



Culver CITY

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**PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, SEPTEMBER 23, 2009
7:00 P.M.**

PUBLIC COMMENT

The Planning Commission will listen to the public on any item on the agenda or item of interest that is not on the agenda. The Planning Commission cannot legally take action on any item not scheduled on the agenda. Such items may be referred for administrative action or scheduled on a future agenda.

If you wish to speak to the Commissioners, please complete a Speaker's Card and present it to the Secretary before the agenda item is called. You will be called to the podium by name when it is your turn to speak to the Commissioners.

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

Persons wishing to speak on agenda items will be called at the time the agenda item is brought forward. Comments will generally be limited to five minutes per speaker; however, a three-minute limit may be declared by the Chairperson for agenda items for which many Speaker Cards have been submitted.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

A total of twenty minutes shall be devoted to audience participation at the beginning of the agenda. Speakers will be called on in the order cards were received by the Secretary. If additional time is needed, the Chairperson will allow for same at the end of the agenda.

When the Secretary calls your name, please advance to the podium and state your name and city of residence. Speakers must limit their comments to five minutes. A three-minute limit may be declared by the Chairperson if there is a large number of individuals desiring to address the Commissioners.

NOTE: AT OR ABOUT 11:00 P.M., COMMISSION MEMBERS WILL DETERMINE WHETHER TO CONTINUE WITH DISCUSSION OF REMAINING ITEMS ON THE AGENDA OR TO CARRY SOME/ALL OF THE ITEMS OVER TO A FUTURE MEETING DATE.

CELL PHONES AND OTHER DISTRACTIONS

Use of cell phones, pagers and other communication devices is prohibited while the Planning Commission Meeting is in session. Please turn all devices off or place on silent alert and leave the Chambers to use. During the meeting, please refrain from applause or other actions that may be disruptive to the speakers or the conduct of City business.

MEETING INFORMATION

Planning Commission meetings are regularly scheduled for the second and fourth Wednesdays of every month. Planning Commission Agenda information is available 72 hours before each Planning Commission meeting via a tape recorded message by calling 310-253-5741.

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ALD

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AGENDA
Planning Commission
Wednesday, September 23, 2009
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

John Kuechle, Chair
Linda Smith-Frost, Vice Chair
Anthony Pleskow, Commissioner
Scott Wyant, Commissioner
Linda Shahinian, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

PUBLIC HEARING ITEMS

- PH-1. 11957 Washington Boulevard**
Site Plan Review and Mitigated Negative Declaration to allow construction of a three-story commercial and retail building with 41,999 sq. ft. of office space; 8,850 sq. ft. of retail space and subterranean parking
(Case Manager: Jose Mendivil (310) 253-5757) **Approve.**

ACTION ITEMS

- A-1. Gateway Neighborhood Multi-Family Residential Project Design Guidelines**
(Case Manager: Thomas Gorham (310) 253-5727) **Adopt.**

CONSENT CALENDAR. *Note: Consent Calendar items are considered to be routine in nature and may be approved by one motion. Public requests to discuss Consent Calendar items must be filed with the Secretary before the Consent Calendar is called.*

C-1. Secretary's Report. ***Approve Report.***

C-2. Approval of Minutes of July 8, 2009. ***Approve.***

ITEMS FROM STAFF

- Community Outreach Guidelines

ITEMS FROM PLANNING COMMISSION

ADJOURN

**Next Planning Commission Meeting
October 14, 2009
7:00 PM**

Upcoming Public Meeting Schedule –Tentative – 2009

Date	Day	Time	Location
<i>City Council</i>			
<i>September 28</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Redevelopment Agency</i>			
<i>October 5</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Civil Service Commission</i>			
<i>October 7</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Cultural Affairs Commission</i>			
<i>October 13</i>	<i>Tuesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Parks & Recreation Commission</i>			
<i>October 6</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Patacchia Room</i>
<i>Planning Commission</i>			
<i>October 14</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>

Meetings may be added or changed.

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Meeting Date: September 23, 2009	Item Number: <u>PH 1</u>
AGENDA ITEM: Site Plan Review and Mitigated Negative Declaration to allow the construction of a three story commercial and retail building with 41,999 square feet of office space, 8,850 square feet of retail space, and subterranean parking at 11957 Washington Boulevard in the Commercial General (CG) Zone.	
Contact Person/Dept.: Jose Mendivil, Associate Planner; Planning Division	Phone Number: (310) 253-5757
Public Hearing: ☒	Action Item: ☐ Attachments: ☒
Public Notification: September 2, 2009: sign posted on site; notices mailed to all the property owners and occupants within a 500-foot radius (extended to end of city block), various Westside homeowner associations, and notice emailed to the City's Master Notification List.	
Planning Approval: Thomas Gorham, Planning Manager on 09/15/09	
 <u>RECOMMENDATION:</u> That the Planning Commission: 1. Adopt a Mitigated Negative Declaration based on the Initial Study (Attachment No. 4) finding that the project will not have a significant adverse impact on the environment provided certain mitigations are implemented; and, 2. Approve Site Plan Review, SPR P-2009128, subject to the Conditions of Approval as stated in Resolution No. 2009-P004 (Attachment No. 7). <u>PROCEDURES:</u> 1. Chair calls on staff for a brief staff report and Commission poses questions to staff as desired. 2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public. 3. Chair seeks a motion to close the public hearing after all testimony has been presented. 4. Commission discusses the matter and arrives at its decision.	

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BACKGROUND:

The proposed project request is to allow the construction of a 42 foot high, 50,849 square foot commercial and retail building consisting of 41,999 square feet of office space, 8,850 square feet of ground floor retail space, and two and a half levels of subterranean parking with 180 parking spaces total at 11957 Washington Boulevard in the Commercial (CG) Zone.

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The project site consists of three contiguous, relatively flat lots at the northeast corner of Washington Boulevard and Marcasel Avenue and is approximately 20,800 square feet in area. The western most lot is currently vacant but once was the location of a restaurant and a record store. The middle lot is developed with a two-story, 2,869 square foot, five-unit, apartment building. The eastern most lot is developed with a 1,147 square foot, two-story, commercial building. The residential and commercial buildings will be demolished as part of the project. The project site is located directly east of the intersection of Washington and Inglewood Boulevards.

Commercial businesses such as retail, restaurant, and medical office are located along both sides of Washington Boulevard as well as residential uses behind the commercial strip. More specifically, the following uses surround the project site: to the west is Marcasel Avenue and beyond is a single-story commercial retail building (Payless Shoe Store); to the east is a two-story motel (Econo Lodge); to the north is a single family residence and a multi-level residential building; and to the south is Washington Boulevard and beyond a vacant lot and a single story commercial retail building.

The Marcasel Avenue right-of-way fronting the project site is 80 feet in width from property line to property line and 40 feet in width from curb face to curb face. The sidewalk fronting the project site is 30 feet wide with one street tree and no parkway (grass) strip. The Washington Boulevard frontage has two 5 feet wide by 40 feet long parkway strips and no street trees.

Project Description

The project consists of a three-story, 50,849 square foot retail and office building with 180 parking spaces. The project will include 8,850 square feet of retail

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space at the ground level, 41,999 square feet of office space in the second and third levels. The majority of the 180 parking spaces will be located in two and a half levels of subterranean parking with 23 parking spaces situated at the ground floor behind the retail space. The project provides 35 parking spaces in excess of the minimum code required parking. The building will have a height of 42 feet from grade to the roof deck and 46 feet, 8 inches from grade to the top of the parapet wall. The applicant intends to make the second and third levels available for medical offices and to possibly locate medical related retail uses at the ground level such as a pharmacy that would also serve the local residential and surrounding commercial neighborhood.

The project will include a partial street vacation of Marcasel Avenue. This partial street vacation will allow for a wider public sidewalk area and turn Marcasel a one-way street from the project's north boundary to Washington Boulevard. When the public sidewalk area is combined with the pedestrian setback area on the private property, it will form a 19 to 20 foot wide pedestrian parkway at the corner of Washington Boulevard and Marcasel Avenue and continuing along the Marcasel Avenue frontage.

The street vacation will be processed by the Public Works Department and will require two public hearings before the City Council, the body authorized to make decisions on street vacation requests. The Public Works Department will require conditions of approval on the vacation that include new curb/gutter/sidewalk, repaving of Marcasel Avenue as necessary, and relocation of public utilities or reservations of public utility easements as necessary.

Other public right-of-way improvements include a raised concrete median on Washington Boulevard at the intersection with Inglewood Boulevard and a two way left turn lane along Washington Boulevard just east of the new concrete median and parallel to the east end of the Project site.

Design Improvements Recommended by Staff during the Preliminary Project Review Stage

During the Preliminary Project Review (PPR) stage staff made a number of design recommendations to the applicant that have been incorporated into the final project design. These recommendations are listed below and discussed in further detail in the Analysis section of this report:

- Provide a partial street vacation of Marcasel Avenue and make it a one way street in order to reduce traffic into the residential neighborhood to the north.

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- Reduce the curb to curb width of Marcasel in order to provide an enhanced parkway area and provide pedestrian amenities including landscaping, decorative paving, benches and outdoor dining.
- Provide a cut-out at the corner of Washington and Marcasel to give the building a prominent entrance opening up onto the parkway.
- Provide enhanced landscaping at the rear of the site to help buffer the project from the residential uses to the north.
- Provide green screen elements along the building frontages to enhance the visual aesthetic of the building.
- Provide a raised median along the Washington Boulevard to help improve traffic circulation conditions at the intersection of Washington Boulevard, Inglewood Avenue and Marcasel Avenue.
- Provide sufficient parking at the surface level to serve the retail uses.

ANALYSIS:

Architectural Design

The project consist of three story structure over subterranean parking with an overall building height of 46 feet 8 inches to the top of the parapet which is well below the maximum 56 foot height limit of the CG Zone. The design would be considered modern and includes the use of high performance glazing and metal paneling to create an exterior that is articulated by exposed mullions and deeply colored glass with surrounding metal panel frames. This design element is intended to create a 'portal' effect around the glass walls which form a prominent exterior feature. The ground floor retail glazing is comprised of clear glass allowing for easy viewing of the retail space by pedestrians. Glazing at the second and third levels is more opaque and has a blue reflective glass appearance.

Along with the exposed mullions, there is horizontally oriented aluminum siding at the top that acts as the parapet wall. Aluminum siding is also used to separate the second and third levels and the first and second levels. One of the design goals of the horizontally oriented sidings is to minimize the sense of height, relative to the building's surroundings. The building steps back, using an exterior deck or balcony from the residential area to the north. The retail base of the building is defined by the use of a suspended canopy and scored concrete walls. Vertical elements such as aluminum clad columns, exposed mullions, and two concrete column features (one along the Washington Boulevard frontage and one along the Marcasel Avenue frontage) help to break up the horizontal orientation. The white colored aluminum siding and columns, clear and blue

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glazing, and minimal gray and brick colored concrete surfaces provide contrasting views for the structure.

Overall the building architecture is respectful to the surrounding buildings in that the height is below the maximum for the zone with its sense of height further reduced with the use of horizontal design elements. The building is stepped back on the back side to minimize its impact the residential uses to the north. The modern design of the building and the use various materials and colors on all four sides provides contrasting views that are not overpowering but rather compatible with existing buildings in the vicinity and enhance the overall streetscape in this part of Washington Boulevard.

Site Plan

The building footprint covers most of the subject site. The building will have a zero setback on the south or Washington Boulevard frontage bringing the retail space to the front and making it visible for pedestrians. At the rear, the code requires a minimum 10 feet from the adjacent residential neighborhood and the project proposes a 17 to 18 foot setback. Although the west or Marcasel Avenue frontage requires a zero setback, setbacks are allowed when amenities are provided. The Marcasel Avenue frontage will have a 5 to 6 foot setback with pedestrian amenities provided. At the east frontage which is an interior property line adjacent to a commercial zone there is no required setback but the applicant is proposing a 10 foot setback. The plan includes vehicle ingress and egress off of Washington Boulevard and vehicle egress only onto Marcasel Avenue. There are 23 parking spaces provide on the surface level to accommodate the ground floor retail uses. A lobby for the 2nd and 3rd level office uses is located off on the west side of the building off of Marcasel. Entrances to the ground floor retail areas are located along the Washington frontage. Trash and loading areas are provided within the ground floor parking area.

As a result of the partial street vacation of Marcasel Avenue and the 6 foot building setback, an enhanced pedestrian parkway is planned for the corner of Washington Boulevard and Marcasel Avenue continuing north along the Marcasel frontage up to the driveway exit. The enhanced pedestrian parkway area will have a total width of 19 to 20 feet. The pedestrian parkway, located on both public and private property will include pedestrian oriented amenities such as landscaped planters, street trees, decorative paving, areas for outdoor dining and benches, and public art.

The building is designed with a corner setback at Washington and Marcasel in the shape of a triangle where a double door entrance is planned. This setback area will incorporate decorative paving consistent with the parkway. The project

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will be conditioned to require that the ground floor retail space fronting Marcasel Avenue be designed so as to open to the outside towards the pedestrian parkway.

The parkway will continue north of the project's Marcasel Avenue exit where a 7 to 14 foot wide landscaped area will be planted. This landscape area will include street trees and grass and will provide a further amenity for local residents and users of the project.

The public sidewalk along Washington Boulevard is planned to be enhanced with the use of decorative paving consistent with the decorative paving on the Marcasel Avenue frontage and street trees.

The project's site plan with the building oriented towards the street, vehicular access points not disrupting the streetscape and the enhanced parkway amenities give the project a pedestrian orientation and scale that connects it to the surrounding neighborhood will be a welcome improvement to this portion of Washington Boulevard.

Parking

The project is designed with 180 on-site parking spaces and complies with the Zoning Code parking requirements for commercial uses (office and retail), including the total number of vehicle spaces, the dimensions of those spaces, and the drive aisle width. Per the Zoning Code, the retail portion of the project requires 25 parking spaces, 23 of which will be located at the ground level, and the office portion requires 120 parking spaces, all of which will be located in the two and half subterranean parking levels. With a total of 145 required parking spaces and 180 on-site parking spaces provided, the project has 35 extra parking spaces. Bicycle parking will be provided at the ground level along the Marcasel Avenue frontage.

Currently along the street (Washington Boulevard frontage) there are four parking spaces and one will be removed after the project is completed. There are five street parking spaces along the Marcasel Avenue frontage and all will be removed after the street vacation and reconstruction of Marcasel Avenue to a one-way street from the project's north boundary to Washington Boulevard. The removal of six public parking spaces will not create a significant impact as there will be 35 excess parking spaces provided on-site.

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Landscaping

Along Marcasel Avenue and Washington Boulevard, 8 new street trees and 1 replacement street tree will be planted. A 7 to 14 foot wide landscape grass area will be planted on that portion of the Marcasel Avenue sidewalk area that is north of the project's Marcasel Avenue exit. Handicap ramps will be installed at this driveway and at the corner. As already stated above, decorative paving will be installed on both the public sidewalk and private hardscape area along Marcasel Avenue and Washington Boulevard. There will be green screens on the Washington Boulevard and Marcasel Avenue elevations with intent of creating a landscaped visual aesthetic in combination with new building. Along the rear, facing a residential zone, there will be a wall in combination with landscaping and trees. Clinging vines or other similar landscaping will be planted along the wall. As noted above, the parkway along Marcasel will be enhanced with many pedestrian amenities and will include landscaping features such as trees, shrubs, ground cover, and decorative lighting. At the Washington Boulevard entrance dividing the entrance and exit lanes there will be a narrow landscaped divider strip. Overall the landscaping meets the code requirements and with the enhanced parkway landscaping will be a prominent design feature that will result in a project that will be environmentally and pedestrian friendly.

Traffic and Circulation

Overland Traffic Consultants prepared the Traffic Study for the proposed project and the study was reviewed and accepted for scope and content by the City's Traffic Engineer (Traffic Study – Attachment No. 5). According to the Traffic Study for the proposed project, the project is expected to generate 872 daily trips with 77 trips in the AM peak hour and 87 trips in the PM peak hour. The traffic study did not take credit for traffic generated by current or past uses on the site. Nine intersections were studied and the Traffic Study demonstrated that none of the study intersections would be significantly impacted by project traffic. The Traffic Study reviewed impacts to residential street segments resulting from the re-routed traffic caused by project design features that include the partial vacation of Marcasel Avenue and its one-way configuration. The study determined that some existing traffic will be re-routed to East Boulevard but the increase in traffic was determined to be within the carrying capacity of East Boulevard.

With regard to the Congestion Management Program (CMP) which is implemented by the Los Angeles County Metropolitan Transportation Authority, the nearest CMP arterial monitoring intersection to the project site is the intersection of Venice Boulevard and Centinela Avenue. The Traffic Study determined that the project will generate approximately 3 and 4 morning and

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afternoon peak hour trips through this intersection which is significantly lower than the 50 peak hour trip threshold used as the criteria for CMP monitoring of intersections and required mitigations. According to the guidelines set forth in the County CMP, there will be no significant impacts to this intersection.

The City's traffic engineer has noted that the combination of the intersections of Washington and Inglewood Boulevards with Marcasel Avenue has created an unsafe three-way intersection. Drivers on Inglewood Boulevard illegally cross over Washington Boulevard to access Marcasel Avenue and similarly maneuver in the reverse crossing Washington Boulevard from Marcasel Avenue to access Inglewood Boulevard.

In order to address this circulation issue, the applicant has incorporated into the design of the project a 120 foot long, raised concrete median along the westbound left turn lane on Washington Boulevard at Inglewood Boulevard. This curbing will deter illegal crossings over Washington Boulevard from/to Marcasel Avenue. Also the conversion of Marcasel Avenue to a southbound, one-way lane will not allow project related traffic to drive north into the residential neighborhood.

The incorporation of a two-way left turn lane in the middle of Washington Boulevard just east of the raised median will allow drivers on east bound Washington Boulevard to turn into the project and drivers exiting the site to turn onto east bound Washington Boulevard. The Marcasel Avenue driveway is an exit only that will allow only left turns towards Washington Boulevard and away from the residential neighborhood north of the project site.

Area Compatibility

The project is designed as an urban mixed-use office/retail redevelopment project designed to provide needed retail and medical services to the surrounding community. The project site is located within a built-out urbanized area, consisting of residential and commercial uses. The project's proposed land uses are consistent with both the General Plan and the Redevelopment Plan. The site is designated General Corridor and is zoned Commercial General (CG). The proposed uses are allowed in the Commercial General (CG) Zone and would be consistent and compatible with existing medical offices, general offices, and retail commercial uses surrounding the project site.

Although originally the project proposed a 56 foot high, 4 story building, the applicant, after a series of community meetings (see below in the Community Outreach discussion), reduced the height of the structure to 42 feet from the street grade and eliminated the 4th story. Overall, this places the building

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towards the center of the site with the intent of minimizing its massing in relation to surrounding commercial and residential areas.

The ground floor retail and pedestrian parkway area will encourage local pedestrian use of the site. The applicant's objective for the second and third levels is to make space available for medical offices. This objective is consistent with General Plan Land Use Policy 24.E which specifically states "Strengthen the medical office and health services along Washington Boulevard from Centinela Avenue to McLaughlin Avenue while encouraging retail services that would support medical office patrons and nearby neighborhoods."

As noted in the Architectural Design section of the staff report, the horizontal orientation of the structure is meant to create a visual affect with the objective of reducing the sense of height, relative to the building's surroundings. These surroundings include one and two story residential and commercial buildings and a nearby 45 foot high medical office building. Such a feature in conjunction with the building's materials of glazing, concrete, and aluminum will help blend the project into the area.

Community Outreach

The applicant conducted seven different community outreach meetings; Attachment No. 6 summarizes each of the meetings including comments and responses.

On July 24, 2008, the applicant met with the Del Rey Neighborhood Council – Planning, Land Use and Transportation Committee. Various Mar Vista and Marina Del Rey residents met with the applicant who at the time was proposing a four story, 56-foot high, 62,540 square foot office/retail building with 224 parking spaces. Marcase Avenue was proposed to be a two-way street. Comments by the community included a desire to scale the project down to three stories, potential traffic impacts, and project related traffic in the residential neighborhood to the north. The applicant stated that the project was designed within the parameters of the Culver City Zoning Code but that he would investigate reducing the project size and further stated a traffic study was being drafted. He also discussed the possible full or partial vacation of Marcase Avenue and asked for feedback. The Del Rey Neighborhood Council – Planning, Land Use and Transportation Committee did not take a position on the project and deferred the issue to the Mar Vista Community Council.

On August 19, 2008, the applicant met with the Mar Vista Community Council – Planning and Traffic Committee. In response to the first community meeting, the applicant revised the project by eliminating a floor and proposing a three story,

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54,311 square foot, 43 foot high office/retail building with 189 parking spaces. Further the Marcasel Avenue frontage was revised to only allow exiting onto the project site, shifting all entry access to Washington Boulevard. The Committee commented on traffic impacts and on height and massing of the project. The applicant stated the traffic study was still being drafted and further noted that improvements to the intersection of Inglewood and Washington Boulevards as required by Culver City, would be incorporated into the project. It was stated that these intersection improvements would assist in reducing the unsafe driving maneuvers described above in the Traffic section of this report.

On August 26, 2008, the applicant met with the Culver West Neighborhood Association. The applicant revised the project further and proposed a three story, 51,000 square foot, 43 foot high office/retail building with 169 parking spaces. The ground floor parking was increased from 14 parking spaces to 22 parking spaces resulting in the location of nearly all the ground floor retail parking to the ground floor (rather than locating half of the retail parking in the subterranean parking area). The portion of Marcasel Avenue fronting the project's west elevation was narrowed to a one-way, southbound street with project traffic prohibited from turning right and driving north into the residential area. In addition, modifications were made to this exit preventing southbound traffic on Marcasel Avenue from turning into the project – thereby eliminating cut through traffic in the neighborhood north of the project site. The key concern from the Association was ingress and egress along Washington Boulevard and potential traffic queuing issues during rush hour. The applicant stated that the traffic study would address this concern and that Planning and Engineering/Traffic staff would be reviewing this issue. Overall the Culver West Neighborhood Association did not object to the project and some members expressed support for it.

On September 8, 2008, the applicant met with the Del Rey Homeowners and Neighborhood Association. The applicant presented the same project as shown to the Culver West Neighborhood Association with one revision – the height was reduced from 43 feet to 42 feet. This group had questions on traffic, project ingress and egress, and intersection improvements to Washington/Inglewood. No project changes resulted from this meeting and the Association did not raise objections to the project.

On October 8, 2008, there was a neighbors-only meeting of the Mar Vista "Oval" Neighborhood Association at the project site. The applicant was not invited and there were no project materials at the meeting. The applicant learned of the meeting results from an article in the Mar Vista Community News. That article stated that through a straw vote, a majority of those present at the meeting voted to approve the proposal of blocking off both East Boulevard and Marcasel

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Avenue in order to eliminate cut through traffic. The applicant had a follow-up meeting with the organizers of the neighbors-only meeting and further issues were raised including ingress and egress along Washington Boulevard, sidewalk widening, landscaping, and graffiti along the north property line wall. The applicant agreed to plant vines along the property line wall to discourage graffiti, provide additional landscaping in the rear to lessen visual impacts and sense of massing, work with Culver City staff to increase the Marcasel Avenue sidewalk (the project now proposes a 19/20 foot pedestrian parkway – 14 feet public and 5/6 feet private – with pedestrian amenities), ensure that the Marcasel Avenue driveway would be designed as an exit only/left turn only thereby eliminating the ability for cut-through traffic to enter the site from the neighborhood, and discuss the Washington Boulevard ingress/egress issue with Culver City staff. Since that meeting, the project has incorporated a two-way left turn lane that allows left in and left out from the project site and Washington Boulevard (see Traffic discussion).

On October 25, 2008, the applicant met with field deputies for Los Angeles Councilmember Bill Rosendahl's office; these field representatives cover the Del Rey, Mar Vista, Palms, and West L.A. neighborhoods. Discussion items included potential traffic impacts, responses to the project by the neighborhood groups, and responses to the down scaling of the project by neighborhood groups. The field representatives were informed of the various meetings and were also told of the community's acceptance of the final proposal to partially vacate Marcasel Avenue. They were updated on the traffic study and informed that no mitigations were being proposed due to an absence of impacts to intersections. The field representatives were also informed that the traffic study would be sent to the City of Los Angeles staff for their review (they had no comments). The field representatives had no further comments/concerns.

At the July 2, 2009, Culver City Advisory Committee on Redevelopment (ACOR) meeting the applicant and the project architect presented images and a site plan of the proposed development to the Committee and proceeded to describe the project as currently proposed. Comments from ACOR included questions on emergency access, potential noise impacts to the residences north of the site, landscaping, short term parking at the ground level, and photovoltaics/green building issues. The applicant stated the building will comply with Fire/Life Safety standards, that a wall and landscaping will be installed along the north property line to dampen noise impacts, and that the building will be constructed with LEED equivalent features. Overall ACOR favored the project and considered it an opportunity to economically revitalize the area. ACOR members thought the project was a good first step on this segment of Washington Boulevard and recommended that the developer continue to reach out to the neighbors surrounding the site. ACOR unanimously approved a motion to strongly

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recommend to the Planning Commission and Redevelopment Agency that they approve the proposed project.

