approximately 24,089 square feet in size and is currently a vacant asphalt-paved parking lot.			

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

North: Office building and City Fire station

South: Multiple-family residences

West: Multiple-family residences

East: Elementary school

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

Culver City Redevelopment Agency will review for consistency with the Redevelopment Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

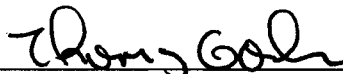
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

- | | |
|--|---|
| ☐ Aesthetics | ☐ Mineral Resources |
| ☐ Agriculture Resources | ☐ Noise |
| ☐ Air Quality | ☐ Population / Housing |
| ☐ Biological Resources | ☐ Public Services |
| ☐ Cultural Resources | ☐ Recreation |
| ☐ Geology /Soils | ☐ Transportation/Traffic |
| ☐ Hazards & Hazardous Materials | ☐ Utilities / Service Systems |
| ☐ Hydrology / Water Quality | ☐ Mandatory Findings of Significance |
| ☐ Land Use / Planning | |

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Thomas Gorham, Planning Manager

10/17/08
Date:

360

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Responses:				
a). <u>Less Than Significant.</u> The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is relatively flat with no substantial ocean or mountain views that can be considered scenic that will be significantly affected by the project. The location of the proposed building may partially affect the view of Culver City Park from the adjacent office and fire station buildings; however the number of properties affected will be limited. b). <u>Less Than Significant.</u> The project is not located along a state scenic highway; no impacts relative to scenic resources along state scenic highways are expected of this project. c). <u>Less Than Significant.</u> The project is adjacent to 12 historical two-story residential bungalow buildings with a "Landmark" designation in Culver City's local cultural resources register. These buildings have a Spanish Colonial character and were built in 1925. The design and massing of the proposed building will not overtake the historic structures or obstruct their view from the street. The proposed building has a similar Spanish style architectural character including the use of earth-tone color stucco siding, Spanish style roof tiles, black wrought iron fencing and guard rails, wood frame windows, as well as generous landscaping along the perimeter of the site that are intended to complement the historic buildings. The portion of the proposed building adjacent to the approximately 21 foot high historic structures includes step backs in height ranging from 11 feet at the ground floor with a 10 foot setback from the property line, 22 feet at the second floor with a 16 foot setback from the property line, and 33 feet at the third floor with a setback of 22 feet from the property line increasing to a maximum of 37 feet at the pitched roof peak setback 38 feet from the property line. These height setbacks help to ensure that the proposed buildings mass and scale do not overwhelm the historic structures. The project will result in an improvement to the visual character of the site and will complement the architectural visual character of the area. d). <u>Less Than Significant.</u> There will be an increase in the amount of internal lighting emanating from the project. The discretionary approval for the project will require implementation of all applicable City zoning standards and design guidelines including a requirement that all lighting not project onto, or create a nuisance for, adjacent public rights-of-way and private properties. Through these code and design requirements, there will be no significant impacts adversely affecting the adjacent historic building or views in the area.				
Mitigation Measure(s): None Required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
Responses:				
a).- c). <u>No Impact.</u> The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site.				
Mitigation Measure(s): None Required				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
Responses:				
a).- e). <u>Less Than Significant Impact.</u> Future new development in any portion of Culver City will contribute both at the project level and cumulatively, to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. Still, this project, as proposed, is consistent with Culver				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
City's General Plan and Zoning Code and therefore, the project's operational impacts are considered to be factored into SCAQMD's regional air quality models. The subject project is consists of 26 residential condominium units and three office condominium units that measure approximately 3,350 square feet, both of which are smaller in scale than the thresholds of Potential Significance in the CEQA Air Quality Handbook prepared by the South Coast Air Quality Management District (SCAQMD). No objectionable odors are expected from the proposed office and residential uses. And, the project applicant will be required to comply with SCAQMD Rule 403, which provides specific control actions to be implemented during any construction activities to control fugitive dust. Mitigation Measure(s): None Required				
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Responses: a).-d).& f). <u>No Impact</u>. The project site is located in an urbanized area surrounded by existing disturbed land and development. Information on existing conditions of the project site, submitted by the applicant with the project application materials indicates no biological resources, as identified by the California Department of Fish and Game or US Fish and Wildlife Service, or federally protected wetlands, as defined by the Clean Water Act, exist on site. There are no identifiable, migratory wildlife corridors on the project site and the project site is not subject to a City policy/ordinance protecting biological resources and is not subject to a habitat conservation plan. e). <u>Less than Significant</u>. Two mature ficus trees located within the public right-of-way will be removed as part of the development. They will be replaced by another species of trees consistent with the City of Culver City's Street Tree Master Plan. Mitigation Measure(s): None Required.				
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
Responses: a). <u>Less than Significant Impact</u>. The project is adjacent to 12 historical two-story residential bungalow buildings with a "Landmark" designation in Culver City's local cultural resources register. These buildings have a Spanish Colonial character and were built in 1925. The design and massing of the proposed building will not overtake the historic structures or obstruct their view from the street. The proposed building has a similar Spanish style architectural character including the use of earth-tone color stucco siding, Spanish style roof tiles, black wrought iron fencing and guard rails, wood frame windows, as well as generous landscaping along the perimeter of the site that are intended to compliment the historic buildings. The portion of the proposed building adjacent to the approximately 21 foot high historic structures includes step backs in height ranging from 11 feet at the ground floor with a 10 foot setback from the property line, 22 feet at the second floor with a 16 foot setback from the property line, and 33 feet at the third floor with a setback of 22 feet from the property line increasing to a maximum of 37 feet at the pitched roof peak setback 38 feet from the property line. These height setbacks help to ensure that the proposed buildings mass and scale do not overwhelm the historic structures. The project will result in an improvement to the visual character of the site and will complement the architectural visual character of the area. b).-d). <u>No Impact</u>. The project site is located in an urbanized area surrounded by existing disturbed land and development. There are no known archaeological, paleontological, or human remain resources on the site				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
and no significant impacts relative to these specific cultural resources are expected to occur. Should such resources surface during construction of the project the applicant will be subject to the appropriate State and/or Federal laws that regulate the proper handling of these types of artifacts.				
Mitigation Measure(s): None Required.				