CONCLUSION:

As outlined herein staff believes the project is well designed, is compatible with the surrounding uses, provides enhanced pedestrian amenities and furthers the City goals of enhancing the West Washington area. In addition, the project will provide a community resource by adding medical and retail space on currently underdeveloped lots. Such commercial community serving amenities, within walking distance to the nearby residential area are consistent with surrounding nearby commercial properties and are encouraged in the General Plan Land Use Element. Therefore, staff recommends approval of the project based on the findings outlined in proposed Resolution No. 2009-P004 (Attachment No. 7) subject to the conditions of approval outlined therein.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines a Mitigated Negative Declaration has been prepared; the project has been determined to have less than significant impacts on the community provided certain mitigations are implemented. The project is consistent with the Zoning Code regulations, and the traffic study determined that expected increased traffic will be below thresholds of significance.

ALTERNATIVE OPTIONS:

The following alternative actions may be considered by the Planning Commission:

1. Approve the application with the recommended conditions of approval if the application is deemed to meet the required findings.
2. Approve the application with additional or different conditions of approval, if deemed necessary to meet the required findings and mitigate any new project impacts identified at the meeting.
3. Disapprove the application if it does not meet the required findings.

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ATTACHMENTS:

1. Project Summary
2. Public Notice Area Map
3. Aerial Map
4. Draft Initial Study/Mitigated Negative Declaration dated September 2, 2009
5. Traffic Study prepared by Overland Traffic Consultants dated January 2009
6. Summary of Community Outreach by the Applicant
7. Draft Resolution No. 2009-P004 (SPR P-2008047)
8. Development Plans date stamped June 18, 2009

2009 Planning Commission Schedule

MONTH	1 st Mandatory Community Meeting (Minimum 1 week prior to PPR Review)	Preliminary Project Review (PPR) (Thurs. @ 8:30)	2 nd Mandatory Community Meeting (Minimum 1 week prior to application submittal)	Application Submittal (90 days prior to hearing date)	Project First Notice sent letter + 10 days from application submittal	Project Review Committee PRC (Thurs. @ 8:30)	Application Deemed Complete +30 days from application submittal	CEQA Initial Study Prepared	3 rd Mandatory Community Meeting (Within 21 days from application deemed complete)	Final CEQA Document Prepared	Mailed Public Hearing Notice (21 days prior to Hearing) Published Notice (14 days prior to hearing)	Draft Staff Report Prepared	Staff Report Review by Planning Manager	Staff Report Review by Director	Commission Agenda Packet Prepared	Packets Delivered to Commission (Wed. 1 week prior to mtg.)	**Planning Commission Meeting (2 nd and 4 th Wednesday @ 7:00 pm)
Jan.	TBD	TBD	TBD	10/14	10/24	10/29	11/14	11/14- 12/3	12/3	12/4- 12/23	12/23 & 12/31	12/23- 12/31	12/31 - 1/3	1/3 -1/5	1/5 -1/7	1/7	1/14
	TBD	TBD	TBD	10/28	11/7	11/12	11/28	11/29- 12/19	12/19	12/20- 1/14	1/7 & 1/14	1/7- 1/14	1/14- 1/17	1/17- 1/19	1/19- 1/21	1/21	1/28
Feb.	TBD	TBD	TBD	11/12	11/21	11/27	12/12	12/13- 1/2	1/2	1/3- 1/28	1/21 & 1/28	1/21- 1/28	1/28- 1/31	1/31- 2/2	2/2- 2/4	2/4	2/11
	TBD	TBD	TBD	11/26	12/6	12/10	12/26	12/27- 1/16	1/16	1/17- 2/10	2/4 & 2/11	2/4- 2/11	2/11- 2/13	2/13- 2/16	2/16- 2/18	2/18	2/25
March	TBD	TBD	TBD	12/10	12/20	1/1	1/10	1/11- 1/30	1/31	2/1 – 2/25	2/18 & 2/25	2/18- 2/25	2/25- 2/27	2/28- 3/2	3/2- 3/4	3/4	3/11
	TBD	TBD	TBD	12/24	1/3	1/8	1/23	1/24- 2/13	2/13	2/14- 3/4	3/4 & 3/11	3/4- 3/11	3/11 - 3/13	3/13- 3/15	3/15- 3/18	3/18	3/25
April	TBD	TBD	TBD	1/7	1/17	1/22	2/7	2/8- 2/27	2/28	3/1- 3/18	3/18 & 3/25	3/18- 3/24	3/24- 3/27	3/27- 3/29	3/29- 4/1	4/1	4/8
	TBD	TBD	TBD	1/21	1/31	2/5	2/21	2/22- 3/14	3/14	3/15- 4/1	4/1 & 4/8	4/1- 4/8	4/8- 4/11	4/11- 4/13	4/13- 4/15	4/15	4/22
May	TBD	TBD	TBD	2/11	2/21	2/26	3/11	3/12- 4/1	4/1	4/2 – 4/22	4/22 & 4/29	4/22- 4/29	4/29- 5/2	5/2- 5/4	5/4- 5/6	5/6	5/13
	TBD	TBD	TBD	2/25	3/7	3/12	3/27	3/28- 4/17	4/17	4/18- 5/6	5/6 & 5/13	5/6- 5/13	5/13- 5/16	5/16- 5/18	5/18- 5/20	5/20	5/27
June	TBD	TBD	TBD	3/11	3/21	3/26	4/21	4/22- 5/12	5/12	5/13- 5/20	5/20 & 5/27	5/20- 5/27	5/27- 5/30	5/30- 6/1	6/1- 6/3	6/3	6/10
	TBD	TBD	TBD	3/25	4/4	4/9	4/25	4/26- 5/15	5/15	5/16 – 6/3	6/3 & 6/10	6/3- 6/10	6/10- 6/13	6/13- 6/15	6/15- 6/17	6/17	6/24

****Please Note:** Planning Commission hearing dates are based on an application being deemed complete within 30 days of submittal. Incomplete applications or revisions to plans could result in a delay in the hearing date.

06/10/2009

2009 Planning Commission Schedule

MONTH	1 st Mandatory Community Meeting (1 week prior to PPR Review)	Preliminary Project Review (PPR) (Thurs. @ 8:30)	2 nd Mandatory Community Meeting (1 week prior to application submittal)	Application Submittal (90 days prior to hearing date)	Project First Notice sent letter + 10 days from submittal	Project Review Committee PRC (Thurs. @ 8:30)	Application Deemed Complete +30 days from application submittal	CEQA Initial Study Prepared	3 rd Mandatory Community Meeting + 21 days from application deemed complete	Final CEQA Document Prepared	Mailed Public Hearing Notice (21 days prior to Hearing) Published Notice (14 days prior to hearing)	Draft Staff Report Prepared	Staff Report Reviewed by Planning Manager	Staff Report Reviewed by Director	Commission Agenda Packet Prepared	Packets Delivered to Commission (Wed. 1 week prior to mtg.)	**Planning Commission Meeting (2 nd and 4 th Wednesday @ 7:00 pm) 4 th
July	TBD	TBD	TBD	4/8	4/18	4/23	5/8	5/9- 5/29	5/29	5/30- 6/17	6/17 & 6/24	6/17- 6/24	6/24- 6/27	6/27- 6/29	6/29- 7/1	7/1	7/8
	TBD	TBD	TBD	4/22	5/2	5/7	5/22	5/23- 5/12	5/12	5/13- 7/1	7/1 & 7/8	7/1- 7/8	7/8- 7/11	7/11- 7/13	7/13- 7/15	7/15	7/22
Aug.	TBD	TBD	TBD	5/13	5/23	5/28	6/12	6/13- 7/3	7/3	7/4- 7/22	7/22 & 7/29	7/22- 7/29	7/29- 8/1	8/1- 8/3	8/3- 8/5	8/5	8/12
	TBD	TBD	TBD	5/27	6/5	6/11	6/26	6/27- 7/17	7/17	7/18- 8/5	8/5 & 8/12	8/5- 8/12	8/12- 8/15	8/15- 8/17	8/17- 8/19	8/19	8/26
Sept.	TBD	TBD	TBD	6/10	6/20	6/25	7/10	7/11- 7/31	7/31	8/1- 8/19	8/19 & 8/26	8/19- 8/26	8/26- 8/29	8/29- 8/31	8/31- 9/2	9/2	9/9
	TBD	TBD	TBD	6/24	7/4	7/9	7/24	7/25- 8/14	8/14	8/15- 9/2	9/2 & 9/9	9/2- 9/9	9/9- 9/12	9/12- 9/14	9/14- 9/16	9/16	9/23
Oct.	TBD	TBD	TBD	7/15	7/25	7/30	8/15	8/16- 9/5	9/5	9/6- 9/23	9/23 & 9/30	9/23- 9/30	9/30- 10/2	10/2- 10/4	10/4- 10/7	10/7	10/14
	TBD	TBD	TBD	7/29	8/8	8/13	8/29	8/30- 9/19	9/19	9/20- 10/7	10/7 & 10/14	10/7- 10/14	10/14- 10/17	10/17- 10/19	10/19- 10/21	10/21	10/28
Nov.	TBD	TBD	TBD	8/12	8/22	8/27	9/12	9/13- 10/3	10/3	10/4- 10/21	10/21 & 10/28	10/21- 10/28	10/28- 10/31	10/31- 11/2	11/2- 11/4	11/4	11/11
	TBD	TBD	TBD	8/26	9/5	9/10	9/26	9/27- 10/16	10/16	10/17- 11/4	11/4 & 11/11	11/4- 11/11	11/11- 11/14	11/14- 11/16	11/16- 11/18	11/18	11/25
Dec.	TBD	TBD	TBD	9/9	9/19	9/24	10/9	10/10- 10/30	10/30	10/31- 11/18	11/18 & 11/25	11/18- 11/25	11/25- 11/28	11/28- 11/30	11/30- 12/2	12/2	12/9

****Please Note:** Planning Commission hearing dates are based on an application being deemed complete within 30 days of submittal. Incomplete applications or revisions to plans could result in a delay in the hearing date.

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:		
Site Plan Review, SPR P-2009128 allow the construction of a three-story, commercial and retail building with 41,999 square feet of office space, 8,850 square feet of retail space, and subterranean parking at 11957 Washington Boulevard in the Commercial General (CG) Zone.		
PROJECT ADDRESS/LOCATION:		APPLICANT INFORMATION:
11945, 11953, & 11955/57 Washington Boulevard Culver City, CA 90066		Kevin Read 586 30 th Street Manhattan Beach, CA 90266 (310) 545-9898
PERMIT/APPLICATION TYPE:		
☐ Administrative Use Permit ☐ Conditional Use Permit ☐ Administrative Site Plan Review ☒ Site Plan Review ☐ Administrative Variance ☐ Variance ☐ Master Sign Program ☐ Certificate of Appropriateness ☐ Certificate of Exemption ☐ DOBI		☐ Tentative Parcel Map ☐ Tentative Tract Map ☐ Lot Line Adjustment ☐ Zoning Code Amendment - Text ☐ Zoning Code Amendment -Map ☐ General Plan Amendment - Text ☐ General Plan Amendment - Map ☐ Planned Unit Development ☐ Specific Plan ☐ Other:
APPROVAL BODY: ☒ Public Hearing ☐ Public Meeting ☐ Administrative		
☐ Administrative ☒ Planning Commission ☐ City Council		☒ Redevelopment Agency ☐ Other:
ENVIRONMENTAL DETERMINATION AND NOTICING:		
CEQA Determination	☐ Categorical Exemption, Class 32 ☐ Negative Declaration or ☒ Mitigated Negative Declaration ☐ Environmental Impact Report, Type: _____	
CEQA Noticing	☐ Notice of Exemption (w/in 5 days of decision) ☒ Notice of Intent to Adopt (21 days prior to decision) ☐ Notice of Determination (w/in 5 days of decision) ☐ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision) ☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness	
PUBLIC NOTIFICATION:		
Mailing Date: 9/2/09	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 500' foot radius ☒ w/in 500' foot radius / Extended ☐ Other: Beyond 500' radius
Posting Date: 9/2/09	☒ Onsite ☐ Offsite	☐ Other:
Publication Date: N/A	☐ Culver City News	☐ Other:
Courtesy Date: 9/2/09	☒ City Council ☒ Commissions ☒ Master Notification List ☐ Culver City Website ☐ Cable Crawler	☐ Press Release ☒ HOA /Neighborhood Groups ☐ Culver City Organizations ☒ Other: Chamber of Commerce

PROJECT SUMMARY

GENERAL INFORMATION:	
General Plan General Corridor	Zoning Commercial General (CG)
Redevelopment Plan Area #4	Overlay Zone/District Commercial Zero Setback Overlay (CZ) Zone
Legal Description Lots 1, 41, and 42 of Block B of Tract No. 3842	Existing Land Use A vacant lot; one apartment & one commercial building

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>
North:	RMD	15' high single family & 45' high townhome residential
South:	CG	Washington Blvd and beyond vacant lot, 15' high retail building w/ surface parking
East:	CG	16 foot high, two-story motel
West:	CG	Marcasel Ave and beyond, 15' high retail shoe store w/ surface parking

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Lot Area	20,800 S.F.	26,885 S.F.	6,085 S.F. (street vacation)
Building Coverage:	4,016 S.F.	21,262 S.F.	N/A
Landscaped Area:	4,000 S.F.	2,000 S.F.	No min.

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Parking:			
Retail	0	25	25
Office	0	120	120
Excess	0	35	0
Handicapped (Part of Total)	0	7	6
Total:	0	180	145

Building Height:	0'	42'	42'
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Building Setbacks:

Front	10' to 30'	0'	0' or setback with amenities
Rear	8' to 45'	17'	10'
Side (East)	5'	10'	None Required
Side (West)	65' to 90'	6'	0' or setback with amenities

ESTIMATED FEES:

☒ New Development Impact: \$42,000 (Estimated)	☒ School District: <u>TBD</u>	☒ Plan Check: <u>TBD</u>
☐ In Lieu Parkland:	☒ Art: <u>TBD</u>	☒ Sewer: <u>TBD</u>

INTERDEPARTMENTAL REVIEW:

Planning, Engineering, Building & Safety, Fire Prevention, Redevelopment Agency, and City Attorney reviewed the project. Comments have been incorporated into the plans or where made part of the recommended conditions of approval.

ART IN PUBLIC PLACES:

Applies to Project -Art Piece proposed



Culver CITY

PLANNING DIVISION

(310) 253-5710

FAX (310) 253-5721
planning@culvercity.org

THOMAS GORHAM
Deputy Community Development
Director/ Planning Manager

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

Community Outreach Guidelines

During the Project Review Process, Applicants will be required to hold **three (3) community meetings** as outlined herein separate and apart from any other outreach meetings the applicant may conduct and any required public hearings (i.e., Planning Commission, City Council). Applicants shall work with their assigned Project Planner in the Planning Division to develop a schedule, identify neighbors and community groups to outreach to, and to prepare the required notification for the Community Meetings.

- **APPLICABILITY.** The following discretionary entitlement applications as outlined in Article 5 of the Culver City Zoning Code shall be subject to Community Outreach as described herein:
 - o Site Plan Reviews (SPR)
 - o Administrative Site Plan Reviews (ASPR)
 - o Conditional Use Permits (CUP)
 - o Administrative Use Permits (AUP) for alcohol sales
 - o Comprehensive Plans (CP)
 - o Specific Plans (SP)
 - o Height Exceptions (HE)
 - o Zoning Map Amendments (ZMA)
 - o General Plan Amendments (GPA)

COMMUNITY MEETING SCHEDULE

Community Meeting #1	Preliminary Project Review (PPR)	Community Meeting #2	Application Submittal	Project Review Committee (PRC)	Application Deemed Complete	Community Meeting #3
Held a minimum one week prior to PPR review	Scheduled with project planner; typically, Thursdays at 8:30 AM	Held a minimum one week prior to the application submittal	Submittal scheduled with project planner	Scheduled with project planner, typically Thursdays at 8:30 AM	+ 30 days from application submittal or resubmittal	Held within 21 days from application deemed complete.

- **PURPOSE. Community Meeting #1:** Meet with neighbors and/or community members at an early stage to present conceptual plans and to provide information regarding the proposed project and to receive feedback on project plans prior to submitting to the City for PPR. **Community Meeting #2:** Present further refined plans to the community responding to comments from Community Meeting # 1 and the City's PPR comments and receive additional comments prior to submitting a formal application. **Community Meeting #3:** Present full application submittal plans following all revisions for final comment and feedback from the community prior to the Public Hearing.
- **HOSTING/FACILITATION. Community Meetings #1 and #2** shall be hosted and facilitated by the Applicant. Planning staff will attend both meetings to observe. **Community Meeting #3** will be hosted and facilitated by Planning staff.

- **LOCATION.** The Applicant will hold **Community Meetings #1 and #2** at or near the subject property. Alternative locations should provide ample parking for attendees and should be near the subject property. **Community Meeting # 3** will be held at City Hall.
- **NOTIFICATION.** For each meeting, the Applicant shall be responsible for notification of neighbors (including occupants and owners) within a 500-foot radius of the subject property, or to a radius as determined by Planning staff. Additional notification of homeowner groups, the Chamber of Commerce and other local groups, as identified by Planning staff may be required. The applicant shall provide Planning staff with an Affidavit of Mailing and all notification cost shall be the responsibility of the Applicant. Planning Staff will provide the Applicant with a notification template that will include the following information:
 - Notification shall include the date, time and location of the Community Meeting.
 - Notification shall identify project location (with a map), the requested entitlements, a project description, and contact information for the Applicant or his/her representatives.
- **STRUCTURE.** The applicant hosted and facilitated **Community Meetings #1 and #2** shall follow the structure and include the material as outlined below:
 - A sign-in sheet which shall include name, address, phone number and email address of each attendee shall be provided.
 - Applicant shall give an overview of the project and present plans (i.e. floor plans, site plans, elevations, renderings, etc.) and results of any preliminary environmental studies as applicable.
 - Applicant should be able to answer questions about the project from attendees, including requested entitlements and operation details of the proposed project.
 - Applicant shall identify any project changes in response to community and/or staff concerns, comments and/or questions.
 - Applicant shall keep meeting minutes to include bullet points of all concerns, comments and/or questions raised.
 - Sign in sheet and bullet point minutes shall be provided to the Project Planner within 3 **working days** following each meeting.

The City hosted and facilitated **Community Meeting #3** shall follow the structure and include the materials as outlined below:

 - A sign-in sheet which shall include name, address, phone number and email address of each attendee shall be provided.
 - Applicant shall give an overview of the project and present plans (i.e. floor plans, site plans, elevations, renderings, etc.) and results of any final environmental studies as applicable.
 - Applicant shall identify any project changes in response to community and/or staff concerns, comments and/or questions.
 - City Staff and Applicant will answer questions about the project from attendees, including details on requested entitlements, operation details of the proposed project, CEQA analysis and the hearing schedule.
 - Planning Staff shall keep meeting minutes to include bullet points of all concerns, comments and/or questions raised.
 - Sign in sheet and bullet point minutes shall be provided to the Applicant within 3 **working days** following the meeting.
- **EVALUATION/REPORT.** Planning Staff shall be present at each community meeting and prepare an evaluation of the applicant's response to community concerns, comments and/or questions from each community meeting and provide said information in its written report to the Planning Commission and/or the City Council.

Attachment No. 2

100 0 100 200 300
FEET

SITE ADDRESS:
11857 WASHINGTON BLVD
CLARK COUNTY, CA 94066

LEGEND:

300' ADDRESS:
ASSESSOR'S PARCEL
NUMBER



JPL Zoning Services, Inc.
6263 Van Nuys Blvd
Van Nuys, CA 91403
(818) 781-0018

500' RADIUS OWNERSHIP

CASE NO.:
DATE: 11/04/2008

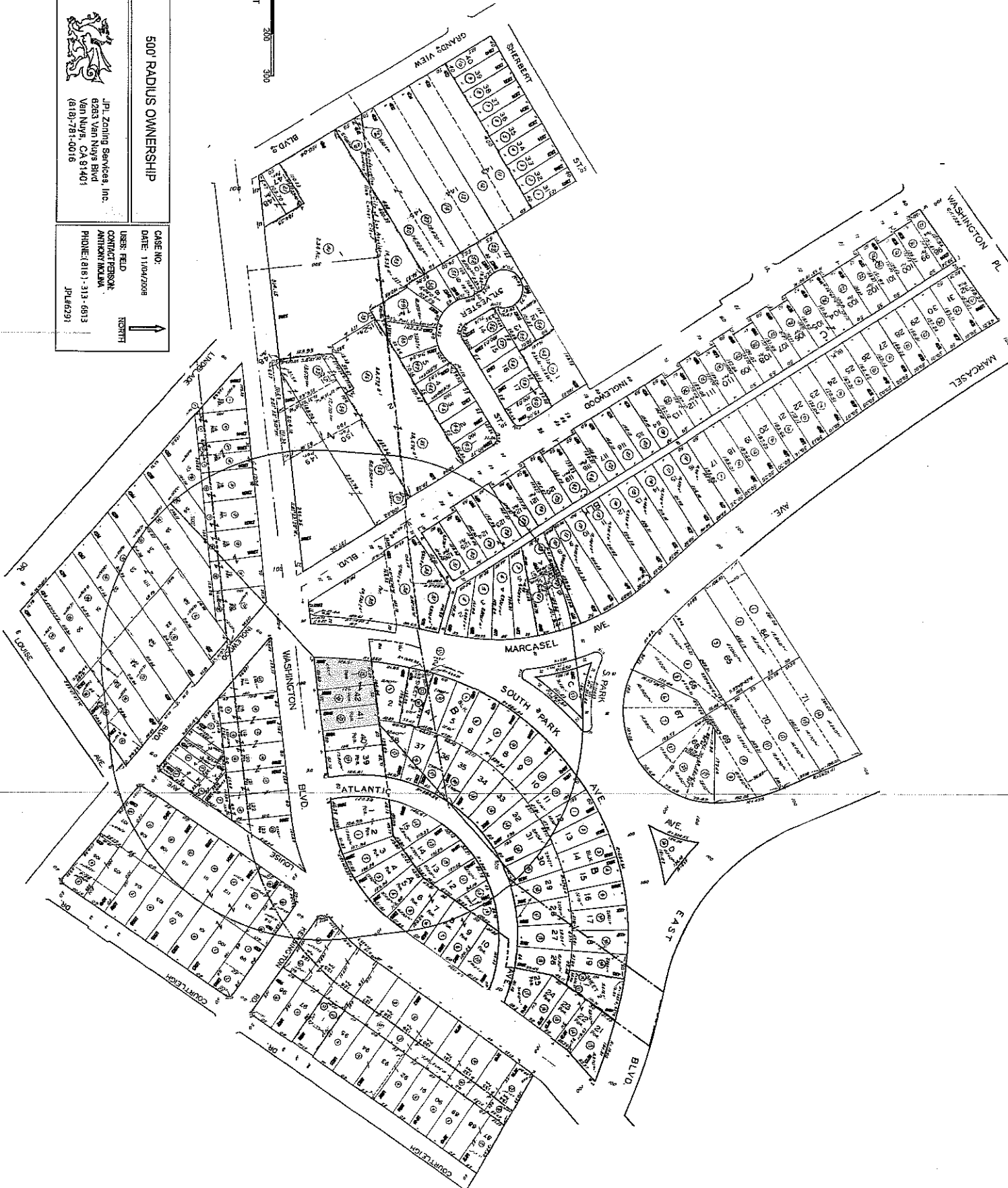
USERS: FIELD

CONTACT PERSON:
ANTHONY MOLLA

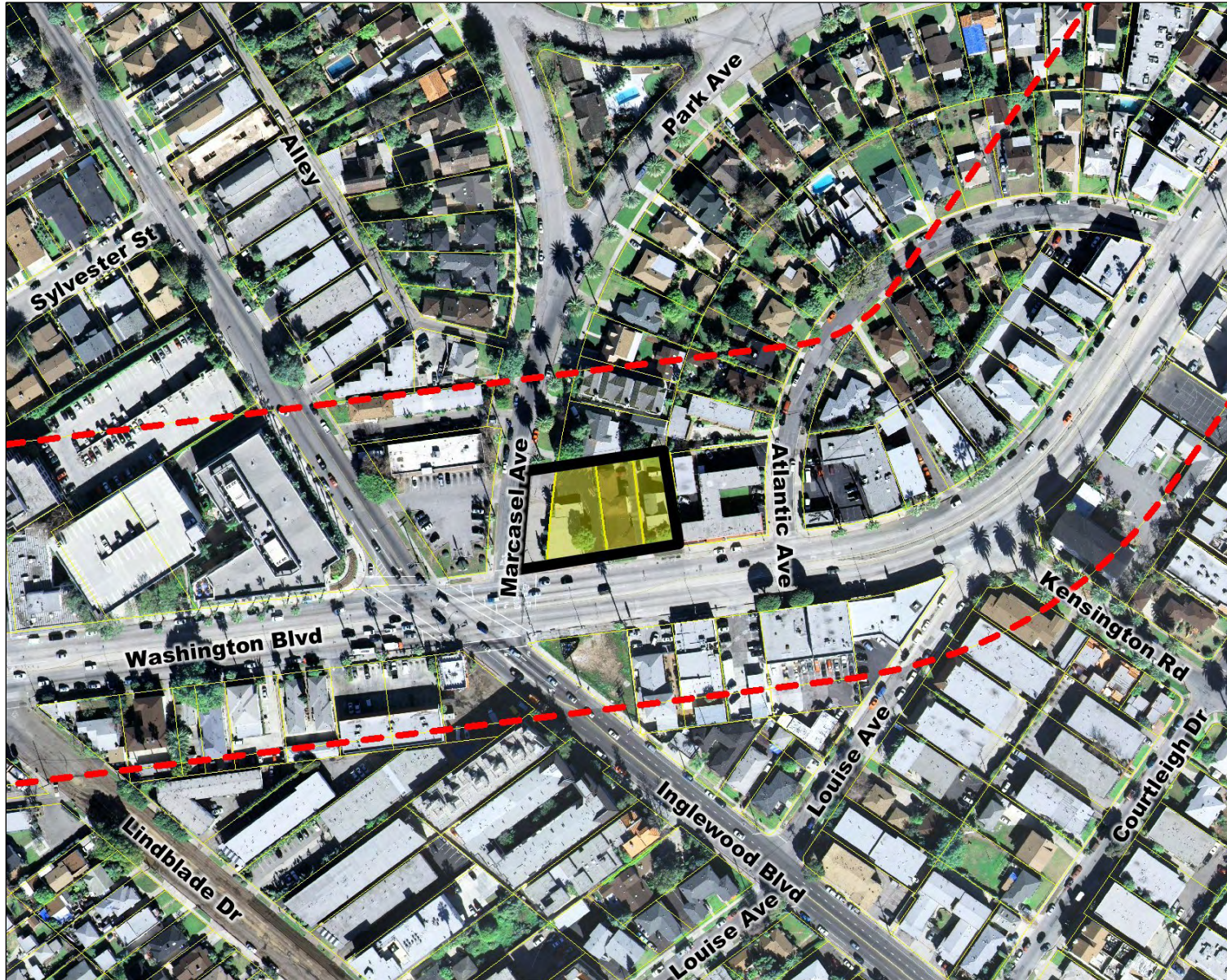
PHONE: (818) 313-6813

JPL#0291

NORTH



Attachment No. 1
Marcasel Building



**11957 Washington
Boulevard**

**Site Plan Review,
SPR-P2009128**

Legend



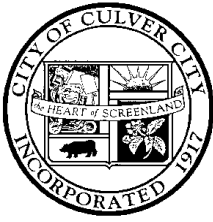
Selected Properties

0 125 250 ft.

Scale: 1:2,500



City of Culver City
Planning Division
Map Created: Aug 21, 2009
Meeting Date: September 23, 2009



(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:	Marcasel Multi-Use Office & Retail Building Site Plan Review, SPR- P2009128		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Jose Mendivil, Associate Planner (310) 253-5757		
Project Location/Address:	11945, 11953, & 11955/57 Washington Boulevard Culver City, CA 90066		
Nearest Cross Street:	Marcasel Avenue	APN:	4233-014-025, 4233-014-026, 4233-014-028
Project Sponsor's Name & Address:	Kevin Read 586 30 th Street Manhattan Beach, CA 90266 (310) 545-9898		
General Plan Designation:	General Corridor	Zoning:	Commercial General (CG)
Redevelopment Project Area:	Component Area No. 4		
Overlay Zone/Special District:	Commercial Zero Setback Overlay (CZ) Zone		
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> A three story, 50,849 square foot retail and office building with 180 parking spaces is proposed. The project will include 8,850 square feet of retail space, 41,999 square feet of office space, 1,299 square feet of balcony space, two and a half levels of subterranean parking, a ground floor consisting of retail space and parking, and two additional stories of office space for a total of 3 stories. The building will have a height of 42 feet from grade to the roof deck and 46 feet, 8 inches from grade to the top of the parapet wall. A partial street vacation of Marcasel Avenue will be required in order to meet the project objective of a three story, 50,849 square foot retail and office building with 180 parking spaces. Various public right of way improvements will be incorporated into the Project design that include decorative sidewalk along Marcasel Avenue and Washington Boulevard, the narrowing of Marcasel Avenue to a one-way street at the intersection with Washington Boulevard, a 120 foot long 6-inch raised concrete medium on Washington Boulevard at the intersection with Inglewood Boulevard, and a double left turn lane along Washington Boulevard just east of the new concrete medium and parallel to the east end of the project site. Currently the site is comprised of three properties; one property is vacant, another property contains a 5-unit apartment building, and the third property is developed with a commercial building. The residential and commercial properties will be demolished in order to construct the project as proposed.			
Existing Conditions of the Project Site: Currently the site is comprised of three properties; one property is vacant, another property contains a 5-unit apartment building, and the third property is developed with a commercial building.			

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

West: Marcasel Avenue and beyond is a 15 foot high single-story commercial retail building (Payless Shoe Store) with surface parking.

East: 16 foot high, two-story Econo Lodge Motel.

North: 15 foot high single family residence and a 45 foot high town home style residential building.

South: Washington Boulevard and beyond a vacant lot and a 15 foot high commercial retail building with surface parking.

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

City of Culver City City Council and City of Culver City Redevelopment Agency

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.

Jose Mendivil, Associate Planner

Date:

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)- d) <u>Less Than Significant Impact.</u> The proposed project will not significantly affect scenic vistas because the project site and surrounding properties are located in an urbanized area with commercial and residential buildings in the immediate vicinity. Furthermore, there are no scenic vistas or scenic highways in the vicinity of the project. The topography of the project site and surrounding area will not be significantly affected by the project because it is relatively flat and developed with commercial and residential buildings. There are no scenic rock outcroppings or trees on the project site that currently consists of two multi-family residential buildings (four units each), a vacant lot, and a portion of public right-of-way, or no such resources in the surrounding area. The project's development will not substantially degrade the existing character of the project and its surroundings but will rather enhance it. The vacant lot and commercial/residential structures will be replaced with a three story office and retail office building with decorative sidewalk paving and landscaping. As a new three story retail/office structure (with underground parking), there will be additional light emanating from the site where less existed before (from the residential structures). However, the project will be required to be constructed to code and all lighting will be required to not shine or glare onto adjacent public and private properties. Lighting will be conditioned to not be obtrusive nor create a nuisance to adjacent properties. In addition, the project will not exceed 42 feet in height which is 14 feet less than the 56 foot height limit set by the Zoning Code for the Commercial General Zone, thereby ensuring development is within the expected threshold of development. Mitigation Measure(s): None Required				
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?	☐	☐	☐	☒
Responses: a)-c) <u>No Impact.</u> Agricultural resources will not be impacted by the proposed project because surrounding				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
properties are not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect for the area. No mitigation measures are necessary. 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)- d) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> Future new development in any portion of Culver City may 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. However the South Coast Air Quality Management District (SCAQMD) CEQA Handbook provides thresholds of significance for both the operational and construction phases of a project. Per the SCAQMD CEQA Handbook, the project with 8,850 square feet of retail space and 41,999 square feet of office space do not meet operational thresholds of significance. Those thresholds are 22,000 square feet for a small shopping center which is most comparable to the speculative ground floor retail use and 61,000 square feet for medical offices – the applicant intends to fill the 41,999 square feet of office space with medical offices. However operational mitigations will ensure that operational-related emissions remain less than significant. During construction, air contaminant emissions would result from the use of construction equipment such as bulldozers, trucks, scrapers, loaders, graders, and backhoes, as well as construction workers that would be traveling to and from the project. Project-related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel-powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards; impacts would be less than significant. Also, the project does not reach the threshold of significance for construction because at a total of 50,849 square feet for both the retail and office combined, it is below the 559,000 square foot construction threshold for office and 975,000 square foot construction threshold for retail shopping center. The site is approximately 26,885 square feet in area which is below the construction threshold of significance for grading which is 177 acres. The project site is located adjacent to commercial buildings and residential neighborhoods. As discussed above, construction impacts associated with the proposed project would be less than significant, and because of their short duration, these impacts are not anticipated to add to long-term air pollution problems. Operational emissions resulting from the				

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proposed project would be below the established SCAQMD thresholds, and therefore, impacts would be less than significant. Overall, construction emissions will be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further, the proposed project will implement standard SCAQMD-approved construction procedures and will comply with applicable provisions of SCAQMD Rule 403. The mitigation measures below will ensure that construction-related emissions remain less than significant. e) <u>Less Than Significant Impact.</u> Project construction activities may generate detectable odors from heavy-duty equipment exhaust. However, any impacts to existing adjacent land uses would be short-term and considered less than significant. Long-term odor impacts will also be less than significant because the proposed activity – retail and office uses – are not uses normally associated with noxious odors. Furthermore, adherence and incorporation of SCAQMD CEQA Handbook control measures would reduce any potential impacts from objectionable odors to a less than significant level. Discussion on Climate Change The South Coast Air Quality Management District (SCAQMD) has not adopted a threshold for commercial or residential green house gas emissions. A threshold of 10,000 Metric Tons (MT) per year has been adopted for industrial projects. Based on a modeling program known as Urbemis (see below), preliminary discussions regarding a potential threshold for commercial projects have suggested a screening threshold between 3,000 MT and 6,000 MT per year may be an appropriate project-specific criterion. Urbemis is an air quality model (recommended by the California Air Resources Board and SCAQMD) used to estimate criteria pollutants (SOx, NOx, CO, ROG, PM10 and PM2.5) and CO2 (the primary greenhouse gas) from construction and operation of a wide variety of land uses. It includes emissions from project traffic and electrical and natural gas consumption. Although it does not include a threshold, SCAQMD is working on a threshold (they have thresholds in their CEQA Guide for criteria pollutants). Regulatory discussions by SCAQMD and the Southern California Association of Governments continues as to the appropriate level of review (and appropriate CEQA thresholds) – whether it should be 1) project specific or 2) a community level or regional level of review with requirements imposed on the project level. Using Urbemis (which assumes 7 days per week full project operation) the unmitigated project emissions of a 51,520 retail/restaurant project with approximately 219 required parking spaces are anticipated to be about 2,996 MT/year which is less than the lowest threshold suggested in preliminary documentation by SCAQMD. The proposed project for this study is a 50,849 square foot retail/office building with 145 required parking spaces and the majority of the building being devoted to office. The example project has much higher trip generation. Given this comparison, this project is expected to produce MT's of green house gases similar to the example project (2,996 MT/year) which is less than the suggested threshold noted above. Standard code required conditions of approval and code requirements will lessen the overall green house gas emissions expected for this project. These conditions of approval and code required conditions include Transportation Demand Management measures and required bicycle parking intended to reduce green house gas emissions from mobile sources and the code required installation of photovoltaics intended to reduce stationary sources of green house gas emissions. Utility Mitigation Util-4 will further reduce green house gas emissions from both stationary and mobile sources by requiring an operational solid waste management plan that includes a recycling program Though this project will not seek a LEED certification, it has been designed by a LEED AP architect and will comply with many of the LEED requirements. The project is located on a redevelopment site. The urban nature of the project eliminates 'Heat Island' effect, with the use of subterranean parking as opposed to surface parking. The project will satisfy LEED storm water quality requirements. Construction materials will be provided from within a 500-mile radius. Glazing will be high performance; HVAC will perform at a LEED compliant level. Water fixtures will be specified as low water usage. The project will be adjacent to mass				

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transit facilities. The project will utilize solar panels, (in lieu of a cool roof) to reduce 'on grid' energy use, mainly for building emergency lighting, and other common space electrical needs. Interior materials for common space will be specified as "Green Seal" and could include carpets and other floor coverings, wood materials, and any other applicable products, which meet project needs and perform properly. The City will require through the conditions of approval that these LEED equivalent features be incorporated into the building construction. These LEED equivalent features along with the City required Photovoltaic ordinance requirements, Transportation Demand Management measures, required bicycle parking, and Util-4 intended to address solid waste management and promote recycling will ensure that the overall carbon footprint for the project is reduced to a less than significant level. Mitigation Measures Air-1 <i>Where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes; other methods if applicable may be employed to reduce thermal loss and energy demand.</i> Air-2 <i>Heavy-duty trucks shall turn off their engines immediately upon reaching the loading docks in order to limit emissions during idling.</i> Air-3 <i>The project shall be designed and operated to conserve energy as required by Southern California Edison, Southern California Gas Company, and/or other appropriate agencies.</i> Air-4 <i>All exposed soils shall be watered three times daily.</i> Air-5 <i>All inactive soil stockpiles shall be covered with tarps.</i> Air-6 <i>All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.</i> Air-7 <i>General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.</i> Air-8 <i>Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators, to the extent feasible.</i> Air-9 <i>Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.</i> Air-10 <i>All grading operations shall be terminated if wind conditions exceed 25 miles per hour.</i> Air-11 <i>Dust fabric shall be installed to project perimeter fencing.</i> Air-12 <i>Approved Culver City haul routes (and schedules) must be used by all construction vehicles.</i>				
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
Responses: a)- f) <u>Less Than Significant Impact.</u> The proposed project will not affect biological resources because the project site and surrounding area is located in an industrial zone that is fully developed with commercial and residential uses and is further completely surrounded by urban development. As an urbanized built out area, the project site and surrounding area is not known to have special status species, riparian habitat, or federally protected wetlands. The project site and surrounding area is not known to be along the path of migratory wildlife and there is no resident migratory wildlife corridor or wildlife nursery site or adopted Habitat Conservation Plan in the area of the project site. 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?	☐	☒	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Responses:</u>				
a) <u>Less Than Significant Impact.</u> The project is not expected to cause a substantial adverse change in the significance of a historical resource because there is no identified historical resource on the project site, which is comprised of a vacant lot, a residential lot, and a commercial lot, or in the surrounding area which is characterized by commercial and residential buildings, none of which have been designated as historical. b)- d) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. The potential does exist for fossil resources, burial sites, and other paleontological/anthropological resources to be unearthed during construction activities. There have been identified archaeological resources at construction sites near the project site and upon excavation of the subterranean parking levels, such a resource could surface. This potential impact is considered significant without mitigation and a mitigation requiring a Phase 1 Archaeological/Paleontological Survey prior to Building Permit issuance will be required. Implementation of the recommended mitigation measure below would reduce the significance of potential impacts to a less than significant level.				
<u>Mitigation Measure</u>				
CR-1 <i>Prior to Building Permit issuance, a Phase 1 Archaeological/Paleontological Survey shall be completed and submitted to the Planning Manager and Building Official for review. If the Phase 1 Archaeological/Paleontological Survey indicates the presence of archaeological and/or paleontological resources, then an archaeological and/or paleontological professional(s), approved by the City, shall monitor all phases of the excavation for the project site. In the event that the Phase 1 Archaeological/Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains, or other archaeological/paleontological resources are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and Native American representatives have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.</i>				
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? ☐ ☒ ☐ ☐				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
<u>Responses:</u>				
a)- b) <u>Less Than Significant Impact.</u> The project site is located in an urbanized area surrounded by existing disturbed land and development. The project area is located in the seismically active southern California region and, therefore, could be subject to strong ground shaking in the event of an earthquake. The region is characterized by numerous active, potentially active, and inactive faults. The project site is not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface rupture hazards. However, the site is located near the Charnock Fault. Compliance with all applicable City building standards and constructed to meet all Uniform Building Code requirements, including the building be reinforced to comply with City and state seismic standards, would reduce any potential impact to a level of less than significant. The site is currently comprised of developed land including a vacant lot whose previous structure was demolished and two residential buildings. Construction of the proposed project will therefore not result in substantial soil erosion or the loss of topsoil (where none exists now).				
c) – d) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> A Geotechnical Engineering Report conducted by GeoSoils Consultants Inc. found groundwater at depths of 40 feet. Groundwater deeper than 50 feet substantially reduces liquefaction hazard potential and according to the Division of Mines and Geology Seismic Hazard Evaluation of the Venice 7.5 minute Quadrangle, Seismic Hazard Zone Report 036, the historical high groundwater table is approximately 20 feet below grade. The Geotechnical Engineering Report indicated that the potential for liquefaction exists. However, only one layer of potentially liquefiable material was encountered in the soil analysis and this layer was at approximately 45 feet below grade. The lowest level of the subterranean parking will be about 33.5 feet below grade with additional excavation for foundation work which could bring the deepest part of the project (the foundation) to within 42 feet below grade. In order to ensure impacts due to unstable or expansive soil are reduced to less than significant a geotechnical investigation will be conducted at the site to verify the liquefaction potential. Based on the results of this study, design features will be incorporated as necessary into the project to minimize liquefaction effects.				
e) <u>Less Than Significant Impact.</u> The project site is located in an urbanized area, and existing wastewater infrastructure is in place. The proposed development project would be connected to the existing wastewater system. Since the project would not involve the use of septic tanks or alternative wastewater disposal systems, no impact would occur.				
<u>Mitigation Measure</u>				
Geo-1 Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted on the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey, Special Publication 117, Guidelines for Evaluating and Mitigation Seismic Hazards in California, 1997. These measures shall be included in the final project designs and prior to Building Permit issuance in a matter meeting the approval of the Building Official.				

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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?	☐	☐	☒	☐
Responses: a) through c) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The applicant has stated the desire to use the office space for medical/dental offices. Therefore long-term operation of the proposed project could potentially involve the transportation, storage, use or disposal of hazardous materials such as medical related waste and medical related chemicals/liquids, medicines. The proposed ground floor uses such as restaurant and/or retail as well as the parking activity are not known to use, produce, or transport hazardous materials in significant quantities. Routine transport, storage, and disposal of medical waste will be subject to all applicable Federal, State, and local regulations and laws. Even though a Phase I soil study resulted in no evidence of soil or groundwater contamination, grading, excavation, and construction activities may also involve the limited transport, storage, use, or disposal of hazardous materials such as contaminated soil, remodeling or demolition debris. Such debris could include asbestos from the demolition of structures built on the site prior to implementation of Federal law regulation asbestos. However, these construction activities would be minimal, short-term, or one-time in nature and would be subject to federal, state, and local health and safety requirements. The proposed project would require the use of potentially hazardous materials for cleaning and other maintenance uses of the retail and office space. The use of these hazardous materials would be limited and subject to federal, state and local				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
health and safety requirements. The site is located within one-quarter mile of a school. Given this proximity to a school and the potential for medical offices, there is a potential for hazardous material to be emitted during excavation, construction, or operation of the site. The mitigation measure below would ensure no impact. d), e), f) <u>Less Than Significant Impact</u>. The proposed project site is not listed as a site containing hazardous waste on any lists compiled pursuant to Section 65962.5 of the Government Code and as reported in the Phase I soil study. Additionally, based on the information in the Phase I study prepared by the project applicant, the project site is not listed on any environmental database, including federal and state databases of known contaminated sites (National Priority List, Cal-Sites, etc.). The proposed project would, therefore, not create a significant hazard to the public or the environment due to location on a hazardous materials site. The proposed project is located within two miles of a public or private airstrip but would not result in a safety hazard for people residing or working in the project area or near the airport. Mitigation Measure Haz-1 will ensure surrounding communities are not impacted. The nearest airport to the project site is Santa Monica Airport, is located approximately two miles to northwest of the project site and is not likely to be affected by the project (given the distance). Therefore, no impacts would occur. g) <u>Potentially Significant Impact Unless Mitigation Incorporated</u>. All emergency procedures would be implemented within local, state, and federal guidelines during the construction and operation of the project. The proposed project will involve the permanent modification of the existing street network surrounding the project site with the partial vacation of Marcasel Avenue and the conversion of the remaining portion of the section affected by the vacation to a one way street and the installation of a 6-inch raised concrete medium along the left turn lane of west bound Washington Boulevard at the intersection with Inglewood Boulevard. These physical changes are not expected to interfere with a current emergency response plan or an emergency evacuation plan for local, state or federal agencies and would result in a safer intersection of Washington and Inglewood Boulevards and Marcasel Avenue. During construction and/or excavation the temporary closure and/or disruption of streets to traffic may be required but impacts to emergency response plans or evacuation plans caused by this temporary disruption will be less than significant with a construction staging and traffic plan mitigation (see Measure Traffic-1). h) <u>Less Than Significant Impact</u>. The project site is located in an area with urban uses and is currently comprised of a vacant lot, a residential lot, and a commercial lot. There are no wildlands on the project site or in the immediate vicinity of the site. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildland fires are adjacent to urbanized areas. No impact would occur. Mitigation Measure Haz-1 <i>All operational routine transport, storage, or disposal of hazardous materials shall be carried out in compliance with all applicable Federal, State, and Local regulations and laws and prior to a Certificate of Occupancy, the applicant shall have received approval by the Culver City Fire Department for the transport, storage, or disposal of hazardous materials and shall have complied with Culver City Fire Prevention Haz Mat regulations. During construction, in the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB).</i>				
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

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

Responses:

a), b) Less Than Significant Impact. During construction of the proposed project, grading activities have the potential to temporarily increase the amount of suspended solids from surface flows derived from the project site during a concurrent storm event due to sheet erosion of exposed soil. Stormwater runoff and erosion could result in violation of water quality standards and waste discharge requirements. On-site watering activities during grading activities (utilized to reduce airborne dust) also have the potential to contribute marginally to increased sediment loading of surface runoff during dry weather conditions. However, a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the State National Pollution Discharge Elimination System (NPDES) General Construction Permit and the Los Angeles Regional Water Quality Control Board (LARWQCB) requirements regarding construction activities, including erosion control, would be required. As part of these requirements, Best Management Practices (BMPs) would be implemented that would serve to minimize sedimentation, reduce or eliminate other pollutants in stormwater runoff, and reduce or eliminate non-storm water discharges. The implementation of traditional engineering erosion control methods and BMPs (e.g., proper grading techniques, appropriate sloping of the construction site, sand bagging, drainage swales, regular watering of disturbed areas), which constitute standard conditions of grading permit approval, would effectively control fugitive dust and sediment transport during all construction operations and would control the discharge of sediment into the