VI. GEOLOGY AND SOILS -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☒ | ☐ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☒ | ☐ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |

Responses:

a). b).

& d). Less Than Significant Impact. Information on existing conditions indicates the site is not located near land subject to landslides, it is not located on expansive soil, and will be adequately served by the City's existing sewer system. The project will be constructed to meet all Uniform Building Code requirements and will comply with City and State seismic standards. The project site is not located within earthquake faults, nor is it within an area subject to liquefaction.

c). Less Than Significant Impact. The proposed project includes the construction of a subterranean parking garage with a finished grade of approximately 10 feet below the existing ground surface. A cut on the order of 12 feet including footings will be required for constructing the proposed subterranean garage. The proposed subterranean garage will be located on the property lines in all directions and shoring and lagging will be required for temporary excavation during construction. Due to the proximity of 3 historic residences on the property to the south, the design of the shoring must specifically acknowledge and address the close proximity of these residences. A Preliminary Soils Investigation prepared by Hu Associates, Inc dated April

365

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17, 2007 was prepared for the proposed project and includes a number of recommendations for excavation, shoring and construction of the proposed subterranean garage. Mitigation measures referenced herein and incorporated into the project conditions of approval will require the shoring plans for the project to include the recommendations made in said report and that shoring, foundations, and structure of the proposed project be specifically designed to preserve to the extent feasible the historic residences with no damage during either the construction phase or after the project is completed. e). <u>No Impact.</u> The project does not propose the use of septic tanks or alternative wastewater disposal systems. It is an existing building and facility located in a fully urbanized area served by existing wastewater infrastructure. The project's wastewater demand would be accommodated via connections to the existing wastewater infrastructure. Therefore, the project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems.				
VII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school??	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Responses:</u> a). & d). <u>Less Than Significant Impact.</u> The project is a mixed-use development with office uses on the first floor and residential units above, which do not include use of and disposal of significant hazardous materials other than volumes normally found in residential and commercial areas. In addition, the applicant will be required to obtain the necessary approvals from the Culver City Fire Department, in compliance with applicable Fire Code regulations and will also be required to participate in the Culver City Hazardous Materials Program. Environmental information submitted by the applicant with the project plans and application materials indicates that the site is not on a list of hazardous materials sites compiled per Government Code Section 65962.5. b). & c). <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The subject site was previously occupied by a building used by Coast Media, Inc., which was involved in pre-press and advertising activities. The property was purchased by the City of Culver City Redevelopment Agency in 1985. When purchased, the site was improved with structures constructed in the late 1940s. As typical with buildings constructed during this period, they contained lead-based paint, asbestos, and Polychlorinated Biphenyls (PCBs) in many of the light fixtures, among other things. Because the site was formerly used for newspaper printing and publishing, it also contained above and below ground storage tanks. To accurately identify these materials and understand how they could be abated prior to demolition of the building and conversion of the site into a paved parking lot, the Agency contracted with Gale/Jordan Associates, Inc to prepare a Phase I Environmental Assessment, Summary Report (Phase II Environmental Assessment and a Remedial Action Plan). The reports indicated that asbestos, lead, and other chemicals were found on and in the building and the soil under the building. The report concluded that these hazardous materials would have to be removed from the building and the soil would have to be remediated properly. Subsequently, the Agency contracted with Specialized Environmental Inc. to demolish the site improvements and abate the contaminants in accordance with the Remedial Action Plan. Asbestos, lead and other hazardous substances were removed from the building and the surface of the site. The Remedial Action Plan identified the presence of lead in the soil. The Remedial Action Plan recommended that additional studies be performed in order to determine the lateral and vertical extent of the material. As no excavation was done as part of the demolition and conversion of the site into a paved parking lot additional studies were not completed at that time. In early 2007, the project applicant contracted with AEI consultants to determine the lateral and vertical extent of the material. AEI's study concluded that the material would be remediated when excavation for their project's subterranean parking structure occurred. AEI recommended that during construction the impacted soil be separated from the excavated clean soil and transported to an approved disposal facility. AEI also recommended confirmation testing be performed during the excavation to confirm the removal and proper disposal of all lead impacted soils above defined levels. The project site is located within one-quarter mile of an existing school. However, limited quantities of potentially hazardous materials to be used during construction and operation of the project would not pose a hazard to the public or environment. Furthermore, as outlined above, previously present hazardous materials were removed prior to the site conversion into a parking lot and additional mitigations are recommended herein to address the removal of lead impacted soils. e). & f). <u>No Impact.</u> The project site is not located within an airport land use plan area, nor is the site located within 2 miles of an airport. The closest airport is Los Angeles International Airport (LAX) located more than 2.5 miles south from the site. There are no private airstrips in the vicinity of the site, and therefore no potential hazard to the safety of people residing or working in the area. g). <u>Less Than Significant Impact.</u> The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Access to all local roads would be maintained during construction and project operation.				

3607

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h). <u>No Impact.</u> The project site is located in an urbanized area of Culver City. In addition, the Culver City Natural Hazards Map identifies the project site as outside of the fire hazard zone. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wild fires. Mitigation Measure(s): HM-1: During site construction, impacted soil must be separated from excavated clean soils and transported to an appropriate disposal facility. HM-2: Confirmation testing must be completed during excavation to confirm the removal and proper disposal of all lead impacted soils above Preliminary Remediation Goals the Suitable Threshold Limit Concentration.				
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐

368

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Responses:

a). c). f).

h). & j). No Impact Grading and building plans will be reviewed and approved by the City's Building Safety and Engineering Divisions to assure that on and off-site drainage will not create significant impacts to drainage facilities, groundwater quality and quantity. The project will require the preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP plan must be prepared by a registered civil engineer and be reviewed by the Engineering Division for approval prior to the issuance of any permits. The City will require the project to be designed to effectively prohibit the entry of pollutants from the construction site into the public street and storm drain system. The construction contractor will be required to comply with the *California Storm Water Best Management Practice Handbook*.

b). d).

& e). Less Than Significant Impact. The project will use more water than the current parking lot use at the site. However, the number of residential and office units, 26 and 3 respectively will not have a substantial impact on water supplies or interfere substantially with groundwater recharge.

The project will change the drainage pattern of the site due to the construction of a four-story building and a subterranean parking structure. However, it will not affect the course of a stream or river, because the subject site is not near enough a stream or river to have such an impact.

The site will not create substantially more runoff water to exceed the capacity of existing drainage systems. The site is located in an urbanized area, surrounded by commercial, governmental and residential uses where the existing drainage systems can adequately address any additional runoff water from the project.

g). & i). Less Than Significant Impact. The project is not located within a dam inundation zone. It will not place housing or structures within a 100-year flood hazard area. It is not within seiches, tsunamis, or mudflow inundation zone. The project site is not located within the vicinity of any large surface bodies of water and is located more than 2.5 miles from the Pacific ocean. As such, the project site would not be prone to inundation by a seiche or tsunami. It is also not located downslope from an area of mudslide potential, and thus there is no risk of mudflows.