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
area's storm drain system. Therefore, preparation of the SWPPP, which is required to comply with the State NPDES General Construction Permit and implementation of other City and LARWQCB requirements would reduce any potentially significant water quality impacts on receiving waters to less than significant levels. The site is partially covered with impervious paved parking surfaces and two buildings. Another portion of the site that is now vacant with wild vegetation but was previous developed with a structure and an impervious paved parking surface. The GeoSoils Geotechnical report reported that although historic high groundwater tables have been measured at 20 feet below grade, the study noted a 40 foot depth. Given that the site is substantially developed and that the subterranean parking will be at an approximate depth of 33.5 feet below grade, no groundwater extractions are proposed as part of the project during construction or operation. Depletion of groundwater resupply through rain is not expected to be significant because the site is already partially paved. Therefore, the project would not deplete groundwater supplies or interfere with groundwater recharge that would be considered significant. As a result, no significant impacts would occur. c)- e) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> There are no streams or rivers in the vicinity of the project other than the concrete lined flood control channel of Ballona Creek that could be affected by any changes to the existing drainage pattern of the project site or project area. Implementation of the proposed project may result in changes to existing drainage patterns or increases in surface water runoff quantities. Project generated surface water runoff would drain into existing storm drains. A grading and drainage plan will be required to ensure proper surface water runoff from the project site into the City's stormwater system during both the construction and operational phases of the project. With mitigations incorporated there would be a less than significant impact to surficial drainage patterns. f)- j) <u>Less Than Significant Impact.</u> The proposed project would be required to implement a SWPPP and a Standard Urban Storm Water Mitigation Plan (SUSMP), which would be implemented during the operational life of the project. The SUSMP requires minimizing runoff and reducing pollutants. Compliance with these requirements would avoid any significant impacts on water quality associated with construction or operation of the proposed project. The project site is not located within a 100-year flood plain. However, the project site is located within the inundation area for the Stone Canyon Dam and near the inundation area for the Mulholland Dam. The two dams are located in the Santa Monica Mountains several miles north of the project. Currently there is no data to demonstrate that the dams are in eminent threat of failure and should they fail, other government agencies responsible for responding to those failures would be in contact with Culver City first responders to coordinate emergency procedures as appropriate. Failure of the dams and inundation of the project site is an extremely remote possibility. The location within the inundation zones does not pose a significant impact or constraint to development of the site. . Inundation by seiche, tsunami, or mudflow is also highly unlikely as the site is not near any inland body of water, is far enough from the Pacific Ocean to make a tsunami threat less than significant, and is located in a relatively flat plane where mudflows would not occur. Mitigation Measures Hydro-1 <i>Prior to issuance of a building permit, a final hydrology and hydraulics report shall be prepared and submitted to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump.</i> Hydro-2 <i>Prior to issuance of any demolition, grading, excavation, and or building permit, proof of that a General Construction Activities NPDES Permit has been obtained from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State, shall be required. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and available for inspection at all times during construction.</i> <i>Concurrent with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and</i>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved.</i>				
Hydro-3 <i>Concurrent with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP.</i>				
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?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Responses:</u> a)- b) <u>Less Than Significant Impact.</u> The project site is located within an urbanized area, consisting of residential and commercial uses. The proposed uses would be similar to the existing and surrounding commercial office and retail uses along Washington Boulevard and would include uses allowed in the Commercial General (CG) Zone. Furthermore, the project would be served by existing streets and infrastructure. The project would not physically divide an established community. The proposed project is located within the City of Culver City's Redevelopment Project Component Area No.4. As required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan Land Use Element. The project's proposed land uses are consistent with both the General Plan and the Redevelopment Plan and no General Plan amendment or Redevelopment Plan amendment is required. The site currently has a General Plan designation of General Corridor and is zoned Commercial General (CG). The proposed project would be consistent and compatible with existing medical office, office, and retail commercial uses surrounding the project site and will be built to proper setbacks and reduced height in order to lessen potential impacts to adjacent residential zones. Additionally the ground floor retail and decorative sidewalk with room for outdoor seating will encourage local pedestrian use of the site and the new office space will encourage medical offices to locate in the project. This is consistent with General Plan Land Use Policy 24.E which specifically states "Strengthen the medical office and health services along Washington Boulevard from Centinela Avenue to McLaughlin Avenue while encouraging retail services that would support medical office patrons and nearby neighborhoods." This project is located in that section of Washington Boulevard noted above. The project as proposed is consistent with the Zoning Code – the height, setbacks, parking, and proposed uses are all allowed in the CG Zone as noted in the code with height being less than the maximum allowed and with the project providing more parking than the minimum required. c) <u>No Impact.</u> There are no applicable habitat conservation plans or natural community conservation plan applicable to the project site or project area. As such, project implementation would not conflict with any habitat conservation plans. Therefore, there would be no impact to any habitat conservation plans or natural community conservation plan applicable to the project. <u>Mitigation Measure(s):</u> 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?	☐	☐	☐	☒
<u>Responses:</u> a)- b) <u>No Impact.</u> The project site and its surrounding area are currently developed with urban uses. No mineral resources have been identified on or within the project site. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. <u>Mitigation Measure(s):</u> None Required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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><i>Potentially Significant Impact Unless Mitigation Incorporated.</i></u> The proposed project is located in an area consisting of commercial office/retail uses (with some light industrial uses), residential uses, municipal and educational uses, and open space uses nearby. The nearby residences and elementary school, which qualify as noise sensitive land uses, would potentially be exposed to noise generated from on-site construction activities and operation activities. Vehicular-related operational noise levels would result from parked and/or moving vehicles on the local roadway system and at the proposed project site. Parking lot noise could include occasional car alarm noise, vehicle horns, vehicle doors/trunks opening and closing, and conversation of people using the parking area. The most disruptive of these noise sources would be associated with car alarm noise and vehicle horns because of their intermittent nature and loudness. However, the majority of the proposed parking would be located in the underground levels and the at-grade parking level would have its noise level muted by property line walls and landscaping. Retail and medical office operations are not usually associated with high levels of noise and the majority of these activities will be indoors – except for outdoor dining which will be located along Washington Boulevard and the commercial portion of Marcasel Avenue. Noise attributed to operational activities is not expected to be significant. Excavation and construction noise levels at and near the project site will fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Most construction activity would be located central to the project site and away from sensitive receptors. However, construction equipment would occasionally travel along the boundary of the project site and potentially affect adjacent residences. The City of Culver City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activity to the less noise sensitive daytime hours. The Culver City Noise Ordinance (Chapter 9.07, Section 9.07.035) requires construction to be limited to between 8 AM and 8 PM Monday through Friday, 9 AM and 7 PM Saturday, and 10 AM and 7 PM Sunday. Construction activity hours will be further limited to ensure noise does not significantly impact the sensitive receptors noted above; this will exceed the standards established in the Noise Ordinance. Further mitigation				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
measures provided below would reduce the annoyance of construction noise to less than significant.				
e)- f) <u>No Impact</u>. The project site is located about two miles from Santa Monica Airport – a small airport that services small private airplanes and jets. The project is not with an airport land use plan boundary. Given the small nature of the Santa Monica Airport and the small aircraft it serves and the project being located outside of an airport land use plan boundary, the proposed project would not expose people working in the project area or people visiting the project site to excessive noise levels from airports. Further the orientation of the Santa Monica Airport runways indicate that approach and take off patterns will most likely avoid the project site. No impact would result, and no mitigation measures are required. Mitigation Measures Noise-1 <i>Construction hours shall be limited from 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM on Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and the afternoon (4 PM to 6 PM) peak traffic periods.</i> Noise-2 <i>Construction equipment shall be located as far from nearby sensitive receptors, as possible. Stationary source equipment (e.g. compressors) shall be located so as to maintain the greatest distance from sensitive receptors.</i> Noise-3 <i>All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust.</i> Noise-4 <i>All construction equipment shall be properly maintained to minimize noise emissions.</i> Noise-5 <i>All equipment servicing shall be performed so as to maintain the greatest distance from sensitive land uses.</i> Noise-6 <i>The name and telephone number of a contact person shall be posted on-site.</i> Noise-7 <i>Construction vehicles shall not be allowed to travel along adjacent residential streets.</i>				
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)- c) <u>Less Than Significant Impact</u>. The proposed project is not expected to induce significant population growth because it will result in a small office and retail space replacing existing small retail space and eliminating 5 apartment units. The development of the site will help to fulfill an already established General Plan objective for a section of Washington Boulevard – namely, commercial space for medical offices. The project is therefore within the General Plan expected growth threshold for the area that it is located in. The potential future housing reported in the City's Draft Housing Element and as reflected in Culver City's Regional				

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Housing Needs Assessment takes into account potential future commercial growth that falls within General Plan objectives (as does this project). Therefore it is not expected that the project will result in significant inducement of population growth. The project will require the elimination of 5 apartment units. However the Culver City Draft Housing Element reports in the Land Inventory analysis that there is a potential for 1,674 new units which more than offset the loss of 5 housing units. Further, the five units are not covenanted for affordability and are not on a list of affordable units that are at-risk of losing their affordability status. Additionally the project does not have a residential component. Therefore, implementation of the proposed project would not significantly induce growth or displace a significant amount of dwelling units or residents. No impacts would occur. There will be a site plan review condition of approval that requires the applicant to provide some assistance to residents in relocating. 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: <i>a-Fire) <u>Less Than Significant Impact.</u></i> The Culver City Fire Department (CCFD) currently provides fire protection and emergency medical services. The Fire Department maintains three stations and the closest station to the proposed project site is Station No. 2 located at 11252 Washington Boulevard which is a little over one half mile from the site. The estimated response time for the CCFD is three to five minutes. The proposed project involving a subterranean parking, ground floor retail, and above grade office will be constructed and operated in accordance with the latest CCFD codes and guidelines for construction, access, water mains, fire flows and hydrants. In addition, through internal staff review, standard Fire Prevention conditions of approval will be required. Implementation of these standard conditions will reduce potential impacts to fire protection to less than significant. <i>a-Police) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u></i> The Culver City Police Department provides law enforcement and police protection services within Culver City. The Police Department is located approximately 2.2 miles from the project site at 4040 Duquesne Avenue. The Police Department Level of Service is periodically evaluated and staff and equipment is increased or decreased as needs dictate and funding allows. According to the Culver City Police Department, the emergency response time anywhere in the City for a top priority emergency is three minutes or less. Demand for law enforcement services is based on the number of residential units in the City, the amount of non-residential space in the City and the number of individuals who pass through or visit the City. Any increase or decrease in either residential or non-residential uses will have a corresponding proportional impact on the demand for police protection services. For this project construction areas will be secured throughout the course of construction activities as necessary to ensure the safety of the public. Additional security measures that will be provided during operation of the proposed project include on-site security (that could be accomplished through security cameras) and security lighting during the evening. Despite these operational security measures, the Culver City Police Department may experience an increase in calls-for-service to the proposed project site due to traffic accidents, crimes of opportunity (including auto burglaries or purse snatches), and parking complaints (due to operation of the proposed project). The following mitigation will reduce impacts to Police service to					Fire protection?	☐	☐	☒	☐	Police protection?	☐	☒	☐	☐	Schools?	☐	☐	☒	☐	Parks?	☐	☐	☒	☐	Other public facilities?	☐	☐	☒	☐
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less than significant.				
<i>a-Schools) <u>Less Than Significant Impact.</u></i> The Culver Unified School District (CCUSD) serves grades kindergarten through 12 and operates the Culver City Adult School. Since no residential land uses are proposed as part of the project and only five residential units will be eliminated, school services would not be directly affected by the proposed project. Employment opportunities generated by the proposed project would have the potential to generate a small number of students in the CCUSD if new employees choose to relocate to Culver City. The CCUSD, in accordance with California Government Code Sections 53080 and 65995, collects statutory developer fees as a condition of the issuance of building permits. Payment of these fees by the applicant, in accordance with State law, would offset impacts to school services. Therefore, impacts would be less than significant, and no further evaluation of schools is necessary.				
<i>a-Parks/Other Public Services) <u>Less Than Significant Impact.</u></i> The City's Open Space Element indicates that the City of Culver City has 90.07 net acres of park land divided among 19 sites developed as parks, parkettes, and special facilities. In addition, there is the 101-acre Ballona Creek Flood Control Channel that contains bike and pedestrian paths. School playgrounds, although not designated, can function as outdoor recreation space to the extent available for public use. Based on the City's established park standard of 3 acres per 1,000 population, the City as of the 1996 Open Space Element had a 27 acre deficit in public park lands.				
The proposed project would result in approximately 50,849 square feet of retail and office space, which would generate additional new employees on-site. The introduction of new employees may potentially affect the provision of park services since these employees may use the City's parks, particularly those within close proximity of the project site. It is likely that the new employees will use the parks during there break times or after work. However, this use is not anticipated to be significant, particularly since the project proposes an outdoor sidewalk seating area as well as balcony space at the rear third floor. As a result, potential impacts to parks are considered less than significant. Overall, with the one Police mitigation measure, impacts to public services are considered to be less than significant.				
<u>Mitigation Measures</u>				
Police-1 <i>Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security such as security cameras; the proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures.</i>				
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?	☐	☐	☐	☒
<u>Responses:</u>				
a)- b) <u>No Impact.</u> The proposed project would not put a demand for new recreational facilities or increase the use of existing recreational facilities because it does not involve new residential uses that could generate an increase in the population. As stated above new employees to the site could use the City park system but because of on-site amenities and distance to the nearest park, such usage is not expected to create a significant impact. There is no condition that requires construction of new park facilities and the project applicant does not propose to dedicate land for recreational facilities construction. Impacts to recreational facilities are expected to be less than significant.				
<u>Mitigation Measure(s):</u> None Required				

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> According to the Overland Traffic Consultants January 2009 Traffic Impact Study (Traffic Study) for the proposed project, the project is expected to generate the following trips (The Institute of Traffic Engineers (ITE) Manual 7 th Edition was used to calculate these projected numbers):																																										
<table border="1"> <thead> <tr> <th rowspan="2">Proposed Land Use:</th> <th rowspan="2">Daily Traffic</th> <th colspan="3">AM Peak Hour</th> <th colspan="3">PM Peak Hour</th> </tr> <tr> <th>Total</th> <th>In</th> <th>Out</th> <th>Total</th> <th>In</th> <th>Out</th> </tr> </thead> <tbody> <tr> <td>41,000 sf Office</td> <td>451</td> <td>64</td> <td>56</td> <td>8</td> <td>61</td> <td>10</td> <td>51</td> </tr> <tr> <td>9,500 sf Specialty Retail</td> <td>421</td> <td>13</td> <td>8</td> <td>5</td> <td>26</td> <td>11</td> <td>15</td> </tr> <tr> <td>Project Trips</td> <td>872</td> <td>77</td> <td>64</td> <td>13</td> <td>87</td> <td>21</td> <td>66</td> </tr> </tbody> </table>					Proposed Land Use:	Daily Traffic	AM Peak Hour			PM Peak Hour			Total	In	Out	Total	In	Out	41,000 sf Office	451	64	56	8	61	10	51	9,500 sf Specialty Retail	421	13	8	5	26	11	15	Project Trips	872	77	64	13	87	21	66
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The above table is on Page 12 of the Traffic Study. The traffic study did not take credit for traffic generated by current or past uses on the site. The estimated future AM and PM Peak trips are above 50 trips and a traffic study was required for the project. The City's Traffic Engineer determined that nine (9) intersections could potentially be impacted by the project and required they be studied. Of those 9 intersections three (3) are in the City of Los Angeles. The City of Culver City has established guidelines to determine if a project will have a significant impact at a specific location in terms of project related increases in volume-to-capacity (V/C) ratio. The threshold criteria is as follows: <table border="1"> <thead> <tr> <th>Level Of Service*</th> <th>Final V/C**</th> <th>Project Related V/C Increase (or threshold of significant impact)</th> </tr> </thead> <tbody> <tr> <td>D</td> <td>0.801 – 0.900</td> <td>Equal to or greater than 0.040</td> </tr> <tr> <td>E and F</td> <td>0.901 or more</td> <td>Equal to or greater than 0.020</td> </tr> </tbody> </table> * LOS D is Fair Traffic Movement; LOS E is Poor Traffic Movement; LOS F is Failed Traffic Movement (tremendous traffic delays). ** Final V/C is the ratio at an intersection, considering traffic from the project, ambient and related project growth, and without proposed traffic mitigations.					Level Of Service*	Final V/C**	Project Related V/C Increase (or threshold of significant impact)	D	0.801 – 0.900	Equal to or greater than 0.040	E and F	0.901 or more	Equal to or greater than 0.020																													
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For the City of Los Angeles the threshold criteria is as follows:					
Level Of Service*	Final V/C**	Project Related V/C Increase (or threshold of significant impact)			
C	0.710 - .0.800	Equal to or greater than 0.040			
D	0.810 – 0.900	Equal to or greater than 0.020			
E and F	0.900 or more	Equal to or greater than 0.010			
* LOS C is Good Traffic with Light Congestion; LOS D is Fair Traffic Movement; LOS E is Poor Traffic Movement; LOS F is Failed Traffic Movement (tremendous traffic delays).					
** Final V/C is the ratio at an intersection, considering traffic from the project, ambient and related project growth, and without proposed traffic mitigations.					
Table 10 on Page 32 of the Traffic Study reports on the future traffic conditions on the 9 intersections with the project. The table shows that none of the study intersections would be significantly impacted by project traffic; that is, the growth or V/C increase per intersection is less than the threshold criteria established by Culver City and Los Angeles and as summarized above. Table 10 also takes into account current traffic conditions at these same intersections. Therefore there would be no significant impacts in relation to traffic increase.					
The study also reviewed impacts to residential streets as a result of re-routed traffic caused by project design features that include the narrowing of Marcasel Avenue from the north end of the project site to Washington Boulevard resulting in a one-way southbound street, a 120 foot long 6-inch raised concrete medium on Washington Boulevard at the intersection with Inglewood Boulevard, and a double left turn lane along Washington Boulevard just east of the new concrete medium and parallel to the east end of the Project site. The study determined that some existing traffic will be re-routed to East Boulevard; the increase in vehicles per day along East Boulevard was determined to not be significant and within the carrying capacity of East Boulevard. The morning peak vehicle per hour rate on East Boulevard is expected to increase by 11 vehicles per hour and 18 vehicles per hour for the afternoon peak. The current daily traffic count on East Boulevard north of Washington Boulevard is approximately 771 vehicles per day. The re-routed traffic would increase the daily traffic on this street segment to 996 vehicles per day (225 more vehicles or 19 more cars per hour over a 12 hour period – from 6 AM to 6 PM). At a current LOS B for this segment of East Boulevard (very good stable traffic flow), this increase in vehicles per day will not result in significant impacts.					
b), d), f) <u>Less Than Significant Impact</u> . The nearest Congestion Management Plan (CMP) arterial monitoring intersections (implemented by the Los Angeles County Metropolitan Transportation Authority) to the project site is the intersection of Venice Boulevard and Centinela Avenue. The Traffic Study determined that the project will generate approximately 3 and 4 morning and afternoon peak hour trips through this intersection which is significantly lower than the 50 peak hour trip threshold used as the criteria for CMP monitoring of intersections. Therefore according to the guidelines set forth in the CMP, there would be no significant impact.					
Currently the project site located at the intersection of Washington Boulevard, Inglewood Boulevard, and Marcasel Avenue. Marcasel Avenue intersects Washington Boulevard to within 80 feet of Inglewood Boulevard. Drivers on northbound Inglewood Boulevard will sometimes make an illegal soft right onto Marcasel Avenue after crossing Washington Boulevard. A similar unsafe maneuver in the reverse sometimes occurs for Marcasel Avenue southbound traffic crossing Washington Boulevard and continuing onto southbound Inglewood Boulevard. The City for some time has wanted to improve this intersection as the potential for unsafe traffic movements as described above exists without the project.					
Incorporated into the design of the project is a 120 foot long, 6-inch raised concrete curb along the westbound left turn lane on Washington Boulevard at Inglewood Boulevard. Further, with the partial vacation of Marcasel Avenue, the street will be narrowed and the left over western portion of Marcasel from the north end of the project site to Washington Boulevard will be converted to a southbound one-way lane. This will ensure that drivers do not attempt the unsafe traffic movements described above. As an existing condition independent of the project, the subsequent roadway re-design is not considered a mitigation but will be a condition of					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
approval. Although the traffic study did not determine there were impacted intersections or street segments, the southbound one-way portion of Marcasel Avenue will have the added affect of not allowing project related traffic to drive north into the residential neighborhood north of the site. Another design feature that is not considered to address a hazard is the double left turn lane in the middle of Washington Boulevard just east of the 6-inch raised curb. This lane will allow drivers on east bound Washington Boulevard to turn into the project, drivers on west bound Washington Boulevard to turn into the business that is directly south of the project, and drivers exiting the site from Washington Boulevard to turn onto east bound Washington Boulevard. Overall these features make for an easier and safer flow of traffic in and around the project site and no mitigations are required as these are incorporated design features. Per the Zoning Code, the project is required to have 145 on-site parking spaces and the applicant is proposing 180 on-site parking spaces for total excess of 35 parking spaces. Parking is designed to code with appropriate aisle, parking space, and ramping dimensions. Therefore there would be no significant impacts in relation to parking capacity. c), g). <u>No Impact.</u> The project site is located about 2 miles from the Santa Monica Airport. The project does not propose any uses that would change air traffic patterns or generate air traffic. Therefore, safety risks associated with a change in traffic patterns would not occur, and thus, no further evaluation of this issue is necessary. There would be not significant impact to traffic safety risks associated with air traffic patterns. The project is located within an established commercial and residential area. There are a number public transportation bus lines provided by Metro and the Culver City Bus System runs along Washington Boulevard; impacts to public transportation would be less than significant and would not conflict with any adopted plans, programs or policies supporting alternative transportation. e) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> During construction inadequate emergency access could occur because of construction related street closures and traffic delays. In order to mitigate this impact to less than significant, the applicant will be required to submit a Construction Staging and Traffic Plan prior to issuance City permits. This plan will include information on staging and local haul routes; number of truck trips such as material evacuation, steel delivery, concrete pour and other deliveries; street/lance closures; pedestrian circulation and traffic control; duration of construction activities/hours of operation; construction parking plan; prohibition of on-street parking by construction workers; and a parking plan. The following traffic mitigation will reduce this traffic related impact to less than significant. <u>Mitigation Measure</u> Traffic-1 Prior to issuance of any City Permits, a Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department for review and be approved by the City Engineer prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following: - The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. - An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties. - Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. - The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. - The location and travel routes of off-site staging and parking locations.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Responses:</u> a), b) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> With regard to <i>Wastewater</i>, Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal services. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City in Playa del Ray. In 1998, the Hyperion Treatment Plant expanded its dry weather capacity to 450 million gallons daily (mgd) and increased secondary treatment to 100 percent of flows. Both the Donald C. Tillman Water Reclamation Plant, in the Sepulveda Basin, and the Los Angeles/Glendale Water Reclamation Plant, in the City of Glendale, alleviates hydraulic pressure to the Hyperion Plant. Recent expansion of the Tillman plant is anticipated to further relieve the need for new sewage treatment capacity beyond currently planned improvements. However, in order to ensure no impacts occur, the mitigation measure below shall be included in the project. With regard to <i>Water</i>, most of Culver City receives water service from Golden State Water Company. However the western portion of the City which includes the project site, receives water service from the City of Los Angeles Department of Water and Power-Water Division. As new projects both in Culver City and City of Los Angeles continue to be built there is a potential impact on adequate fire flow with increasing demand by the various projects in the West Side as they come on line. In order to ensure adequate fire flow, the applicant must have a Fire Flow Study performed adjacent to the project site, as detailed in mitigation measure Util-2. With implementation of mitigation measure Util-2, the applicant would ensure adequate fire flow and mitigate any impacts to existing water infrastructure. c), d), e) <u>Less Than Significant Impact.</u> The proposed project is not expected to substantially increase storm water runoff in the project area. The proposed project involves the construction of a subterranean parking and office and retail space. Because a portion of the project site is currently developed and used for surface parking, residential dwellings, and offices, the proposed project would not significantly increase the area of impervious surfaces and would not significantly alter the existing drainage patterns. As a result, the existing storm water drainage infrastructure surrounding the project site would be adequate to serve the proposed project. An on-site storm drain system will be constructed as part of the proposed project to collect surface runoff and direct it to the existing drains. The proposed project would, therefore, not require the construction of new storm water drainage facilities or expansion of existing facilities. Impacts to storm water facilities would be less than significant. Separate from the Fire Flow issue, the existing water supply infrastructure is anticipated to have adequate capacity to serve the proposed project site without new or expanded entitlements. As stated above, the proposed project would not exceed the capacity of wastewater treatment infrastructure or facilities. Sewage flows resulting from the proposed project are not anticipated to exceed the capacity of existing wastewater infrastructure; the proposed project should result in a determination by the Culver City Public Works Department that existing infrastructure has adequate capacity to serve the project's projected demand in addition to existing commitments. With implementation of mitigation measure Util-1 impacts would be less than significant. f), g) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> Construction of the proposed project will involve excavation, grading and demolition of asphalt. Some excavated earth materials may be suitable for use as backfill and other compacted fill material, if recycled or retained on site. Depending on the timing of construction of the proposed project (and other projects), it is possible that excavated material could be hauled to the closest development project(s) in the area needing fill material. In the event no such location is available, earth material would be taken to any public or private landfill with existing operation permits. Excavated soils, earth material, and asphalt would be primarily inert and would create no capacity impact at the receiving landfills. Since the daily permitted capacity for inert materials at local landfills is not limited, the depositing of excavated materials at local landfills should be able to be accommodated. However the amount of earth and asphalt do be removed can potentially create cumulative impacts on local landfills and treatment of solid waste. A standard condition of approval for all discretionary projects requires that during construction, inert materials, such as soil, asphalt, concrete, and other recyclable materials, be recycled or				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
re-used on-site to the greatest extent practicable. The additional implementation of mitigation measure Util-3 below will further encourage recycling and reuse of inert excavated materials. This implementation of recycling, composting, or other waste diversion programs once the project becomes operational can incrementally reduce the capacity of countywide landfills. Because solid waste would be disposed of at any one of several landfills within the county and outside of Los Angeles County, it is not possible to determine the impact of the proposed project on a specific landfill. At worst-case, all waste generated by the project (once operational) is assumed to be deposited at a single landfill, thereby reducing the capacity of that specific landfill. According to current regulations, including the County of Los Angeles Solid Waste Management Action Plan and the California Integrated Waste Management Board Model Ordinance, new development projects are required to participate in existing countywide programs and to implement site-specific source reduction, recycling, and reuse programs. The proposed project would be required to reduce the total estimated waste output through reuse in accordance with the Integrated Waste Management Act AB 939. With implementation of mitigation measure Util-4, the proposed project would meet requirements of AB939 and the project's environmental impact on solid waste would be less than significant in relation to the applicable statutes and regulations. <u>Mitigation Measures</u> Util-1 <i>Prior to issuance of a building permit, the applicant/owner shall coordinate with the City to ascertain the existing wastewater capacity of the project site. The applicant/owner will pay for any (fair share) improvements that are required to provide adequate capacity at the project site.</i> Util-2 <i>The applicant/owner shall pay for a Fire Flow Study to be performed for the proposed project and shall comply with the recommendations of the Fire Flow Study; the applicant/owner shall pay for any necessary (fair share) improvements.</i> Util-3 <i>In order to avoid the deposition of materials at solid waste landfills serving the County of Los Angeles, the use of suitable private sites that will accept all fill and earth materials for re-use, shall be investigated.</i> Util-4 <i>Prior to issuance of city permits, a solid waste management plan shall be developed for both the construction phase and operational phase. This plan shall be reviewed and approved by the City of Culver City Public Works Department and shall identify methods to promote recycling and reuse of materials, as well as safe disposal of solid waste; further, space shall be allocated on the project site for collection and storage of recyclable materials.</i>					
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)?		☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Responses: a),b),c) <u>Less Than Significant Impact</u>. Based on the analysis contained in this Initial Study, the project site does not contain any threatened or endangered species, sensitive habitats or cultural or historical resources. Therefore, the project does not have the potential to degrade the environment in this regard. Therefore, it is hereby found that the proposed project involves no potential significant impacts to any plant or animal wildlife species. The Initial Study did not identify areas where the proposed project may have potentially significant impacts. Nor were there any impacts found that could be cumulatively potentially significant. Mitigations were identified for various impacts at both the project specific level and the cumulative level, thereby reducing those potential impacts to less than significant. The project would not result in environmental impacts from construction and operation of the project, which could cause adverse impacts on human beings, either directly or indirectly. Mitigations were identified for certain potential impacts, thereby reducing those impacts to less than significant. No further evaluation of potential impacts associated with the environmental effects on human beings is necessary. Mitigation Measure(s): None Required.	☐	☐	☒	☐