Mitigation Measure(s): None Required

IX. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Responses:

a). No Impact. The project will not physically divide an established community. It is located within an urbanized area, consisting of a mix of uses including commercial, governmental and residential. Currently the site is a vacant parking lot. The uses immediately around the site consist of multiple family residential uses to the

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
south and west, and commercial and government uses to the north, and a school to the east.				
b). <u>Less Than Significant Impact</u>. The proposed use is consistent with the 'Downtown' General Plan Land Use designation, its policies and objectives. The CD zone permits the proposed mixed use development with the approval of a site plan review. Furthermore, upon the City's review and approval of the application, the project will be consistent with the City's Zoning Code, including the development standards of the CD zone. Therefore, the proposed project will be consistent with the local land use plan and the zoning ordinance currently in effect. c). <u>No Impact</u>. The project site is not subject to a habitat conservation plan or natural community conservation plan. It is developed as a parking lot and does not provide habitat for any biological species, nor does it support any natural communities. Mitigation Measure(s): None Required				
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
Responses:				
a).-b). <u>No Impact</u>. Government Code Section 65302(d) states that a conservation element of the general plan shall include "minerals and other natural resources." The City of Culver City's Conservation Element of the General Plan states that the City does not have features included in Government Code Section 65302(d) listing of items for conservation, other than a natural wilderness area. Therefore, the project area is not designated mineral extraction site or a regionally or locally-important significant mineral resource area. Mitigation Measure(s): None Required				
XI. NOISE --Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
Responses:					
a).-d). <u>Less Than Significant Impact.</u> The proposed project is not expected to generate significant noise levels during operations. Noise caused by the project will be consistent with that of surrounding urban uses. Ambient noise potentially affecting users of the project will be dampened by Building Code requirements for construction of commercial and residential mixed-use buildings. During grading, construction or remodeling, the project will be subject to both the noise element and to restricted hours of construction as noted in the Culver City Municipal Code. The project will be conditioned to require the applicant's contractor to use construction equipment with state-of-the-art noise shielding and muffling devices to alleviate potential noise impacts. Both applicant and City contact information will be posted on the project site to direct individuals wishing to report noise and other construction activity complaints.					
e). & f). <u>No Impact.</u> The project site is not within an airport land use plan and is not within the vicinity of a private airstrip.					
Mitigation Measure(s): None Required					
XII. POPULATION AND HOUSING -- Would the project:					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Responses:					
a). <u>Less Than Significant Impact.</u> The project consists of 26 residential condominium units, and three office condominium units approximately 3,350 square feet. Thus, the project will result in an increase of population. However, the project is designed to be compatible with the scale and character of the adjacent neighborhood, which is consistent with Objective 2 of the General Plan Housing Element to maintain opportunities for all types of housing while protecting the character of existing neighborhoods. Furthermore, the project will provide 26 new residential units to the City's housing stock furthering the intent of the Regional Housing Needs Assessment as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD), which call for an addition 504 housing units in Culver City in the planning period ending in 2014. The project will not significantly increase employment, in that few new workers will occupy the office units. To the extent that some employees relocate to live closer to their place of employment, this demand is not expected to be substantial and could be served by existing available housing and rental opportunities as well as other housing that is planned or under construction in the area.					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact																									
b). & c). No Impact The site is currently a vacant parking lot and no existing housing will be removed as a result of construction. No significant reduction or displacement of population or housing is associated with the project. Mitigation Measure(s): None Required																													
XIII. PUBLIC SERVICES																													
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: <table border="0"> <tr> <td>Fire protection?</td> <td>☐</td> <td>☐</td> <td>☒</td> <td>☐</td> </tr> <tr> <td>Police protection?</td> <td>☐</td> <td>☐</td> <td>☒</td> <td>☐</td> </tr> <tr> <td>Schools?</td> <td>☐</td> <td>☐</td> <td>☒</td> <td>☐</td> </tr> <tr> <td>Parks?</td> <td>☐</td> <td>☐</td> <td>☒</td> <td>☐</td> </tr> <tr> <td>Other public facilities?</td> <td>☐</td> <td>☐</td> <td>☒</td> <td>☐</td> </tr> </table> Responses: a).-e). <u>Less Than Significant Impact.</u> The project will comply with all applicable California Building and Fire Codes. There are existing public service facilities necessary to accommodate the project such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process. No extension of roads or infrastructure other than the necessary laterals to connect to City mains will be required of this project. Both Fire and Police protection can adequately service the project as proposed. The impact on schools will be less than significant, because no significant population increase will result from this project. Mitigation Measure(s): None Required					Fire protection?	☐	☐	☒	☐	Police protection?	☐	☐	☒	☐	Schools?	☐	☐	☒	☐	Parks?	☐	☐	☒	☐	Other public facilities?	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐																									
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Schools?	☐	☐	☒	☐																									
Parks?	☐	☐	☒	☐																									
Other public facilities?	☐	☐	☒	☐																									
XIV. RECREATION --																													
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ☐ ☐ ☒ ☐ b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ☐ ☐ ☒ ☐ Responses: a).-b). <u>Less Than Significant Impact.</u> The proposed mixed use project will not result in significant adverse impacts relative to recreation, because it is not expected to generate a substantial population increase. The use of existing neighborhood and regional parks is not expected to substantially increase. The project would not require the construction or expansion of recreational facilities. In addition, the applicant will be required to contribute to the City's parkland fund during the plan check process, which is intended for improvements to City parks. Mitigation Measure(s): None Required																													

372

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
Responses:				
a). <u>Less Than Significant Impact.</u> A traffic analysis was conducted for the project and the study determined that the added traffic volume generated by the proposed mixed-use project will not significantly impact any of the study intersections or street segments studied. The focus of the traffic study was to evaluate the potential traffic impact created by the proposed development on four intersections. These include, 1) Lafayette Place / Culver Boulevard, 2) Lafayette Place / Braddock Drive, 3) Irving Place / Culver Boulevard, 4) Irving Place / Braddock Drive. The study concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS). Therefore, no traffic mitigation measures are required. The traffic study estimated that the project would generate 189 daily vehicle trips taking into account both the residential and office components. The study also estimated 16 morning and 19 afternoon peak hour trips. The traffic study also projected the future traffic levels at the intersections studied based on development projects in construction or anticipated to be constructed.				
b).-d). & g). <u>No Impact.</u> On the basis of the projected future traffic levels in the area and the trips generated by the project the traffic study concludes that the increase in traffic at various street intersections as a result of the project will be below the City's criteria for significant impacts. Traffic impacts at intersections measured as volume to capacity ratios (V/C or the number of actual cars to the amount of cars the intersection can accommodate) must increase beyond a threshold given the Level of Service measured for the intersections in order to be considered a significant impact. At the study intersections noted above the increase in the V/C ratios resulting from the project given the Level of Service for those intersections was below what the City establishes as a significant impact. In other words, added traffic resulting from the project to the areas studied is expected to be small enough so as to not create significant traffic problems. Current roadway design features in the project site area are compatible with this project and surrounding				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
uses. The project does not conflict with alternative transportation policies and does not require elimination of bus stops/turnouts. e). & f). <u>Less than significant impact.</u> The project will be located wholly within private property along a developed area with no requirements for significant roadway changes or elimination of current emergency access routes. As a result of the project, Lafayette Place will be widened in front of the subject site consistently with the City of Culver City's Public Works Department requirements. Parking for the project will be provided in a subterranean parking garage which will include 68 parking spaces for residential and office uses, including handicapped parking and a loading space. Mitigation Measure(s): None required				
XVI. UTILITIES AND SERVICE SYSTEMS --Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
Responses: a).-g). <u>Less Than Significant Impact.</u> The proposed project will connect to existing utilities available to adequately serve the project site. No significant adverse impacts to utilities are expected from project implementation. Since the project site is completely paved, development of the proposed project would not increase the amount of impervious surface area or surface water runoff quantities. Since the project would not result in an increase in runoff, the project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. Mitigation Measure(s): None Required.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
Responses: a). <u>Less Than Significant Impact.</u> With regards to historic environmental resources, potential impacts to the adjacent historic structures will be less than significant with implementation of project conditions. Otherwise, the project, which is located in a developed, urbanized area, will not have significant impacts to any plant or animal wildlife resource. b). <u>Less Than Significant Impact.</u> The project involves construction of a mixed use building which will result in an intensification of the project site, and there may be some project level and cumulative impacts where none existed before. However, the project meets all requirements of the zoning code and adequate parking is provided according to the parking requirements and it will not result in significant impacts. Furthermore, a traffic analysis was conducted for the project and the study determined that the added traffic volume generated by the proposed project will not significantly impact any of the study intersections. The amount of traffic generated as a result of the proposed development does not meet the level of significance. Therefore, no traffic mitigation measures are required. c). <u>Potentially Significant Unless Mitigation Incorporated.</u> The project, which is located in a developed, urbanized area, is a mixed use development with office and residential uses that meets General Plan Land Use policies and guidelines and is consistent with the Zoning Code and will not cause substantial adverse impacts to human beings. With regards to hazards and hazardous materials, any potential impacts to human beings will be reduced below the level of insignificance through Mitigation Measure HM-1 and HM-2.				