XVIII. EARLIER ANALYSES:
None

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 indicates 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 Site Plan Review, SPR-P2009128 September 2, 2009				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Air Quality</u> Air-1 Where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes; <i>other methods if applicable may be employed to reduce thermal loss and energy demand.</i> Air-2 Heavy-duty trucks shall turn off their engines immediately upon reaching the loading docks in order to limit emissions during idling. Air-3 The project shall be designed and operated to conserve energy as required by Southern California Edison, Southern California Gas Company, and/or other appropriate agencies. Air-4 All exposed soils shall be watered three times daily. Air-5 All inactive soil stockpiles shall be covered with tarps. Air-6 All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. Air-7 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. Air-8 Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators, to the extent feasible. Air-9 Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations. Air-10 All grading operations shall be terminated	Condition of Approval for all Air Quality Mitigations	Plan Check Note and Field Inspection for all Air Quality Mitigations	Prior to Issuance of a Building Permit and On-Going during Construction for all Air Quality Mitigations	Public Works and Building Safety Inspectors for all Air Quality Mitigations

MITIGATION MONITORING PROGRAM Site Plan Review, SPR-P2009128 September 2, 2009				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
if wind conditions exceed 25 miles per hour. Air-11 Dust fabric shall be installed to project perimeter fencing. Air-12 Approved Culver City haul routes (and schedules) must be used by all construction vehicles.				
<u>Cultural Resources</u> CR-1 <i>Prior to Building Permit issuance, a Phase 1 Archaeological/Paleontological Survey shall be completed and submitted to the Planning Manager and Building Official for review. If the Phase 1 Archaeological/Paleontological Survey indicates the presence of archaeological and/or paleontological resources, then an archaeological and/or paleontological professional(s), approved by the City, shall monitor all phases of the excavation for the project site. In the event that the Phase 1 Archaeological/Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains, or other archaeological/paleontological resources are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and Native American representatives have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.</i>	Condition of Approval	Plan Check Note and Field Inspection	Prior to Issuance of a Building Permit and On-Going during Construction	Building Safety Division and Building Safety Inspector

MITIGATION MONITORING PROGRAM Site Plan Review, SPR-P2009128 September 2, 2009				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Geology and Soils</u> Geo-1 Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted on the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey, Special Publication 117, Guidelines for Evaluating and Mitigation Seismic Hazards in California, 1997. These measures shall be included in the final project designs and prior to Building Permit issuance in a matter meeting the approval of the Building Official.	Condition of Approval	Plan Check Note and Submission of Study	Prior to Building Permit Issuance	Building Safety
<u>Hazards & Hazardous Materials</u> Haz-1 All operational routine transport, storage, or disposal of hazardous materials shall be carried out in compliance with all applicable Federal, State, and Local regulations and laws and prior to a Certificate of Occupancy, the applicant shall have received approval by the Culver City Fire Department for the transport, storage, or disposal of hazardous materials and shall have complied with Culver City Fire Prevention Haz Mat regulations. During construction, in the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB).	Condition of Approval	Plan Check Note and Field Inspection	Prior to Building Permit Issuance and On-Going during Construction and After Construction	Building Safety Division and Fire Prevention
<u>Hydrology and Water Quality</u> Hydro-1 Prior to issuance of a building permit, a final hydrology and hydraulics report shall be prepared and submitted to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump. Hydro-2 Prior to issuance of any demolition, grading, excavation, and or building permit, proof that a General Construction Activities NPDES	Condition of Approval	Plan Check Note and On Grading Plans	Prior to Grading Permit and Building Permit Issuance	Public Works/ Engineering
	Condition of Approval	Plan Check Note, On Grading Plans,	Prior to Grading Permit and Building Permit	Public Works/ Engineering and Public

MITIGATION MONITORING PROGRAM Site Plan Review, SPR-P2009128 September 2, 2009				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Permit has been obtained from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State, shall be required. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and available for inspection at all times during construction. Concurrent with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved.		Field Inspection	Issuance an On Going during Construction	Works Inspector
Hydro-3 Concurrent with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans	Condition of Approval	Plan Check Note, On Grading Plans, Field Inspection	Prior to Grading Permit and Building Permit Issuance, On Going during Construction, and prior to Certificate of Occupancy	Public Works/ Engineering and Public Works Inspector

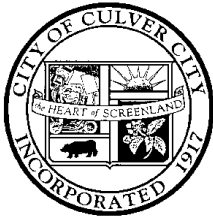
MITIGATION MONITORING PROGRAM Site Plan Review, SPR-P2009128 September 2, 2009				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP.				
<u>Noise</u> Noise-1 Construction hours shall be limited from 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM on Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and the afternoon (4 PM to 6 PM) peak traffic periods. Noise-2 Construction equipment shall be located as far from nearby sensitive receptors, as possible. Stationary source equipment (e.g. compressors) shall be located so as to maintain the greatest distance from sensitive receptors. Noise-3 All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust. Noise-4 All construction equipment shall be properly maintained to minimize noise emissions. Noise-5 All equipment servicing shall be performed so as to maintain the greatest distance from sensitive land uses. Noise-6 The name and telephone number of a contact person shall be posted on-site. Noise-7 Construction vehicles shall not be allowed to travel along adjacent residential streets.	Condition of Approval for all Noise Mitigations	Plan Check Note, Field Inspection for all Noise Mitigations	Prior to Grading Permit and Building Permit Issuance and On Going during Construction for all Noise Mitigations	Public Works/ Engineering and Public Works Inspector for all Noise Mitigations

MITIGATION MONITORING PROGRAM Site Plan Review, SPR-P2009128 September 2, 2009				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Public Services/Police</u> Police-1 Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security such as security cameras; the proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures.	Condition of Approval	Plan Check Note, Security Plan Document submission	Prior to Certificate of Occupancy	Police Department and Planning Division
<u>Traffic/Transportation</u> Traffic-1 Prior to issuance of any City Permits, a Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department for review and be approved by the City Engineer prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following: a. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. b. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties. c. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. d. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. e. The location and travel routes of off-site staging and parking locations.	Condition of Approval For all Traffic Mitigations	Plan Check Note, Design On Plans, Field Inspection For all Traffic Mitigations	Prior to Building Permit Issuance and On-Going during Construction for all Traffic Mitigations	Public Works, Public Works Inspector, Planning for all Traffic Mitigations

[illegible]

References Utilized:

1. Overland Traffic Consultants January 2009 Traffic Impact Study (Traffic Study)



Culver CITY

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

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

PROPOSED MITIGATED NEGATIVE DECLARATION

Project Title and File No.: Site Plan Review (SPR) -P2009128

Project Location: 11945, 11953, & 11955/57 Washington Boulevard (cross street Marcasel Ave)

Project Sponsor: Kevin Read
586 30th Street, Manhattan Beach, CA 90266

Project Description: Proposed construction of a three story, 50,849 square foot retail and office building with 180 parking spaces. The project will include 8,850 square feet of retail space, 41,999 square feet of office space, 1,299 square feet of balcony space, two and a half levels of subterranean parking, a ground floor consisting of retail space and parking, and two additional stories of office space for a total of 3 stories. The building will have a height of 42 feet from grade to the roof deck and 46 feet, 8 inches from grade to the top of the parapet wall. A partial street vacation of Marcasel Avenue will be required in order to meet the project objective as described above.

Environmental Determination:

This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this MITIGATED NEGATIVE DECLARATION based on the following finding:

- ☐ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- ☒ 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.

A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this MITIGATED NEGATIVE DECLARATION may be obtained at:

City of Culver City, Planning Division
9770 Culver Boulevard, Culver City, CA 90232

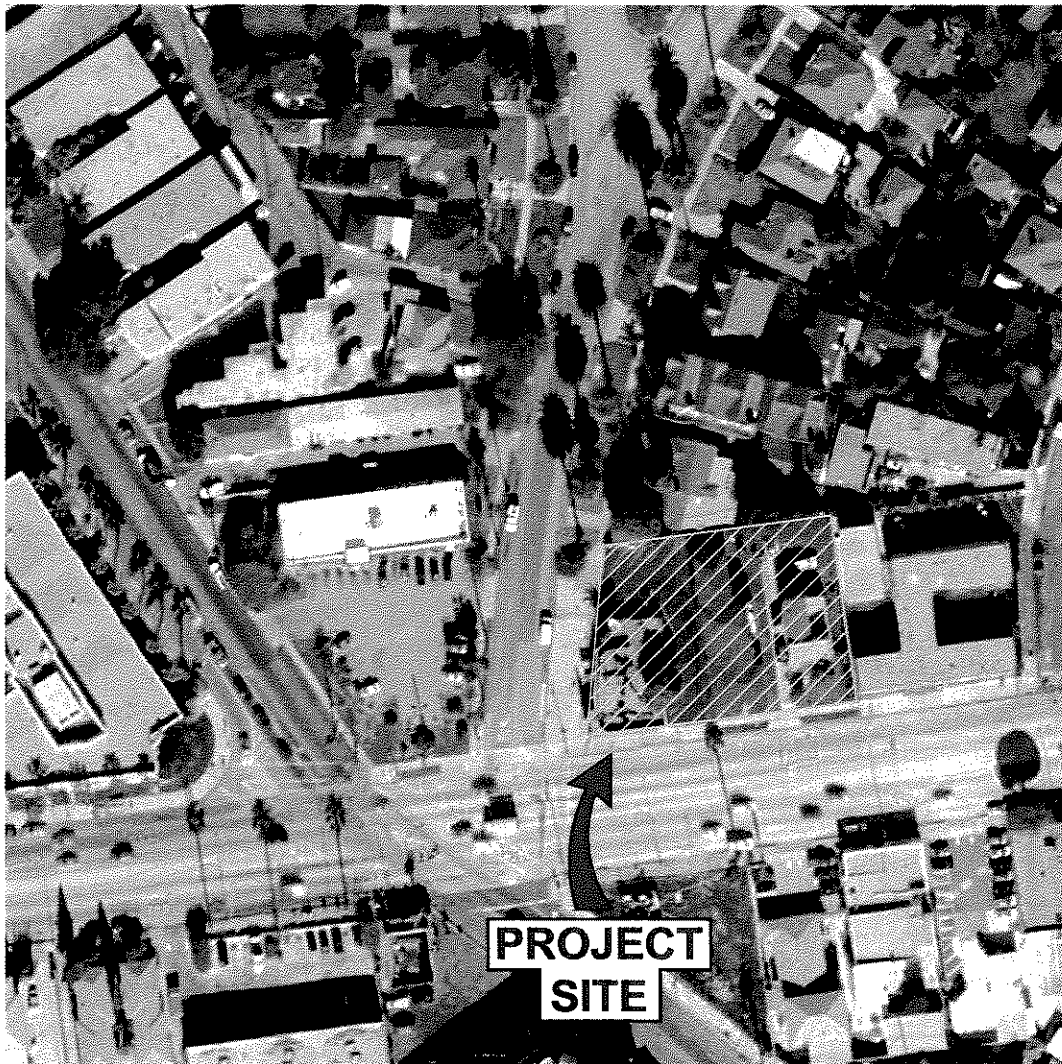
The public is invited to comment on the proposed MITIGATED NEGATIVE DECLARATION during the review period, which ends **Wednesday, September 23, 2009.**

Jose Mendivil
Associate Planner

September 2, 2009

TRAFFIC IMPACT STUDY FOR A MIXED - USE DEVELOPMENT

Located at 11955 Washington Boulevard
in the City of Culver City



RECEIVED

FEB 19 2009

Culver City
Planning Division

Prepared by:
Overland Traffic Consultants, Inc.
27201 Tourney Road #206
Santa Clarita, California 91355
(661) 799-8423

Revised January 2009

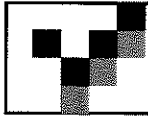
TRAFFIC IMPACT ANALYSIS FOR A MIXED - USE
OFFICE/RETAIL DEVELOPMENT

Located at 11955 Washington Boulevard
In the City of Culver City

Prepared by:

Overland Traffic Consultants, Inc.
27201 Tourney Road # 206
Santa Clarita, California 91355
(661) 799 – 8423

Revised January 2009



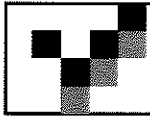
EXECUTIVE SUMMARY

This report documents the results of a study evaluating the potential traffic impacts of a mixed - use project consisting of 41,000 square feet of office use and 9,500 square feet of specialty retail use at 11955 Washington Boulevard in the City of Culver City, as shown in the following aerial photograph.

Parking will be provided on-site for approximately 170 vehicles. Vehicular access to and from the parking is proposed via one two-way driveway located on Washington Boulevard east of Marcasel Avenue with one additional left-turn egress only driveway on Marcasel Avenue north of Washington Boulevard.

The City of Culver City is requiring that a new median island be installed on Washington Boulevard from its intersection with Inglewood Boulevard to approximately 120 feet east. The new median island will enhance safety, as it will prevent eastbound traffic on Washington Boulevard from turning left into Marcasel Avenue, and it will prevent northbound traffic on Inglewood Boulevard from illegally entering Marcasel Avenue. The close proximity of Marcasel Avenue to Inglewood Boulevard creates an unsafe condition for these traffic movements thereby warranting the installation of a raised median island. The medial island will allow westbound traffic on Washington Boulevard to turn left into the easterly driveway of the triangular site at the southeast corner of Washington Boulevard and Inglewood Boulevard. Left-turns from Marcasel Avenue to Washington Boulevard are currently prohibited.

In addition, Marcasel Avenue adjacent to the project site will be converted to a one-way southbound street. The purpose of the one-way street conversion for Marcasel Avenue north of Washington Boulevard is to protect the residential neighborhood north of Washington Boulevard from cut through traffic using Marcasel Avenue in lieu of Inglewood Boulevard (project and non-project). As part of the modification, no sight line obstructions shall be allowed along the east side of Marcasel Avenue that would impair sight lines for motorists exiting the project driveway. Furthermore, coordination with the City of Los Angeles will be necessary to complete this proposed roadway modification.



Furthermore, the adjacent commercial property located to the west of the project site is currently served by two driveways: one on Inglewood Boulevard and one on Marcasel Avenue. The proposed Marcasel Avenue one-way street conversion will restrict the adjacent Marcasel Avenue driveway to exiting right-turns only. This new driveway restriction is also necessary to prohibit cut-through traffic from using the neighboring commercial parking lot as a short cut route from Inglewood Boulevard to Marcasel Avenue.

It is estimated that the project would generate 872 daily vehicle trips with 77 morning and 87 afternoon peak hour vehicle trips. The focus of this traffic study is to evaluate the potential traffic impact created by the proposed development at nine nearby intersections and the impact of converting Marcasel Avenue north of Washington Boulevard to a one-way street southbound. The study locations were determined based on the estimated amount of project generated traffic that would have the potential to create significant traffic impacts at nearby intersections.

Using criteria established by the City of Culver City and Los Angeles, it has been determined that the traffic patterns associated with the proposed project will not significantly impact the traffic flow at any of the study intersections or street segments. Therefore, no traffic mitigation is recommended. However, in the future the City of Culver City may restrict movements at the full access project driveway on Washington Boulevard to right-turns in and out only.



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PROJECT SETTING



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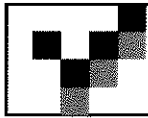
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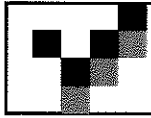


CHAPTER 1

INTRODUCTION

As part of the environmental review for the proposed mixed - use project, the potential traffic impact of the development has been evaluated using the Intersection Capacity Utilization (ICU) method for signalized intersections. The ICU analysis method quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity. The amount of new traffic added to an intersection by the development determines the significance of the project traffic impact. Two unsignalized intersections were evaluated using the Highway Capacity Manual (HCM) delay method for two-way stopped intersections. For the two intersections located in the City of Los Angeles, the Critical Movement Analysis (CMA) method for signalized intersections was used. Furthermore, the impact of changing Marcasel Avenue to one-way southbound adjacent to the site was analyzed. The following nine intersections have been selected for analyses in this traffic impact study.

1. Inglewood Boulevard and Washington Boulevard;
2. McLaughlin Avenue and Washington Boulevard (stop controlled);
3. Sawtelle Boulevard and Washington Boulevard;
4. Grand View Boulevard and Washington Boulevard;
5. S. Centinela Avenue and Washington Boulevard;
6. Inglewood Boulevard and Culver Boulevard (City of Los Angeles);
7. Inglewood Boulevard and Washington Place (City of Los Angeles);
8. McLaughlin Avenue and Washington Place (shared jurisdiction between Cities of Los Angeles and Culver City); and,
9. Walgrove Avenue and Washington Boulevard (stop controlled).



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The analysis of traffic flow has been conducted for present conditions and for future conditions with added traffic volume growth. The future analysis documents traffic conditions with the proposed project and other potential land development projects in the study area. The following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic plus ambient growth (1% per year to 2010);
- (b) Traffic in (a) plus other development “related” projects (without project scenario);
- (c) Traffic in (b) with the proposed project traffic (with project scenario);
- (d) Traffic in (c) plus the proposed traffic mitigation, if necessary.



CHAPTER 2

PROJECT DESCRIPTION

The project consists of the construction of a 3-story mixed use development consisting of approximately 41,000 square feet of office and 9,500 square feet of retail uses. The project is located at the northeast corner of Washington Boulevard and Marcasel Avenue. The site is partially vacant with one building on the east end of the site but to be conservative no traffic credits for prior uses were applied to evaluate the potential traffic impacts created by the proposed project. Figure 1 identifies the proposed project location and study intersections.

At-grade and subterranean parking is designed for approximately 170 vehicles. Access to the parking is proposed via one two-way driveway on Washington Boulevard and one left-turn egress only driveway located on Marcasel Avenue. The project site plan is illustrated in Figure 2. The full site plan set of drawings is provided in Appendix F of the report. It should be noted that based on future traffic conditions, the City of Culver City may restrict traffic movements at the project's driveway on Washington Boulevard to right turns in and right turns out only.

The City of Culver City is requiring that a new median island be installed on Washington Boulevard from its intersection with Inglewood Boulevard to approximately 120 feet east. The new median island will enhance safety, as it will prevent eastbound traffic on Washington Boulevard from turning left into Marcasel Avenue, and it will prevent northbound traffic on Inglewood Boulevard from illegally entering Marcasel Avenue. The close proximity of Marcasel Avenue to Inglewood Boulevard creates an unsafe condition for these traffic movements thereby warranting the installation of a raised median island. The medial island will allow westbound traffic on Washington Boulevard to turn left into the easterly driveway of the triangular site at the southeast corner of Washington Boulevard and Inglewood Boulevard. Left-turns from Marcasel Avenue to Washington Boulevard are currently prohibited.



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In addition, Marcasel Avenue adjacent to the project site will be converted to a one-way southbound street. The purpose of the one-way street conversion for Marcasel Avenue north of Washington Boulevard is to protect the residential neighborhood north of Washington Boulevard from cut through traffic using Marcasel Avenue in lieu of Inglewood Boulevard (project and non-project). As part of the modification, no sight line obstructions shall be allowed along the east side of Marcasel Avenue that would impair sight lines for motorists exiting the project driveway. Furthermore, coordination with the City of Los Angeles will be necessary to complete this proposed roadway modification.

Furthermore, the adjacent commercial property located to the west of the project site is currently served by two driveways: one on Inglewood Boulevard and one on Marcasel Avenue. The proposed Marcasel Avenue one-way street conversion will restrict the Marcasel Avenue driveway to exiting right-turns only. This new driveway restriction is also necessary to prohibit cut-through traffic from using the neighboring commercial parking lot as a short cut route from Inglewood Boulevard to Marcasel Avenue.



FIGURE 1

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**PROJECT LOCATION MAP
AND STUDY INTERSECTIONS**



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City of Culver City

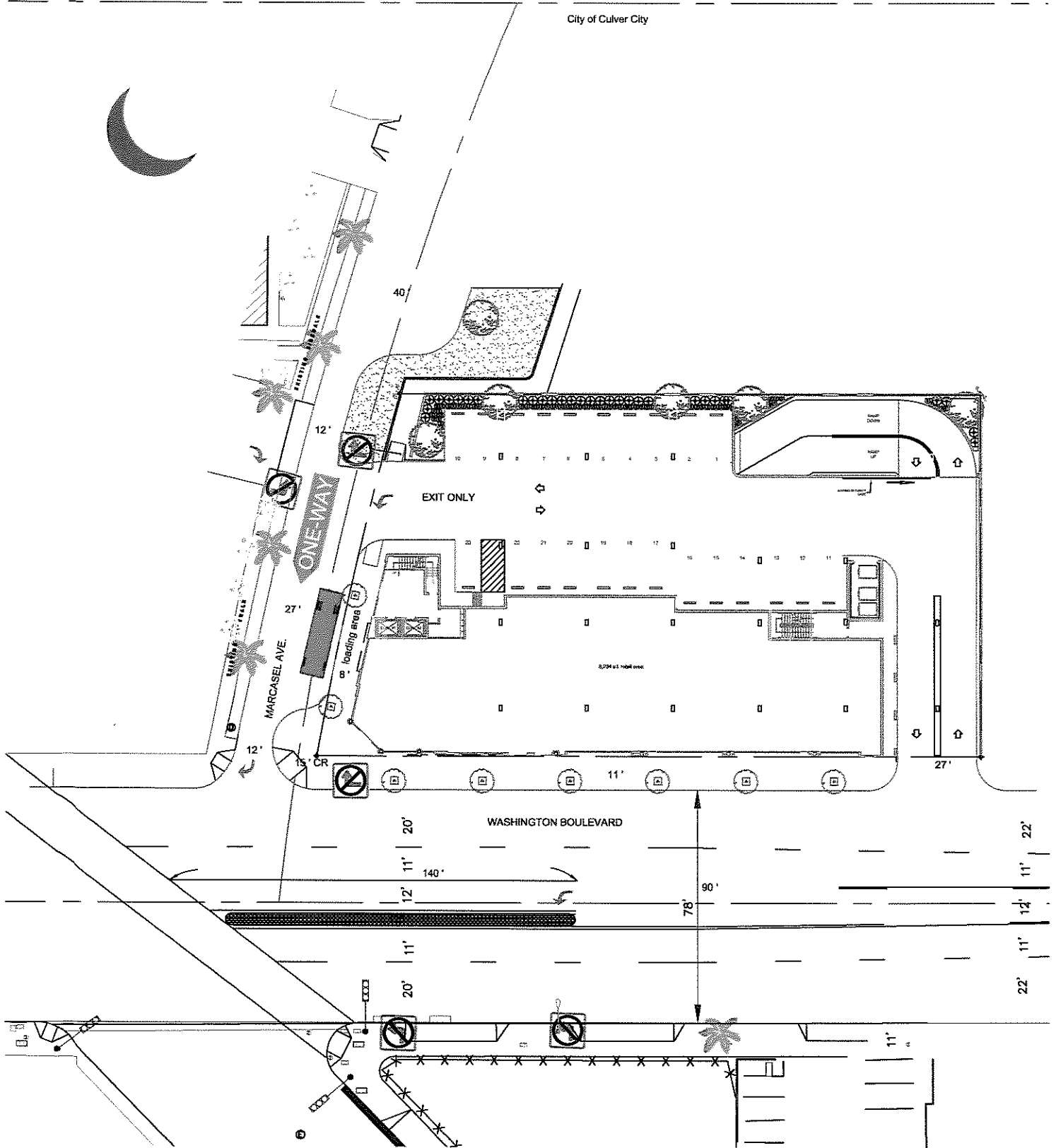


FIGURE 2

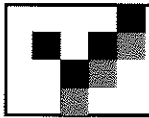
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CONCEPTUAL PROJECT SITE PLAN



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CHAPTER 3

ENVIRONMENTAL SETTING

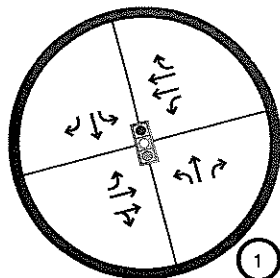
Land Use

The project is located on the west side of the City of Culver City, adjacent to the Palms – Mar Vista – Del Rey Community Plan area of the City of Los Angeles. The predominant land use in the area is single family residential to the north and south in the City of Los Angeles with commercial uses along the Washington Boulevard corridor. Appendix A contains the City of Culver City and the City of Los Angeles Land Use designations.

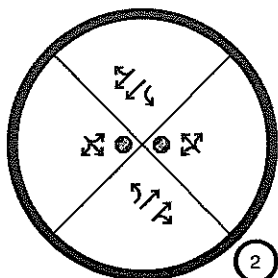
Transportation Network

In addition to collecting traffic volume data, field surveys were conducted to determine the roadway and intersection geometry and traffic signal operations. All of the study intersections are controlled by traffic signals except two intersections: Washington Boulevard and McLaughlin Avenue, and Washington Boulevard and Walgrove Avenue provide stop sign control on McLaughlin Avenue and on Walgrove Avenue. The nearest regional freeways serving the site are the San Diego Freeway (Interstate 405) and the Marina Freeway (State Highway 90), which are located approximately 0.75 miles east and 1.25 miles south of the project site, respectively. Access to the north-south San Diego Freeway is expected to be primarily at the Sawtelle Boulevard, Culver Boulevard and Sepulveda Boulevard ramp locations. Project access to the east-west Marina Freeway is expected to be primarily via Centinela Avenue.

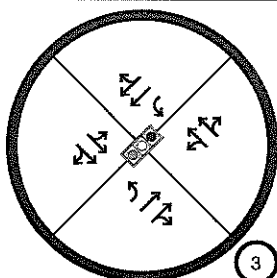
Figure 3 illustrates the study intersections, type of traffic control and lane configurations. Aerial photographs of the street plans are contained in Appendix B. A brief description of the adjacent roadways is provided below.



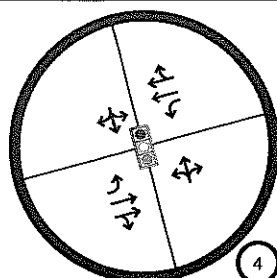
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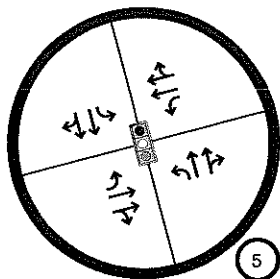
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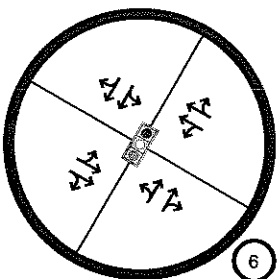
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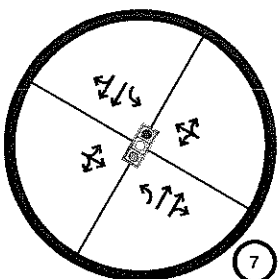
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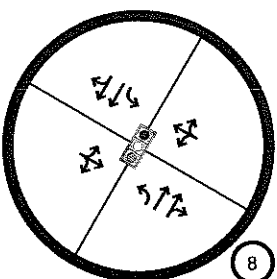
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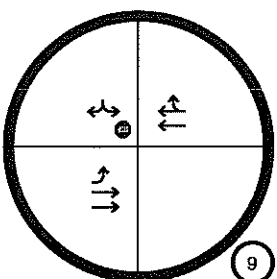
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WALGROVE AVE (n/s) &
WASHINGTON BLVD (e/w)

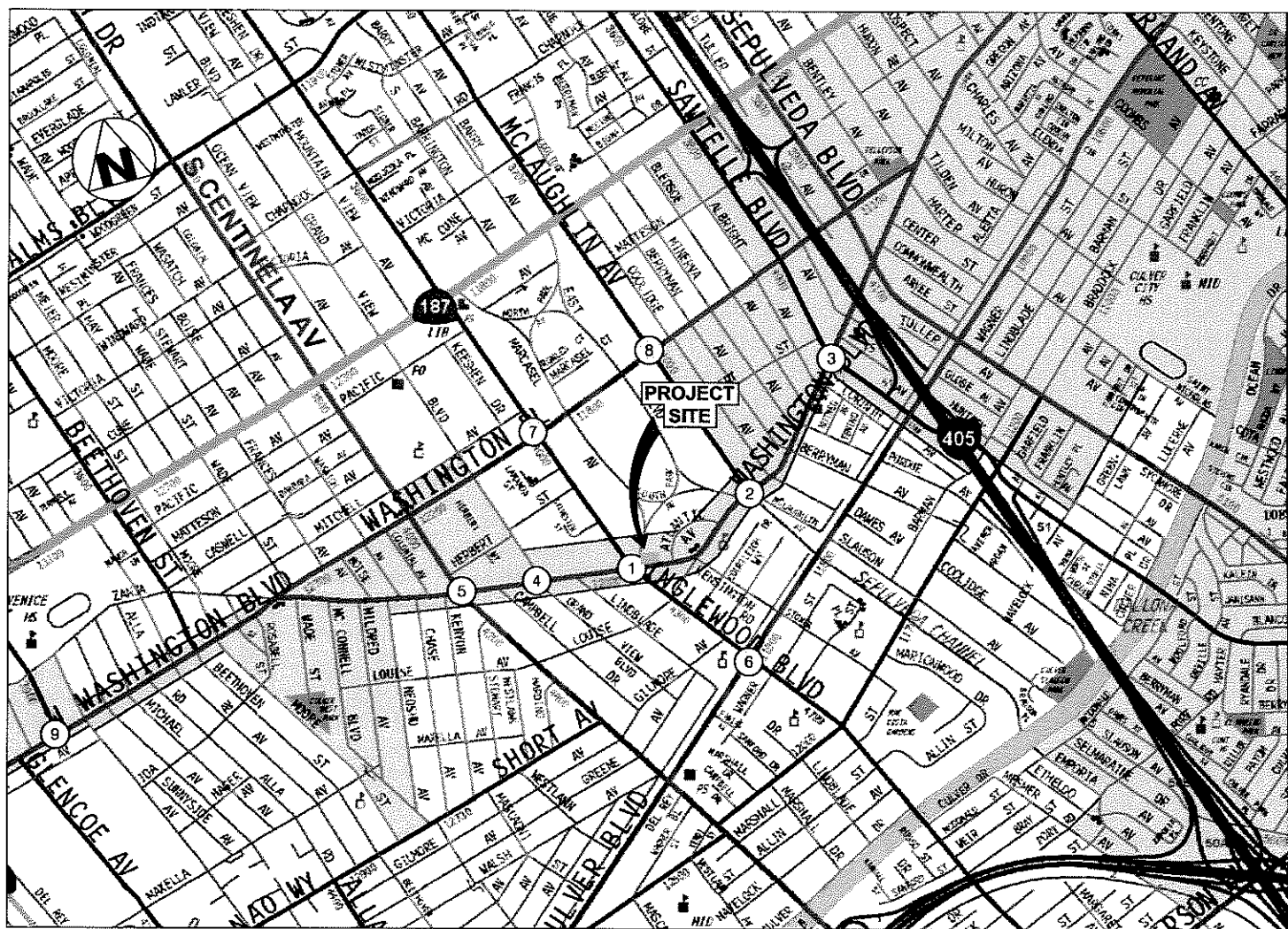


FIGURE 3

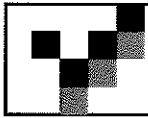
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STUDY INTERSECTIONS



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Washington Boulevard is a primary arterial roadway that traverses the cities of Culver City and Los Angeles. East of Walnut Avenue, Washington Boulevard is in the City of Culver City. The roadway is 74 - 80 feet wide on 100 feet of right of way and provides two lanes of travel in each direction with a median left-turn lane. On-street parking is restricted to 2 hours from 8 AM to 6 PM. West of Walnut Avenue, the Washington Boulevard is in the City of Los Angeles and is a designated class II major highway, except between Abbot Kinney Boulevard and Lincoln Boulevard where it downgrades to a Secondary Highway.

Washington Place is a roadway with termini on the east and west at Tilden Avenue and Zanja Street, respectively, in the City of Culver City. Between Grand View Boulevard and McLaughlin Avenue, Washington Place is in the City of Los Angeles. The roadway provides two lanes in each direction and median channelization through the study area. Parking is allowed on both sides of the street.

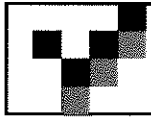
Centinela Avenue is a north-south roadway in the City of Los Angeles, except between Mitchell Avenue and south of Washington Boulevard where it is in the City of Culver City.

Grand View Boulevard is a north-south roadway between Centinela Avenue and Greene Avenue located primarily in the City of Los Angeles. Between Mitchell Avenue and just south of Washington Boulevard, Grand View Boulevard is in Culver City.

Inglewood Boulevard is a north-south roadway with one lane in each direction and on-street parking north of Washington Boulevard. South of Washington Boulevard, the roadway widens to provide 2 lanes in each direction. Inglewood Boulevard is primarily in the City of Los Angeles, with a short segment just north of and south of Washington Boulevard located in the City of Culver City.

McLaughlin Avenue is located in the City of Los Angeles that enters the City of Culver City at Washington Place and terminates at Washington Boulevard in the Culver City.

Sawtelle Boulevard provides two lanes in each direction as it traverses the Cities of Los Angeles and Culver City. Sawtelle Boulevard is in Culver City from south of Venice



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Boulevard to Barman Avenue and again from Ballona Creek to its southerly terminus at Overland Avenue.

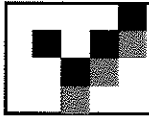
Walgrove Avenue is a north-south neighborhood feeder street in the City of Los Angeles that enters the City of Culver City at Zanja Street and terminates at Washington Boulevard in the Culver City. In the City of Culver City, Walgrove Avenue is designated as a local residential street with one lane of traffic in each direction and parking. North of Zanja Street, in the City of Los Angeles, Walgrove Avenue is a designated collector street with one lane of traffic in each direction with parking. Parking is restricted to two hour limits from 8 AM to 6 PM on Walgrove Avenue north of the alley north of Washington Boulevard to Zanja Street.

Marcasel Avenue is a north-south local street with parking permitted on both sides. The roadway is primarily within the City of Los Angeles, except the 200 foot approach to Washington Boulevard which is within the City of Culver City. Marcasel Avenue is stop sign controlled at its intersections with Washington Boulevard and Washington Place.

East Boulevard is a north-south local street located primarily in the City of Los Angeles, except the 200 foot approach to Washington Boulevard which is within the City of Culver City. East Boulevard is stop sign controlled at its intersections with Washington Boulevard and Washington Place.

Transit Information

Public transportation near the project site is provided by the City of Culver City. The Culver City Bus operates routes 1, 2 and 5 along Washington Boulevard and along Inglewood Boulevard, with stops at the intersection of Washington Boulevard and Inglewood Boulevard, one block (approximately 200 feet) west of the project site. The transit lines are illustrated in Appendix C.



CHAPTER 4

PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

Traffic-generating characteristics of office and retail land uses have been studied by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in Trip Generation, 7th Edition handbook. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses. Specialty retail trip rates for the morning peak hour have not been surveyed by ITE and therefore the am peak hour trip rates have been provided by the San Diego Association of Governments (SANDAG) for use in this study.

The trip generation data indicates that the uses associated with the proposed project generally exhibits the trip-making characteristics per 1,000 square feet of floor area as shown by the trip rates presented in Table 1. On the basis of these traffic generation rates, estimates of the project's driveway traffic were calculated. As shown in Table 2, the proposed project could be expected to generate an average of 872 vehicle trips per weekday with 77 morning peak hour trips and 87 afternoon peak hour trips. In order to present a conservative analysis in this report, trip credits for traffic generation of the prior or existing land uses have not been applied.

Table 1
Project Trip Generation Rates
(ITE 7th Edition)

<u>Land Use</u>	<u>ITE Code</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Office	710	11.01	1.55	1.36	0.19	1.49	0.25	1.24
Specialty Retail	814	44.32	1.33*	0.80*	0.53*	2.71	1.19	1.52

*Source: San Diego Association of Governments
(am peak hour = 3% of daily with 60:40 in/out spit)



Table 2
Estimated Project Traffic Generation

<u>Proposed Land Use:</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
41,000 sf Office	451	64	56	8	61	10	51
9,500 s.f. Specialty Retail	421	13	8	5	26	11	15
Project Trips	872	77	64	13	87	21	66

Trip Distribution and Assignment of Project Traffic

A primary factor affecting trip direction is the distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional traffic distribution is also based on the study area roadway network, existing traffic flow and site access. Figure 4 illustrates the estimated traffic distribution percentages for the project site. The assignment of the project traffic to the study intersections was calculated by multiplying traffic estimates by intersection percentages. Traffic assignment percentages for the proposed project at the study intersections are illustrated in Figure 5 with Figure 6 illustrating the project traffic volume at each study intersection. Figure 7 illustrates the estimated project driveway peak hour traffic volumes. This assignment of site generated traffic at each intersection provides the level of detail necessary to analyze the potential traffic impacts created by the project at all the study locations.

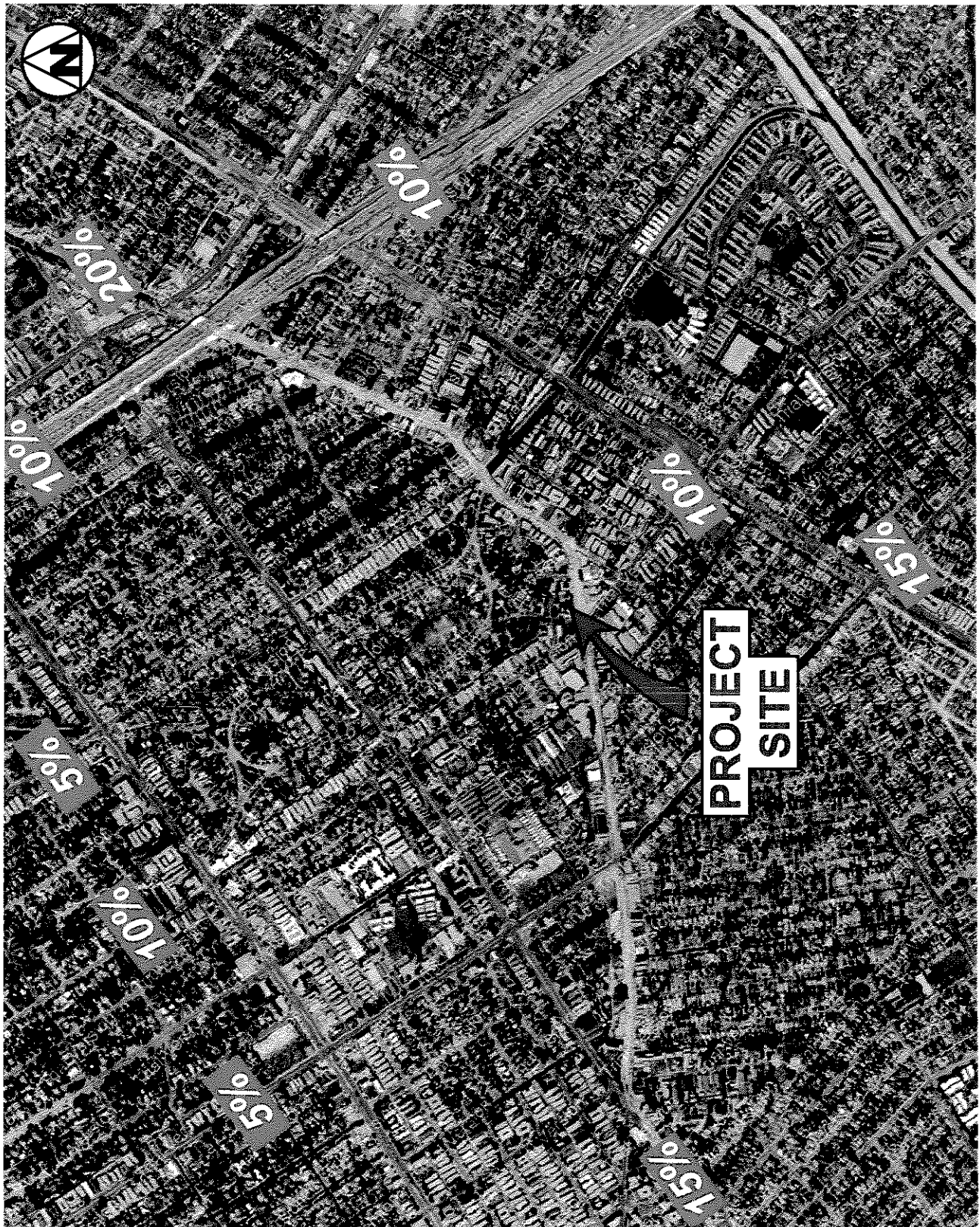


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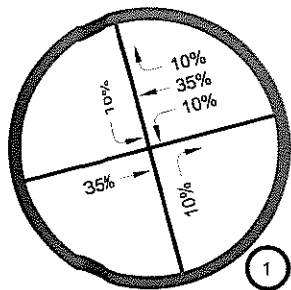
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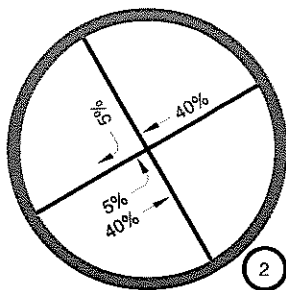


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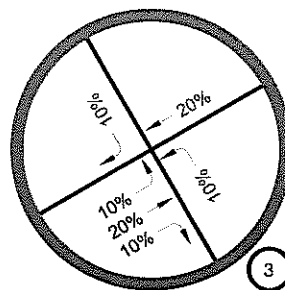
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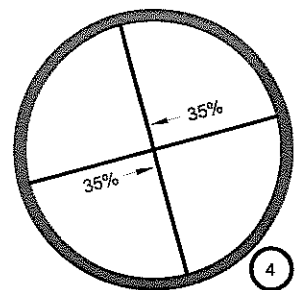
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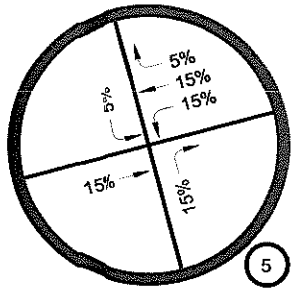
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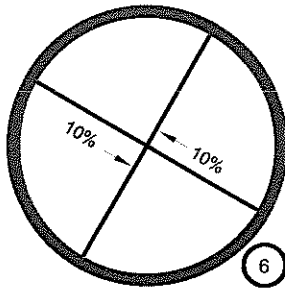
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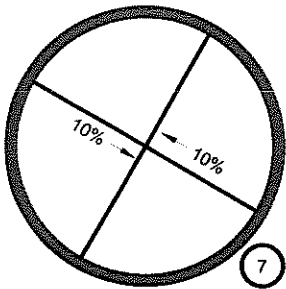
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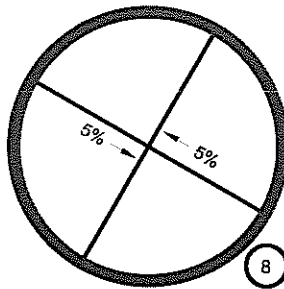
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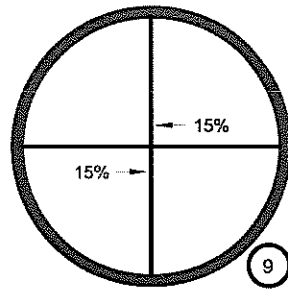
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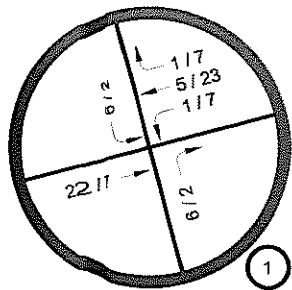
FIGURE 5

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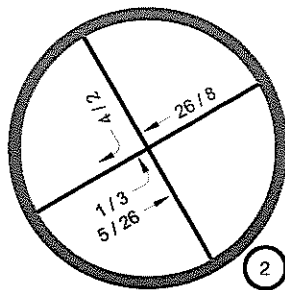
PROJECT TRIP ASSIGNMENT PERCENTAGES

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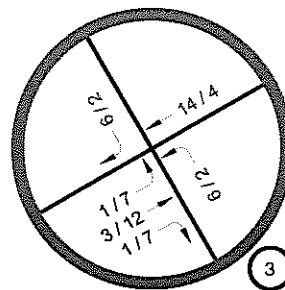
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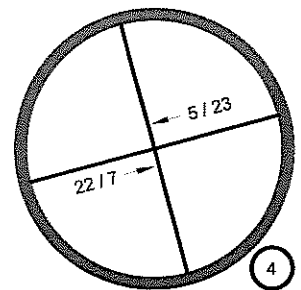
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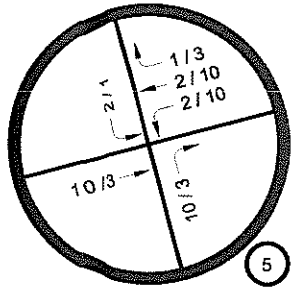
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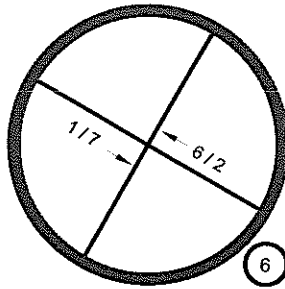
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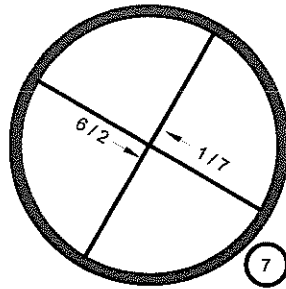
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GRAND VIEW BLVD (n/s) &
WASHINGTON BLVD (e/w)



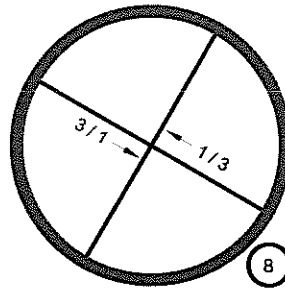
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S CENTINELA AVE (n/s) &
WASHINGTON BLVD (e/w)



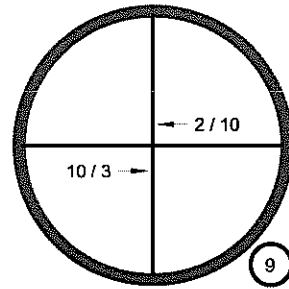
6
CULVER BLVD (n/s) &
INGLEWOOD BLVD (e/w)



7
WASHINGTON PL (n/s) &
INGLEWOOD BLVD (e/w)



8
WASHINGTON PL (n/s) &
MCLAUGHLIN AVE (e/w)



9
WALGROVE AVE (n/s) &
WASHINGTON BLVD (e/w)



FIGURE 6

11/2008

**PROJECT TRAFFIC VOLUMES
AM / PM PEAK HOUR**

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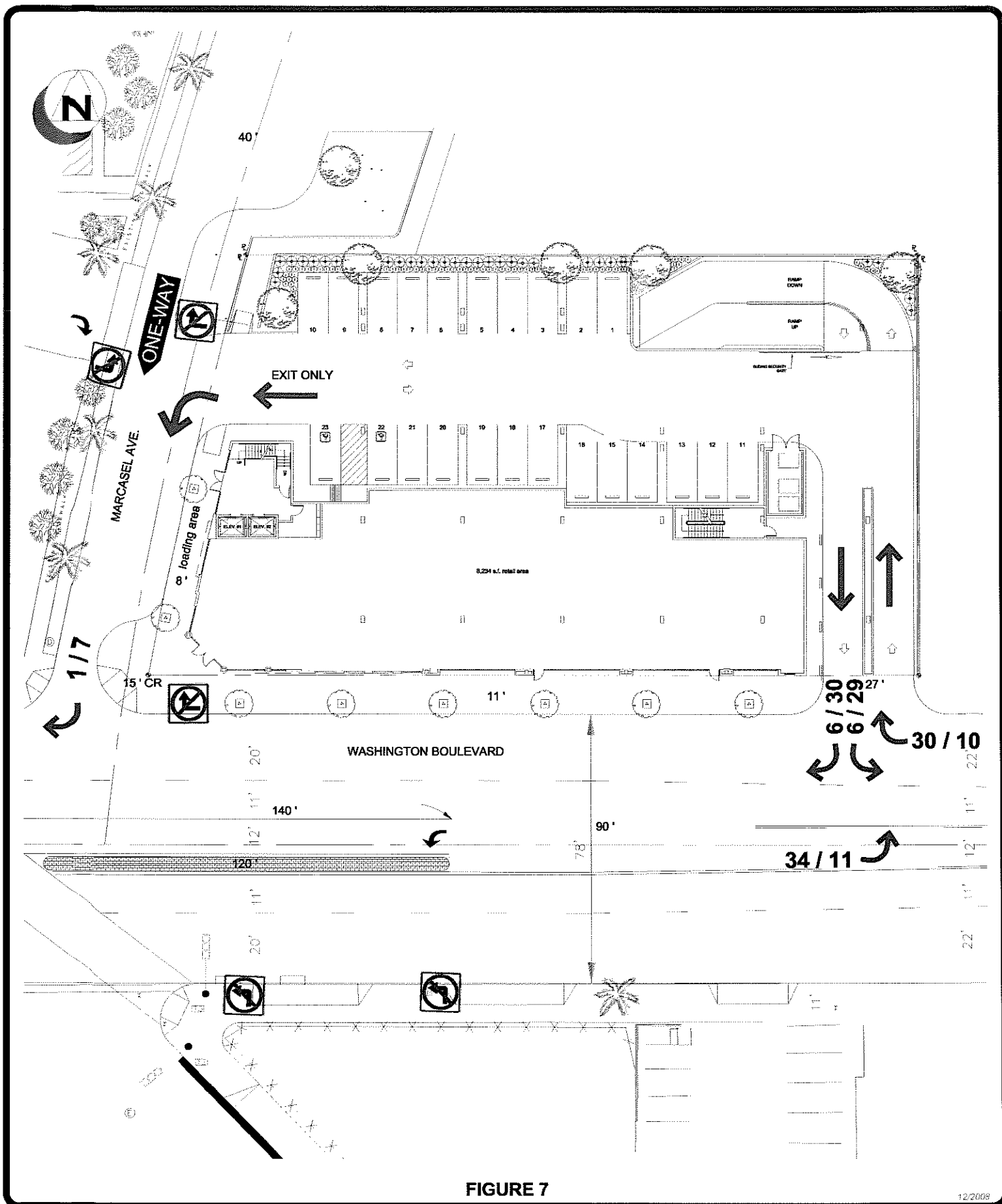


FIGURE 7

12/2009

ESTIMATED PROJECT TRAFFIC VOLUMES AM / PM PEAK HOUR

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CHAPTER 5

TRAFFIC CONDITIONS ANALYSIS

Analysis of Existing Traffic Conditions

The traffic conditions analysis was conducted using the Intersection Capacity Utilization (ICU) method for the study intersections located in the City of Culver City and the Critical Movement Analysis (CMA) method for the intersections located in the City of Los Angeles. New peak hour traffic counts were collected along with current intersection geometrics and traffic controls to determine the intersection's typical weekday peak hour operating condition.