XVIII. EARLIER ANALYSES:

None

375

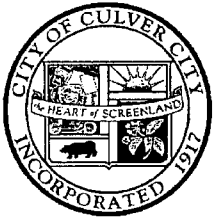
References Utilized:

- 1) Traffic study for the 4043 Irving Place Mixed-Use Project prepared by Raju Associates, Inc. received on December 31, 2007
- 2) Phase I Environmental Site Assessment, prepared by Gale/Jordan Associates, Inc. (1993)
- 3) Phase II Environmental Site Assessment, prepared by Gale/Jordan Associates, Inc. (1995)
- 4) Preliminary Soil Investigation prepared by Hu Associates, Inc. dated April 17, 2007
- 5) "Limited Geotechnical Assessment" dated April 1, 2008 prepared by L.A. Private Eyes Geotechnical Engineers for the property owners of 4052 A, B, and C Lafayette Place
- 6) "Site and Residence Investigation" dated April 7, 2008 prepared by Pina Structural Engineering
- 7) Further Site Characterization Summary Letter, prepared by AEI Consultants dated January 30, 2007

MITIGATION MONITORING PROGRAM

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for each of the mitigation measures which indicate that mitigation measures have been complied with and implemented, and fulfills the City environmental and other requirements (Public Resources Code Section 21081.6.) Final clearance shall require all applicable verification as included in the following table. The City of Culver City will have primary responsibility for monitoring and reporting the implementation of the mitigation measures unless otherwise indicated. The mitigation measures have been identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM Tentative Tract Map, TTM P-2007117, Site Plan Review, SPR P-2007116, and Administrative Use Permit, AUP P-2007115				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
HAZARDS AND HAZARDOUS MATERIALS				
HM-1: During site construction, impacted soil must be separated from excavated clean soils and transported to an appropriate disposal facility.	Condition of Approval	Plan Check ; Field Inspection	Prior to Issuance of Grading Permit (demonstrate on plans)	Planning and Building Safety
HM-2: Confirmation testing must be completed during excavation to confirm the removal and proper disposal of all lead impacted soils above Preliminary Remediation Goals the Suitable Threshold Limit Concentration.	Condition of Approval	Plan Check ; Field Inspection	Prior to Issuance of Grading Permit (demonstrate on plans)	Planning and Building Safety



Culver CITY

ATTACHMENT 12

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

DRAFT

MITIGATED NEGATIVE DECLARATION

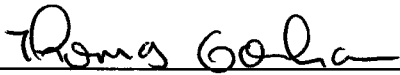
Project Title:	Tentative Tract Map, TTM P-2007117, Site Plan Review, SPR P-2007116, Administrative Use Permit, AUP P-2007115		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Thomas Gorham, Planning Manager (310) 253-5710		
Project Location/Address:	4043 Irving Place, Culver City, CA 90232		
Nearest Cross Street:	Culver Boulevard/Braddock Ave	APN:	4207-007-907
Project Sponsor's Name & Address:	Sal Gonzales 10866 Washington Boulevard # 512 Culver City, CA 90232 (562) 843-9283		
General Plan Designation:	Downtown	Zoning:	Commercial Downtown (CD)
Redevelopment Project Area:	Component Area No. 3		
Overlay Zone/Special District:	None		
Project Description and Requested Action: This project consists of the construction of a multi-story, 37 to 46 foot high building including 26 residential condominium units, 3 office condominium units, and a subterranean garage with 68 parking spaces. The requested action is a Site Plan Review to construct a 43,756 square foot building and 24,080 square foot subterranean garage, a Tentative Tract Map to subdivide the building into 26 residential and three office condominium air space units, and an Administrative Use Permit to allow 54 tandem parking spaces.			
Existing Conditions of the Project Site: The project site is located between Culver Boulevard and Braddock Drive and it fronts on both Irving Place and Lafayette. It is approximately 24,089 square feet in size and is currently a vacant asphalt-paved parking lot.			
Surrounding Land Uses and Setting: <i>(Briefly describe the project's surrounding)</i> North: Office building and City Fire station South: Multiple-family residences West: Multiple-family residences East: Elementary school			

378

ENVIRONMENTAL DETERMINATION:

The Initial Study identified potentially significant effects, but:

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before this proposed MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY was released for public review would avoid the effects or mitigate the effects or mitigate the effects to a point where clearly no significant effects would occur, and
2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.