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by an independent traffic data collection company. Traffic counts were conducted by counting the number of vehicles at each of the nine study intersections making each movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements (see Appendix D for the traffic count data).

Daily traffic counts were conducted for Marcase Avenue and for East Boulevard north of Washington Boulevard and south of Washington Place. The 24-hour counts were conducted by utilizing counting machines with "tubes" across the roadways. The daily traffic counts are contained in Appendix G.

The ICU and the CMA procedures use a ratio of the traffic volume to the intersection capacity to define the proportion of an hour necessary to accommodate all the traffic moving through the intersection. The ICU/CMA procedures add the highest combination of conflicting traffic volume (V) at an intersection and divide the sum by the intersection capacity value for a V/C ratio. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. V/C ratios provide an ideal means for quantifying intersection operating characteristics for planning purposes. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.



Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to estimate the level of congestion generally accepted by drivers and to grade the stability of traffic flow. Definitions of the LOS grades are shown in Table 3.

Table 3
V/C Level of Service Definitions

<u>Level of Service</u>	<u>Definition</u>	<u>Equivalent V/C</u>
A	<u>EXCELLENT</u> - Free flow conditions with low traffic density.	0.000 - 0.600
B	<u>VERY GOOD</u> - A stable flow of traffic.	0.601 - 0.700
C	<u>GOOD</u> - Light congestion but stable, occasional backups behind left-turning vehicles.	0.701 - 0.80
D	<u>FAIR</u> - Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.801 - 0.900
E	<u>POOR</u> - At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.901 - 1.000
F	<u>FAILURE</u> - Jammed conditions with stoppages of long duration and long queues.	> 1.000

For the unsignalized intersection, a delay based analysis has been conducted using procedures which are based on the Highway Capacity Manual, (HCM). This procedure calculates the vehicle delays based on the total elapsed time including initial deceleration, queue move-up time, stopped delay and final acceleration delay. The HCM procedures estimate the average number of seconds of delay experienced by motorists traveling through the intersections per movement. Using this procedure the LOS is evaluated on the basis of the total delay per vehicle for selected movements (in seconds per vehicle) as shown below:



Table 4
Delay & LOS Definitions

<u>LOS</u>	<u>Control Delay per Vehicle (s/veh)</u>
A	≤10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

By applying these procedures to the study intersection of Washington Boulevard and McLaughlin Avenue, the vehicle delay along with the corresponding Levels of Service (LOS) for existing traffic conditions was determined with the results provided in Table 5. Existing peak hour traffic counts at each study intersection are illustrated in Figure 8 for the morning rush hour and Figure 9 for the afternoon rush hour.

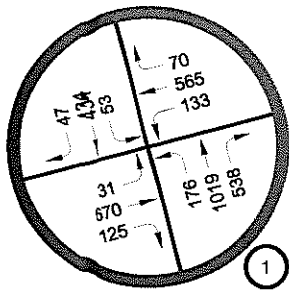
These procedures were also used to evaluate the vehicle delays for the left-turns in and out of the proposed Washington Boulevard driveway. Based on the estimated peak hour driveway volumes and the conflicting traffic flows on Washington Boulevard, it is estimated that the during the morning peak hour the eastbound left-turn in from Washington Boulevard is operating at LOS A (9.8 seconds / vehicle) with the driveway egress estimated to operate at LOS C (16.4 seconds / vehicle). During the afternoon peak hour the eastbound left-turn in from Washington Boulevard is operating at LOS B (10.2 seconds / vehicle) with the driveway egress estimated to operate at LOS C (18.9 seconds / vehicle). The driveway LOS worksheets are provided in Appendix E.



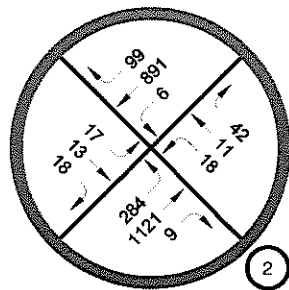
Table 5
Level of Service for Existing Conditions

<u>No.</u>	<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>ICU-Delay</u>	<u>LOS</u>	<u>ICU-Delay</u>	<u>LOS</u>
1.	Inglewood Bd. & Washington Bd.	1.031	F	1.122	F
2.	McLaughlin Av & Washington Bd. *	0.630 25.6 sec	D	0.591 16.5 sec	C
3.	Sawtelle Bd. & Washington Bd.	0.651	B	0.520	A
4.	Grand View Bd. & Washington Bd.	0.472	A	0.593	A
5.	S. Centinela Av. & Washington Bd.	0.809	D	0.934	E
6.	Inglewood Bd. & Culver Bd. (LA)	0.885	D	0.705	C
7.	Inglewood Bd. & Washington Pl. (LA)	0.814	D	0.712	C
8.	McLaughlin Av. & Washington Pl. (CC & LA)	0.763	C	0.778	C
9.	Walgrove Av. & Washington Bd.*	0.729 14.5 sec	B	0.971 31.2 sec	D

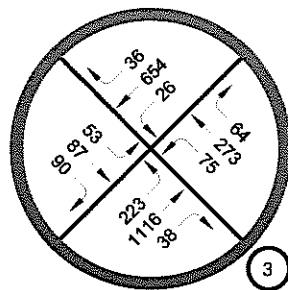
* Vehicle delay is the highest approach delay in seconds.



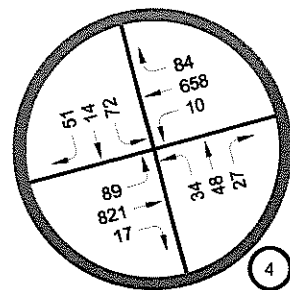
INGLEWOOD BLVD (n/s) & WASHINGTON BLVD (e/w)



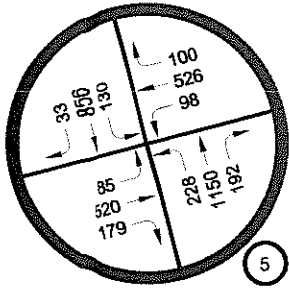
WASHINGTON BLVD (n/s) & MCLAUGHLIN AVE (e/w)



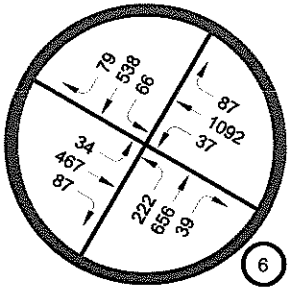
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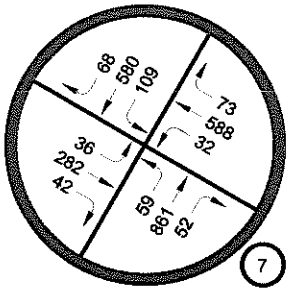
GRAND VIEW BLVD (n/s) & WASHINGTON BLVD (e/w)



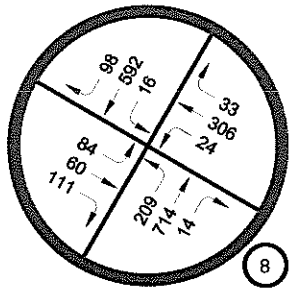
S CENTINELA AVE (n/s) & WASHINGTON BLVD (e/w)



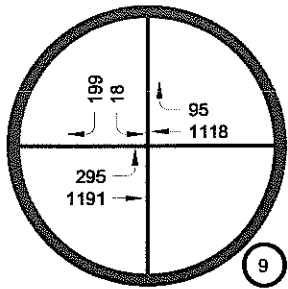
CULVER BLVD (n/s) & INGLEWOOD BLVD (e/w)



WASHINGTON PL (n/s) & INGLEWOOD BLVD (e/w)



WASHINGTON PL (n/s) & MCLAUGHLIN AVE (e/w)



WALGROVE AVE (n/s) & WASHINGTON BLVD (e/w)

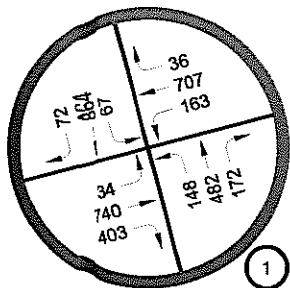


FIGURE 8

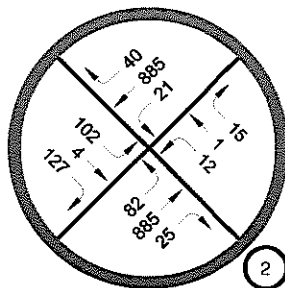
5/2008

EXISTING (2008) TRAFFIC VOLUMES
AM PEAK HOUR

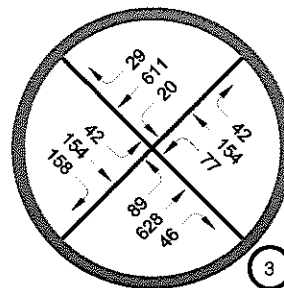
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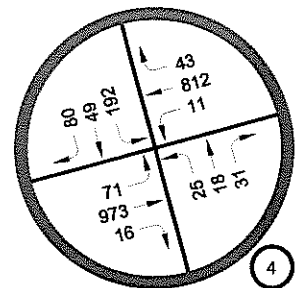
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INGLEWOOD BLVD (n/s) &
WASHINGTON BLVD (e/w)



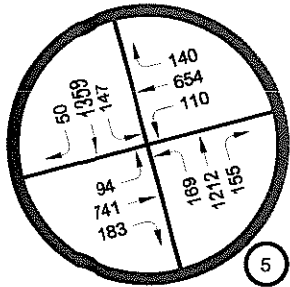
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WASHINGTON BLVD (n/s) &
MCLAUGHLIN AVE (e/w)



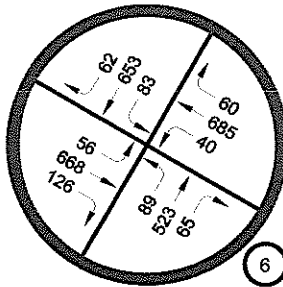
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WASHINGTON BLVD (n/s) &
SAWTELLE BLVD (e/w)



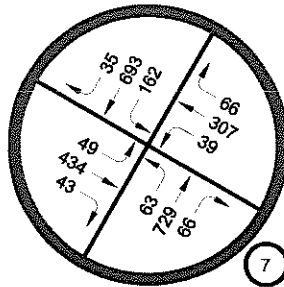
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GRAND VIEW BLVD (n/s) &
WASHINGTON BLVD (e/w)



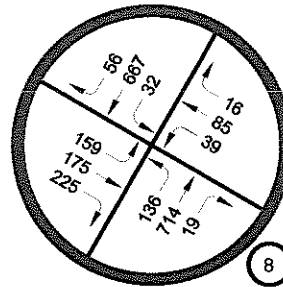
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WASHINGTON BLVD (e/w)



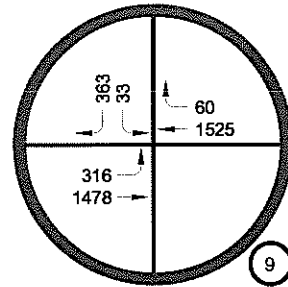
6
CULVER BLVD (n/s) &
INGLEWOOD BLVD (e/w)



7
WASHINGTON PL (n/s) &
INGLEWOOD BLVD (e/w)



8
WASHINGTON PL (n/s) &
MCLAUGHLIN AVE (e/w)



9
WALGROVE AVE (n/s) &
WASHINGTON BLVD (e/w)

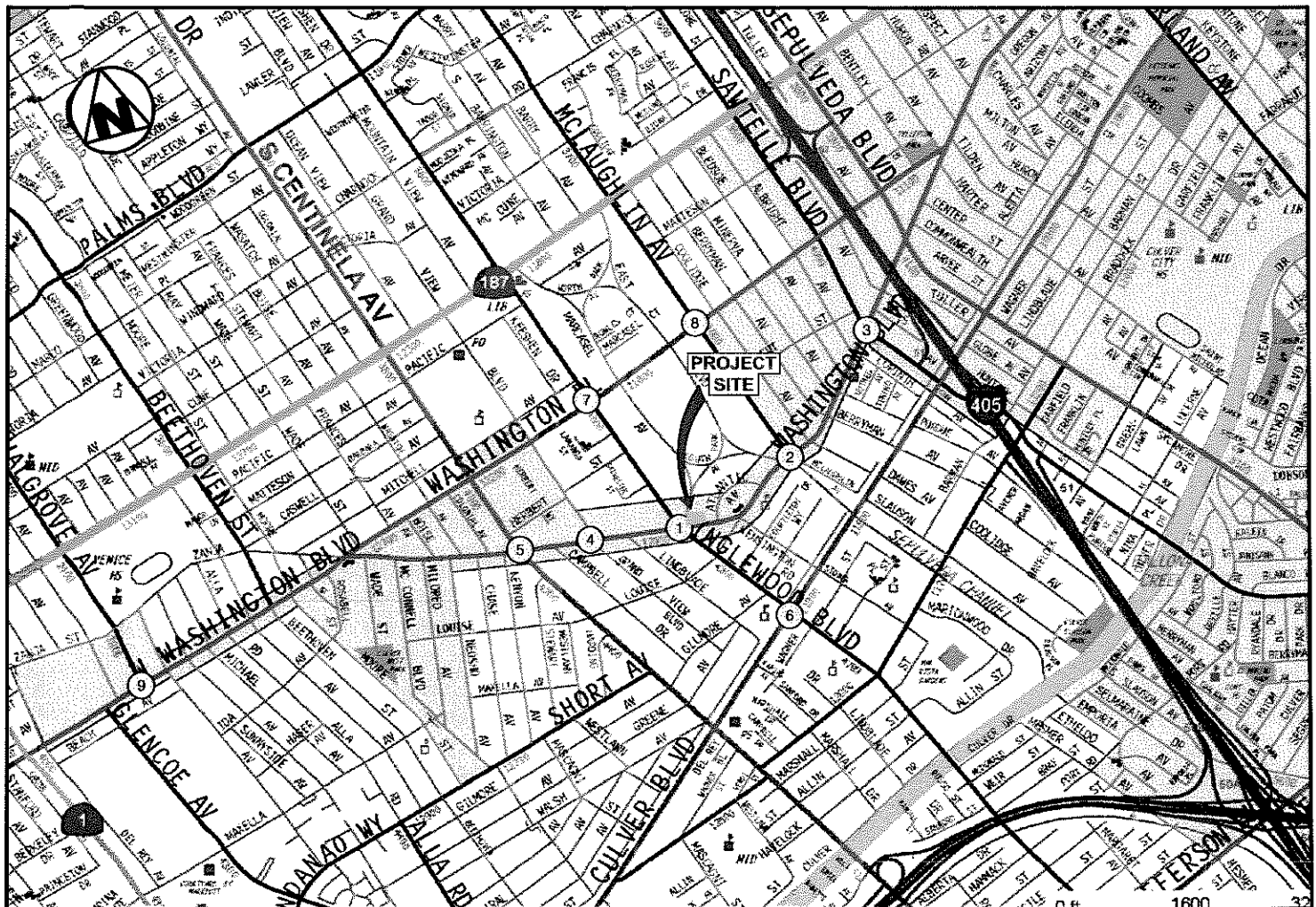


FIGURE 9

11/2008

**EXISTING (2008) TRAFFIC VOLUMES
PM PEAK HOUR**

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Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. The following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic + ambient growth (1% per year to 2010);
- (b) Traffic in (a) + related projects (without project scenario);
- (c) Traffic in (b) with the proposed project traffic (with project scenario);
- (d) Traffic in (c) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from the City of Culver City and the City of Los Angeles Department of Transportation. These lists were reviewed to identify those projects that could produce additional traffic at the study intersections by the future study year. It should be noted that this proposed project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects. The descriptions of the 25 related projects are listed in Table 6 with its location illustrated on Figure 10.

To evaluate future traffic conditions with the related projects, estimates of the peak hour trips generated by the other developments are shown in Table 7. The cumulative traffic impact of future traffic growth has been calculated by adding the existing traffic volume, the ambient growth factor and traffic from these other development projects. Estimated traffic conditions created by the ambient traffic growth plus other development projects are shown in Table 8. Future traffic volume estimated for the peak hours without the project are illustrated in Figures 11 and 12 for the morning and afternoon peak hours, respectively.

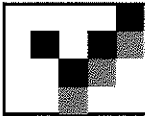


Table 6
Listing of Related Projects

<u>No</u>	<u>Location</u>		<u>Description</u>
1	12402 Washington Place	30,400 sf	Office
		9,300 sf	Specialty Retail
2	12801-23 Washington Bl	12 D.U.	Live/Work
		12 D.U.	Apartment
3	4025 Wade St	4 D.U.	Condominium
4	12337-12449 Washington Bl.	70 D.U.	Condominium
		11,600 sf	Specialty Retail
6	11611 Washington Pl	20 D.U.	Senior Day Care Facility (9,970 sf)
		(9,970) sf	Furniture Mfg/Warehouse (to be removed)
7	11501-11509 Washington Bl	2 D.U.	Apartment
		2,359 sf	Specialty Retail
		937 sf	Office
8	11333 Washington Bl	2,500 sf	Automobile Parts Sale
9	11281 Washington Pl	5,340 sf	Specialty Retail
		8 D.U.	Condominium
10	12099 Washington Bl	30,000 sf	Elementary School
		(13,800) sf	Medicinal Office (to be removed)
11	NE corner of Wash Bl and Cent Ave	13,300 sf	Specialty Retail
12	NW corner of Wash Bl & Cent Ave	2 D.U.	Townhouses
		28,700 sf	Shopping Center
		19,600 sf	Office
13	12800 Washington Bl	6,000 sf	Specialty Retail
		31,000 sf	Office
14	13340 Washington Bl	41 D.U.	Condominiums (6 live/work +35 units)
15	13365 Washington Bl	4,183 sf	Retail
		19 D.U.	Condominiums
16	13424-464 Washington Bl	63 D.U.	Condominiums
		15,200 sf	Retail
17	10839 Washington Bl	3 D.U.	Condominiums (live/work)
18	3823-3833 Huron Ave	15 D.U.	Townhouses
		3 D.U.	Townhouses (to be removed)
19	3838 Tilden Avenue	4 D.U.	
20	3846 Bentley Avenue	4 D.U.	
21	3862 Huron Ave.	5 D.U.	
22	3873 Bentley Avenue	2 D.U.	
23	3954 Sepulveda Bl	77 room	Hotel
24	3972 Tilden Ave.	4 D.U.	
25	4024/4026 Wade St	1,371 sf	Day care center
		2 D.U.	Duplex (to be removed)



Table 7
Estimated Traffic Generation for Other Projects

No		Description	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	30,400 sf	Office	335	41	6	47	8	37	45
	9,300 sf	Specialty Retail	<u>412</u>	<u>7</u>	<u>4</u>	<u>11</u>	<u>11</u>	<u>14</u>	<u>25</u>
			747	48	10	58	19	51	70
2	12 D.U.	Live/Work	81	1	5	6	5	3	8
	12 D.U.	Apartment	<u>81</u>	<u>1</u>	<u>5</u>	<u>6</u>	<u>5</u>	<u>3</u>	<u>8</u>
			162	2	10	12	10	6	16
3	4 D.U.	Condominium	23	0	2	2	2	1	3
4	70 D.U.	Condominium	410	5	26	31	33	16	49
	11,600 sf	Specialty Retail	<u>514</u>	<u>8</u>	<u>6</u>	<u>14</u>	<u>26</u>	<u>32</u>	<u>58</u>
			924	13	32	45	59	48	107
5	70 D.U.	Assisted Living Facility	151	2	2	4	7	5	12
6	20 D.U.	Senior Day Care Facility (9,970 sf)	43	1	0	1	2	1	3
	(9,970) sf	Furniture Mfg/Warehouse (to be removed)	<u>(38)</u>	<u>(5)</u>	<u>(2)</u>	<u>(7)</u>	<u>(3)</u>	<u>(5)</u>	<u>(8)</u>
			5	(4)	(2)	(6)	(1)	(4)	(5)
7	2 D.U.	Apartment	13	0	1	1	1	0	1
	2,359 sf	Specialty Retail	105	2	1	3	3	3	6
	937 sf	Office	<u>10</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>
			128	3	2	5	4	4	8
8	2,500 sf	Automobile Parts Sale	155	4	2	6	7	8	15
9	5,340 sf	Specialty Retail	237	4	2	6	6	8	14
	8 D.U.	Condominium	<u>47</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>4</u>
			284	5	5	10	9	9	18
10	30,000 sf	Elementary School	435	76	65	141	40	54	94
	(13,800) sf	Medicinal Office (to be removed)	<u>(499)</u>	<u>(27)</u>	<u>(7)</u>	<u>(34)</u>	<u>(15)</u>	<u>(39)</u>	<u>(54)</u>
			(64)	49	58	107	25	15	40
11	13,300 sf	Specialty Retail	589	8	5	13	16	20	36
12	2 D.U.	Townhouses	12	0	1	1	0	1	1
	28,700 sf	Shopping Center	1,232	18	11	29	52	56	108
	19,600 sf	Office	<u>216</u>	<u>27</u>	<u>4</u>	<u>31</u>	<u>5</u>	<u>24</u>	<u>29</u>
			1,460	45	16	61	57	81	138



Table 7
Estimated Traffic Generation for Other Projects

<u>No</u>		<u>Description</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
13	6,000 sf	Specialty Retail	266	4	2	6	7	9	16
	31,000 sf	Office	<u>341</u>	<u>42</u>	<u>6</u>	<u>48</u>	<u>8</u>	<u>38</u>	<u>46</u>
14	41 D.U.	Condominiums (6 live/work +35 units)	240	3	15	18	14	7	21
15	4,183 sf	Retail	185	3	2	5	5	6	11
	19 D.U.	Condominiums	<u>111</u>	<u>1</u>	<u>7</u>	<u>8</u>	<u>7</u>	<u>3</u>	<u>10</u>
16	63 D.U.	Condominiums	369	4	23	27	22	11	33
	15,200 sf	Retail	<u>674</u>	<u>10</u>	<u>6</u>	<u>16</u>	<u>18</u>	<u>23</u>	<u>41</u>
17	3 D.U.	Condominiums (live/work)	18	0	1	1	1	1	2
18	15 D.U.	Townhouses	88	1	6	7	5	3	8
	3 D.U.	<i>Townhouses (to be removed)</i>	<i>18</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>2</i>
19	4 D.U.		23	0	1	1	1	1	12
20	4 D.U.		23	0	1	1	1	1	12
21	5 D.U.		29	0	2	2	2	1	3
22	2 D.U.		12	0	1	1	0	1	1
23	77 room	Hotel	629	26	17	43	24	22	46
24	4 D.U.		23	0	1	1	1	1	12
25	1,371 sf	Day care center	109	9	8	17	8	10	18
	2 D.U.	<i>Duplex (to be removed)</i>	<i>(12)</i>	<i>0</i>	<i>(1)</i>	<i>(1)</i>	<i>0</i>	<i>(1)</i>	<i>(1)</i>
			97	9	7	16	8	9	17

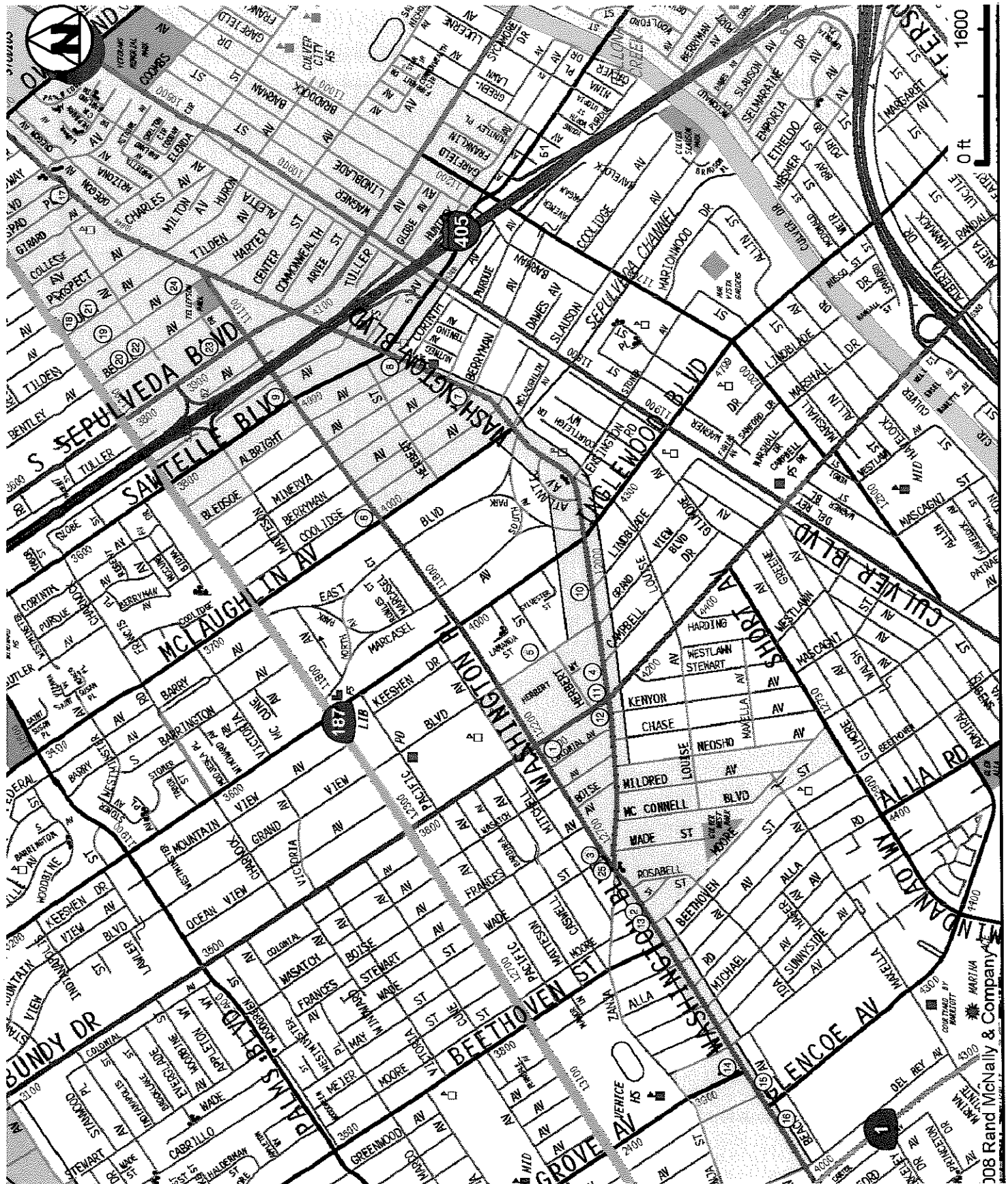


FIGURE 10

9/2008

RELATED PROJECTS LOCATION MAP



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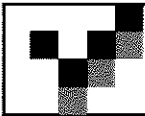
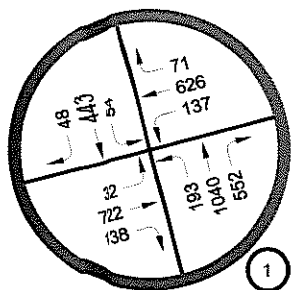