Thomas Gorham
Deputy Community Development Director/Planning Manager
City of Culver City

10/17/08
Date

ATTACHMENT 13

AEI CONSULTANTS
ENVIRONMENTAL & CIVIL ENGINEERING

2447 Pacific Coast Highway, Suite 101, Hermosa Beach, CA 90254

Phone: (310) 798-4255 Fax: (310) 798-2841

January 30, 2007

Mr. Matthew Horn
1st Century Bank
1875 Century Park East, Suite 1400
Los Angeles, California 90067

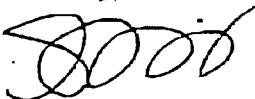
Subject: Further Site Characterization Summary Letter
4043 Irving Place
Culver City, California 90232
AEI Project Number 270315

Dear Mr. Horn:

The following letter summarizes the results and conclusions of the Further Site Characterization conducted at the above referenced property to address a release of lead from a former ink aboveground storage tank (AST). AEI advanced four borings in the area of the former AST. A total of 16 soil samples were analyzed for total lead. Results indicate that soil below the subject property has been impacted by lead. The levels detected were not above Industrial Preliminary Remediation Goals (PRGs) and should not pose a threat to human health if left in place. However, should the lead impacted soils be stockpiled and transported from the site, they would be considered hazardous waste because they were found to contain lead above 10 times the Soluble Threshold Limit Concentration (STLC).

AEI understands that the subject property will be redeveloped in the near future. The future on-site structure will likely include a subterranean parking garage, which would require the excavation of the entire site to a depth of approximately 13 feet below ground surface (bgs). The excavation for the site development should be sufficient to remediate the lead-impacted soil, since the majority of the lead impact was found at 1-foot bgs. Also, lead has low mobility and is not expected to pose a threat to groundwater below the subject property since groundwater is approximately 68 feet bgs according to the Los Angeles County Department of Public Works (LACDPW). During the site construction, impacted soil will need to be separated from the excavated clean soils and transported to an appropriate disposal facility. Since a few soil samples had metals concentrations above 10 times the STLC, a portion of the impacted soil would be classified as hazardous. AEI recommends confirmation testing be completed during the excavation to confirm the removal and proper disposal of all lead impacted soils above PRGs/STLCs.

Sincerely,



Samantha Harris
Project Manager

380

ATTACHMENT 14

October 27, 2008

Meghan Sahli Wells (310) 839-5926
<http://scaleback4043irving.com/>

Subject: Response to Meghan Sahli Wells regarding environmental review for 4043 Irving Place Mixed Use Project.

Dear Ms. Wells:

I am providing a response to your inquiry to Councilmember Silbiger regarding the environmental review process for 4043 Irving Place.

The California Environmental Quality Act or CEQA as it is more commonly known is California's environmental assessment law. The Act applies to all state and local agencies in California. To comply with the Act the City must follow certain procedures in making decisions regarding development projects.

Under CEQA, an "Initial Study" (preliminary analysis) is used to determine if a project will have a "significant" effect on the environment. The Initial Study is comprised of a list of objective criteria that the City must use in evaluating the potential environmental effects of a project. The Initial Study provides detailed information to use as the basis for deciding whether to prepare an EIR or Negative Declaration. If there is no substantial evidence that the project may cause a significant effect on the environment, a Negative Declaration is prepared. If adverse or significant impacts are identified but can be mitigated or a project can be modified to reduce the impact to a less than significant level then a Mitigated Negative Declaration is prepared.

An EIR is prepared when the Initial Study concludes that the proposed project creates significant adverse impacts that cannot be mitigated to a level of insignificance through mitigation measures, standard code requirements, conditions of approval or modifications to the project. For an EIR or Mitigated Negative Declaration, special studies are often prepared that can identify specific mitigation measures to either to completely eliminate the significant impact or reduce the impact to a level of insignificance.

The initial study conducted for the project dated March 27, 2008 determined that there were not potential significant environmental impacts associated with the project that could not be mitigated to a level of insignificance. The initial study utilized four technical studies: (1) Traffic Study dated December 31, 2007 to assess the projects potential traffic impacts; (2) Preliminary Soil Investigation dated April 17, 2007 to access potential impacts related to excavation and shoring; (3) & (4) Phase 1 Environmental Site Assessment from 1993 and a Phase II Environmental Site Assessment from 1995 that analyzed potential hazardous material that may have previously existed on the site.

In regards to the hazardous materials referenced in your e-mail, as stated in the Initial Study the Phase I and Phase II studies did identify hazardous material (including asbestos, lead, and other chemicals) at the site and a Remediation Action Plan (RAP) was prepared. When the Agency purchased the property in 1996 and demolished the old Coast Media building, all hazardous substances were removed from the building and the surface of the site pursuant to the RAP prior to the site being paved for use as a parking lot. Lead that had leached into the soil was not removed.

Subsequently, in January 2007 the applicant/developer conducted a "Further Site Characterization" study to address the release of lead into the soil. A total of 16 soil samples were analyzed and traces of lead were found to exist that were below the threshold to pose a threat to human health if left undisturbed. The study determined that the excavation of the site should be sufficient to remediate that portion of the site soil which still contains lead. However, if lead impacted soils were stockpiled and transported from the site, it must be characterized as "hazardous waste". Therefore, the impacted soil would need to be separated from the excavated clean soil and transported to an appropriate disposal facility. Confirmation testing is recommended to be completed during excavation to confirm the removal and disposal of all lead impacted soils.

Based on the findings of the Site Characterization Study as outlined above, the City revised the Negative Declaration and has filed Notice of Intent to adopt a Mitigated Negative Declaration with mitigation measures requiring that the impacted soil to be separated from the excavated clean soil; that it can be transported to an appropriate disposal facility; and that further confirmation testing to be completed during excavation to confirm the removal and disposal of all lead impacted soil. These requirements would also be attached to the project resolution if it is approved following the scheduled public hearing.

I understand you have contacted the Redevelopment Administrator, Todd Tipton, regarding the Site Characterization Study and he is providing information to you in a separate letter. Please feel free to call Todd or me if you have any further questions.

Sincerely,

Sol Blumenfeld,
Community Development Director

382

ATTACHMENT 15

4043 Irving Place Mixed-Use Project

October 14, 2008

Based on the nationally accepted criteria, including the Institute of Transportation Engineers (ITE), the traffic study showed the project would generate 16 trips in the AM peak hour and 19 trips in the PM peak hour, and the project could not have a significant impact at any locations. Under City guidelines, the applicant of a project must conduct a traffic study if the project generates at least 50 peak-hour trips in the AM or PM peak hours. That is because projects that generate less than 50 peak-hour trips rarely can have a significant impact on traffic.

Typical of all traffic studies, the traffic study for this project took a very conservative approach. The traffic analysis of this project included existing traffic measured by actual traffic counts during the AM and PM peak traffic periods, plus one percent per year increase in traffic for traffic growth in the area, and it also included the traffic generated by 60 other projects in the area.

Under current City guidelines, a project must increase traffic congestion at an intersection by at least 2% in order to create a significant impact. This is because 32 trips in the critical directions equals 2% of the saturation flow rate of 1600 that is used in the intersection traffic capacity analyses. A project must generate significantly more than 32 additional total trips in order to generate 32 peak-hour trips in the critical traffic moves, because only a portion of the total peak-hour traffic trips are critical moves. The critical traffic moves are those traffic moves that affect the capacity analysis. For example, the addition of left-turning traffic at an intersection is more likely to affect the traffic capacity analysis, while right-turning traffic is less likely to affect the capacity analysis. This project would generate 16 trips in the AM peak hour and 19 peak-hour trips in the PM peak hour. Of those 19 PM peak-hour trips, 10 trips would enter the site and 9 would leave the site. Of the 10 trips that exit the site, all 10 would enter the intersection of Culver Boulevard and Irving Place. However, less than the full 10 trips would enter other intersections farther away, because some of the 10 trips would turn right and left onto Culver Boulevard, and some others would turn left onto Washington Boulevard.

Initially, before the City Traffic Engineer reviewed the project, a Public Works Department staff member recommended that nine intersections be studied to take a conservative approach. The City's Traffic Engineer later recommended the traffic study should include the four intersections closest to the project site, with the knowledge that no intersections could be impacted because of the relatively small amount of traffic the project would generate and reach the intersections. The justification for the applicant to conduct a traffic study was more to consider the operational aspects of the project's traffic on the adjacent Linwood Howe Elementary School and Culver City School administrative offices, rather than to consider impacts at intersections.

As expected, the traffic study report showed that the project would not have an impact at any of the four intersections analyzed in the traffic study. Considering the small amount of traffic the project would generate, and that a smaller number of vehicles generated by the project would reach intersections further away, the project could not possibly cause a significant impact at any other intersections, including the intersection of Duquesne Avenue and Braddock Drive.

I reviewed the traffic study and traffic projections for Town Plaza, which were prepared in April 1999, and the traffic study prepared for 4043 Irving Place. We don't have daily traffic volumes for current conditions, but we were able to compare the peak-hour traffic counts conducted at the intersection of Culver Boulevard and Irving Place for both traffic studies. The traffic projections for Town Plaza show significantly higher traffic projections on Irving Place than the traffic study for 4043 Irving Place. This would be expected since as part of the Neighborhood Traffic Management Program (NTMP) for the area, a diverter was installed and the one-way northbound traffic flow was established on Irving Place.