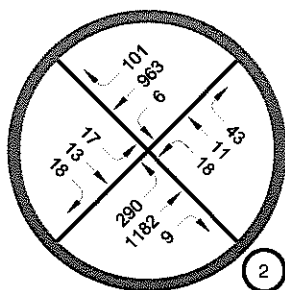
Table 8
Future Traffic Conditions Without Project

No.	Intersection	Peak Hour	Existing		Future Without Project		
			ICU-Delay	LOS	ICU-Delay	LOS	Growth
1.	Inglewood Bd. & Washington Bd.	AM	1.031	F	1.067	F	+ 0.036
		PM	1.122	F	1.187	F	+ 0.065
2.	McLaughlin Av. & Washington Bd. *	AM	0.630		0.658		+ 0.028
			25.6 sec	D	34.4 sec	D	
		PM	0.591		0.623		+ 0.032
			16.5 sec	C	18.2 sec	C	
3.	Sawtelle Bd. & Washington Bd.	AM	0.651	B	0.699	B	+ 0.048
		PM	0.520	A	0.547	A	+ 0.027
4.	Grand View Bd. & Washington Bd.	AM	0.472	A	0.500	A	+ 0.028
		PM	0.593	A	0.633	B	+ 0.040
5.	S. Centinela Av. & Washington Bd.	AM	0.809	D	0.855	D	+ 0.046
		PM	0.934	E	1.017	F	+ 0.083
6.	Inglewood Bd. & Culver Bd. (City of LA)	AM	0.885	D	0.900	D	+ 0.015
		PM	0.705	C	0.727	C	+ 0.022
7.	Inglewood Bd. & Washington Pl. (City of LA)	AM	0.814	D	0.852	D	+ 0.038
		PM	0.712	C	0.746	C	+ 0.034
8.	McLaughlin Av. & Washington Pl. (City of LA)	AM	0.763	C	0.792	C	+ 0.029
		PM	0.778	C	0.813	D	+ 0.035
9.	Walgrove Av. & Washington Bd.*	AM	0.729		0.817		+ 0.088
			14.5 sec	B	16.9 sec	C	
		PM	0.971		1.082		+ 0.111
			31.2 sec	D	56.1 sec	F	

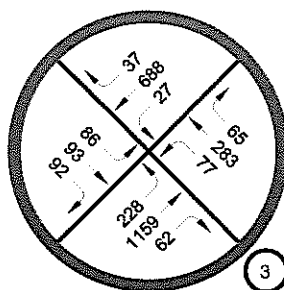
* Vehicle delay is the highest approach delay in seconds.



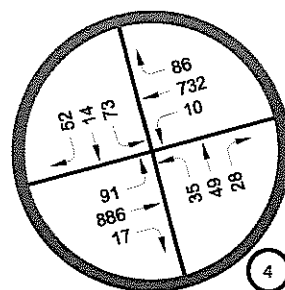
INGLEWOOD BLVD (n/s) & WASHINGTON BLVD (e/w)



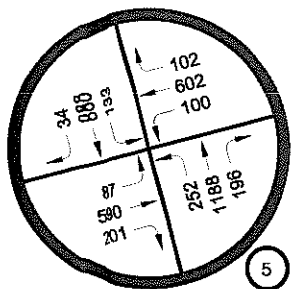
WASHINGTON BLVD (n/s) & MCLAUGHLIN AVE (e/w)



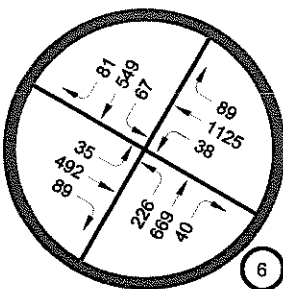
WASHINGTON BLVD (n/s) & SAWTELLE BLVD (e/w)



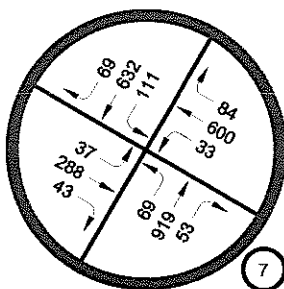
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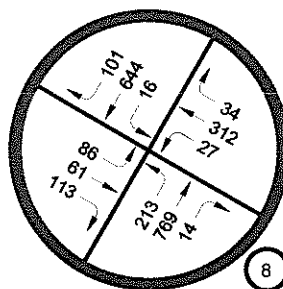
S CENTINELA AVE (n/s) & WASHINGTON BLVD (e/w)



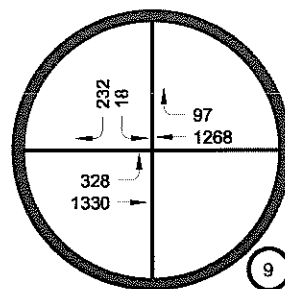
CULVER BLVD (n/s) & INGLEWOOD BLVD (e/w)



WASHINGTON PL (n/s) & INGLEWOOD BLVD (e/w)



WASHINGTON PL (n/s) & MCLAUGHLIN AVE (e/w)



WALGROVE AVE (n/s) & WASHINGTON BLVD (e/w)

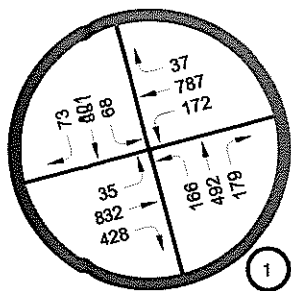


FIGURE 11

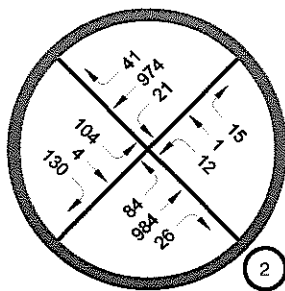
5/2008

**FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR**

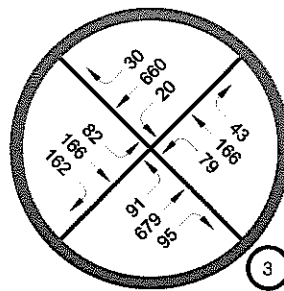
Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



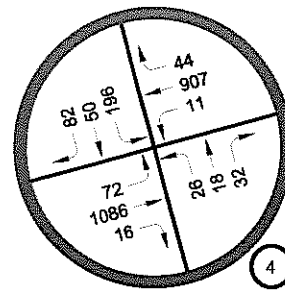
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INGLEWOOD BLVD (n/s) &
WASHINGTON BLVD (e/w)



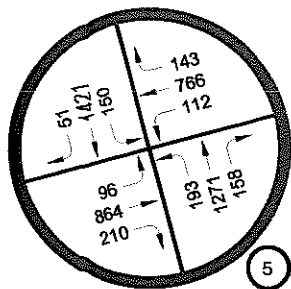
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WASHINGTON BLVD (n/s) &
MCLAUGHLIN AVE (e/w)



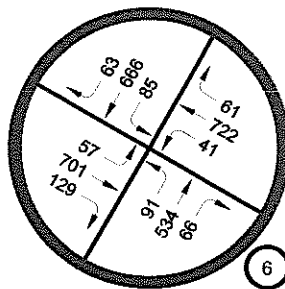
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WASHINGTON BLVD (n/s) &
SAWTELLE BLVD (e/w)



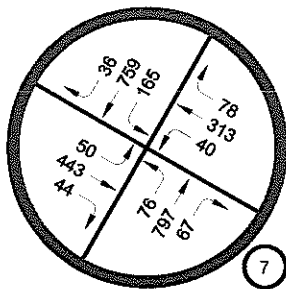
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GRAND VIEW BLVD (n/s) &
WASHINGTON BLVD (e/w)



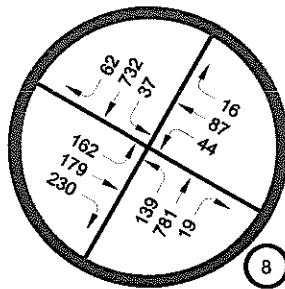
5
S CENTINELA AVE (n/s) &
WASHINGTON BLVD (e/w)



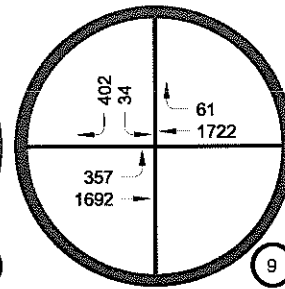
6
CULVER BLVD (n/s) &
INGLEWOOD BLVD (e/w)



7
WASHINGTON PL (n/s) &
INGLEWOOD BLVD (e/w)



8
WASHINGTON PL (n/s) &
MCLAUGHLIN AVE (e/w)



9
WALGROVE AVE (n/s) &
WASHINGTON BLVD (e/w)



FIGURE 12

11/2008

**FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR**



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It should be noted that the impact analysis does not consider any changes to the existing intersection configuration or other traffic control (e.g., future roadway improvements). Traffic conditions after completion of the proposed project have been calculated by adding the project volume to the without project traffic volume estimates. The traffic impact of the added project at the study intersections is shown in the table below using the “without project” estimates as the baseline.

Comparing the changes in the traffic conditions between the without and with project scenarios provides the necessary information to determine if the project creates a significant impact on the study intersections. According to the standards adopted by Culver City and Los Angeles for those intersections located in Los Angeles, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds as provided in the tables below:

Table 9a
Culver City Significant Impact Criteria

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
D	0.80 - 0.89	+ 0.04
E - F	≥ 0.90	+ 0.02 or more

Table 9b
City of Los Angeles Significant Impact Criteria

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	0.71 - 0.80	+ 0.04
D	0.81 - 0.90	+ 0.02
E, F	> 0.90	+ 0.01 or more

The traffic impact at the unsignalized intersection of Washington Boulevard and McLaughlin Avenue is based on the significant impact criteria for the change in the volume/capacity ratio as if the intersection were controlled by a traffic signal.

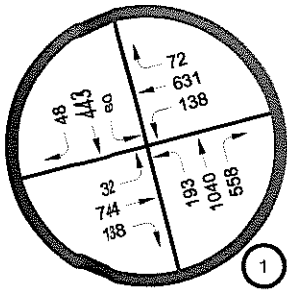
Next, the traffic impact of the project’s traffic volume has been calculated by adding the project volume to the future “without project” traffic volume. Table 10 shows the results of the project traffic impact analysis. As shown, none of the study intersections would be significantly impacted by project traffic. Future traffic volume estimated for the peak hours with the project are illustrated in Figures 13 and 14 for the morning and afternoon peak hours, respectively.



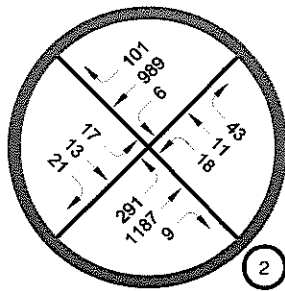
Table 10
Future Traffic Conditions With Project

No.	Intersection	Peak Hour	Without Project		Future With Project		
			ICU-Delay	LOS	ICU-Delay	LOS	Growth
1.	Inglewood Bd. & Washington Bd.	AM	1.067	F	1.079	F	+ 0.012
		PM	1.187	F	1.193	F	+ 0.006
2.	McLaughlin Av. & Washington Bd. *	AM	0.658		0.669		+ 0.011
			34.4 sec	D	40.1 sec	E	
		PM	0.623		0.629		+ 0.006
			18.2 sec	C	18.4 sec	C	
3.	Sawtelle Bd. & Washington Bd.	AM	0.699	B	0.701	C	+ 0.002
		PM	0.547	A	0.556	A	+ 0.009
4.	Grand View Bd. & Washington Bd.	AM	0.500	A	0.501	A	+ 0.001
		PM	0.633	B	0.636	B	+ 0.003
5.	S. Centinela Av. & Washington Bd.	AM	0.855	D	0.864	D	+ 0.009
		PM	1.017	F	1.023	F	+ 0.006
6.	Inglewood Bd. & Culver Bd. (City of LA)	AM	0.900	D	0.902	E	+ 0.002
		PM	0.727	C	0.730	C	+ 0.003
7.	Inglewood Bd. & Washington Pl. (City of LA)	AM	0.852	D	0.853	D	+ 0.001
		PM	0.746	C	0.747	C	+ 0.001
8.	McLaughlin Av. & Washington Pl. (City of LA)	AM	0.792	C	0.794	C	+ 0.002
		PM	0.813	D	0.816	D	+ 0.003
9.	Walgrove Av. & Washington Bd. *	AM	0.817		0.818		+ 0.001
			16.9 sec	C	17.0 sec	C	
		PM	1.082		1.085		+ 0.003
			56.1 sec	F	57.4 sec	F	

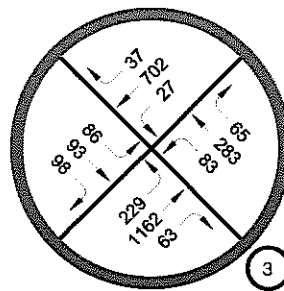
* Vehicle delay is the highest approach delay in seconds.



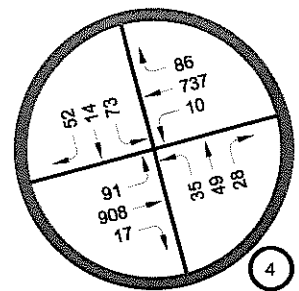
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INGLEWOOD BLVD (n/s) &
WASHINGTON BLVD (e/w)



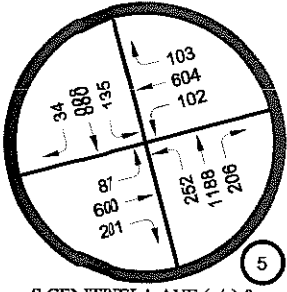
2
WASHINGTON BLVD (n/s) &
MCLAUGHLIN AVE (e/w)



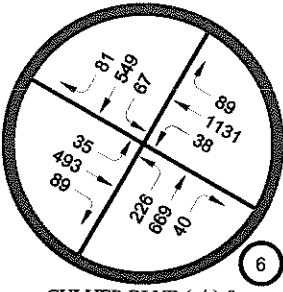
3
WASHINGTON BLVD (n/s) &
SAWTELLE BLVD (e/w)



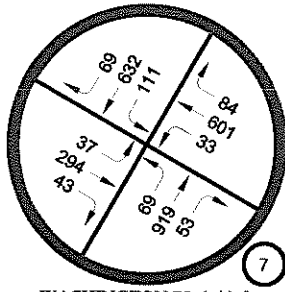
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GRAND VIEW BLVD (n/s) &
WASHINGTON BLVD (e/w)



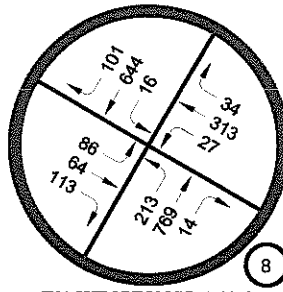
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S CENTINELA AVE (n/s) &
WASHINGTON BLVD (e/w)



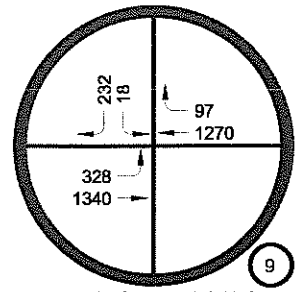
6
CULVER BLVD (n/s) &
INGLEWOOD BLVD (e/w)



7
WASHINGTON PL (n/s) &
INGLEWOOD BLVD (e/w)



8
WASHINGTON PL (n/s) &
MCLAUGHLIN AVE (e/w)



9
WALGROVE AVE (n/s) &
WASHINGTON BLVD (e/w)



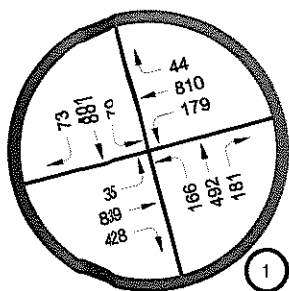
FIGURE 13

5/2008

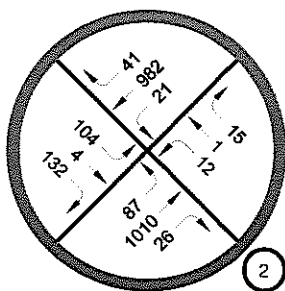
**FUTURE (2010) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR**

Overland Traffic Consultants, Inc.

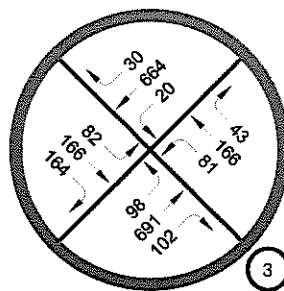
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



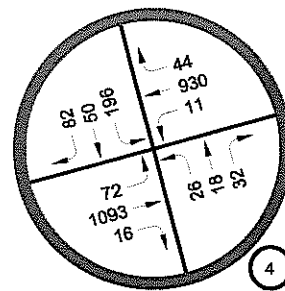
INGLEWOOD BLVD (n/s) & WASHINGTON BLVD (e/w)



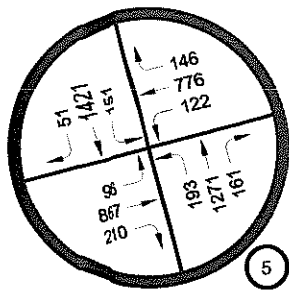
WASHINGTON BLVD (n/s) & MCLAUGHLIN AVE (e/w)



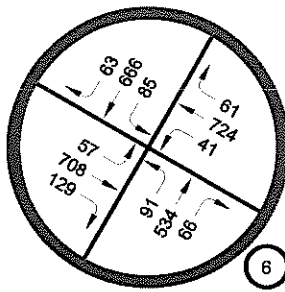
WASHINGTON BLVD (n/s) & SAWTELLE BLVD (e/w)



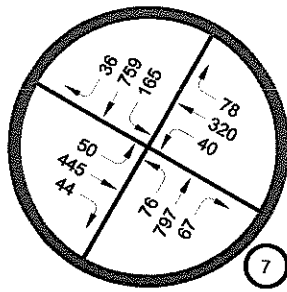
GRAND VIEW BLVD (n/s) & WASHINGTON BLVD (e/w)



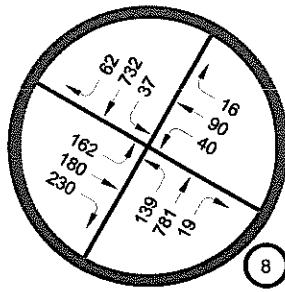
S CENTINELA AVE (n/s) & WASHINGTON BLVD (e/w)



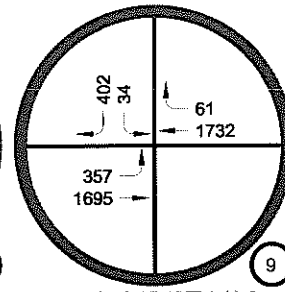
CULVER BLVD (n/s) & INGLEWOOD BLVD (e/w)



WASHINGTON PL (n/s) & INGLEWOOD BLVD (e/w)



WASHINGTON PL (n/s) & MCLAUGHLIN AVE (e/w)



WALGROVE AVE (n/s) & WASHINGTON BLVD (e/w)



FIGURE 14

11/2008

**FUTURE (2010) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR**

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Impacts on Residential Neighborhood Streets

This study also analyzed the potential impacts of the rerouted traffic on the residential streets located to the north of Washington Boulevard including Marcasel Avenue south of Washington Place and East Boulevard south of Washington Place in the City of Los Angeles and those same streets located north of Washington Boulevard in the City of Culver City.

Recent 24-hour traffic counts on both streets were conducted to determine the amount of existing traffic currently utilizing the roadways. The counts indicate that Marcasel Avenue currently carries approximately 624 vehicles per day (VPD) south of Washington Place and approximately 826 VPD north of Washington Boulevard. East Boulevard currently carries approximately 807 VPD south of Washington Place and 771 VPD north of Washington Boulevard. These daily volumes are considered relatively light traffic volume for residential streets. Appendix G contains the daily traffic counts.

The project's Marcasel Avenue driveway is a left-turn egress only driveway and therefore no project traffic will use Marcasel Avenue to the north because all exiting traffic will be directed to Washington Boulevard. However, an evaluation of the peak hour and daily traffic counts was conducted to estimate the potential impact from the rerouted traffic because of the City's requirement to install a median island on Washington Boulevard and the Marcasel Avenue southbound one-way street conversion.

The installation of the median island will eliminate the cut through traffic currently using Marcasel Avenue as an alternative to Inglewood Boulevard; estimated at 200 vehicles per day. The southbound one-way street conversion will cause neighborhood traffic entering from Washington Boulevard via Marcasel Avenue to find alternative routes into the neighborhood. It is estimated that, approximately 224 vehicles per day (11 vehicles during the am peak hour and 18 vehicles during the pm peak hour) generated by local neighborhood traffic would shift to East Boulevard to access the neighborhood. The daily traffic volume was calculated to be 43% of the total northbound traffic measured on Marcasel Avenue north of Washington Boulevard ($521 \text{ vpd northbound} \times 0.43 = 224$). The



43 percent factor was determined to be the percentage of the northbound traffic from right-turns off Washington Boulevard that would potentially divert to East Boulevard.

A HCM peak hour delay analysis has been conducted for the intersection of East Boulevard and Washington Boulevard for the existing conditions and with the added neighborhood traffic shifting from northbound Marcasel Avenue to measure the peak hour traffic impact of the diverted traffic.

East Boulevard currently operates at LOS B (11.8 seconds delay / vehicle) and LOS B (12.2 seconds delay / vehicle) in the morning and afternoon, respectively. In a worst case scenario, shifting all the Washington Boulevard peak hour westbound right turn volume at Marcasel Avenue to East Boulevard results in a 0.1 second delay / vehicle increase for each peak hour period at the Washington Boulevard and East Boulevard intersection, not a significant increase. Based on the traffic counts, it is estimated that 11 and 18 vehicles per hour for the morning and afternoon peak hour would shift to East Boulevard from Marcasel Avenue because of the median island and southbound one-way street conversion. The diversion of traffic from Marcasel Avenue to East Boulevard is due to the change of Marcasel Avenue to one-way traffic from the project's driveway to Washington Boulevard, and the 120-foot median island on Washington Boulevard. The 120-foot median island was required for traffic safety purposes, to eliminate traffic entering Marcasel Avenue from northbound Inglewood Boulevard and westbound Washington Boulevard.

The current daily traffic count on East Boulevard north of Washington Boulevard is approximately 771 vehicles per day. The rerouted traffic would increase the daily traffic on East Boulevard north of Washington Boulevard to 996 VPD which is still considered a relatively light traffic volume for a residential street. Six (6) homes on East Boulevard in the City of Culver City and thirteen (13) homes in the City of Los Angeles are located on the diverted route.

Impacts on Regional Transportation System

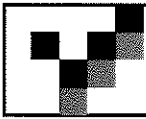
The Congestion Management program (CMP) was adopted to track regional traffic growth, building permits and transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored



by local jurisdictions. If the LOS standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the CMP program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding. Current changes to the CMP program being considered by local officials include adding a countywide trip fee to mitigate regional cumulative impacts.

For purposes of the CMP LOS analysis is required when the project will add 50 or more trips during either the am or pm weekday peak hour. A substantial change in freeway conditions is defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway segment in either direction during either the AM or PM weekday peak hour. While some of the patrons and residents of the project may use the freeway fewer than 150 trips are generated by the project after credits for the existing use.

The nearest CMP monitoring location is at the intersections of Venice Boulevard and Centinela Avenue. Figure 6 illustrates that the project will generate approximately 3 and 4 morning and afternoon peak hour trips through this intersection. Significantly fewer than 50 peak hour trip threshold used as the criteria for CMP monitoring intersections. Therefore, no additional CMP analysis is necessary.



Overland Traffic Consultants, Inc.

CHAPTER 6

MITIGATION MEASURES

The analysis contained in this study has 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. Therefore, no mitigation measures are required.

APPENDIX A

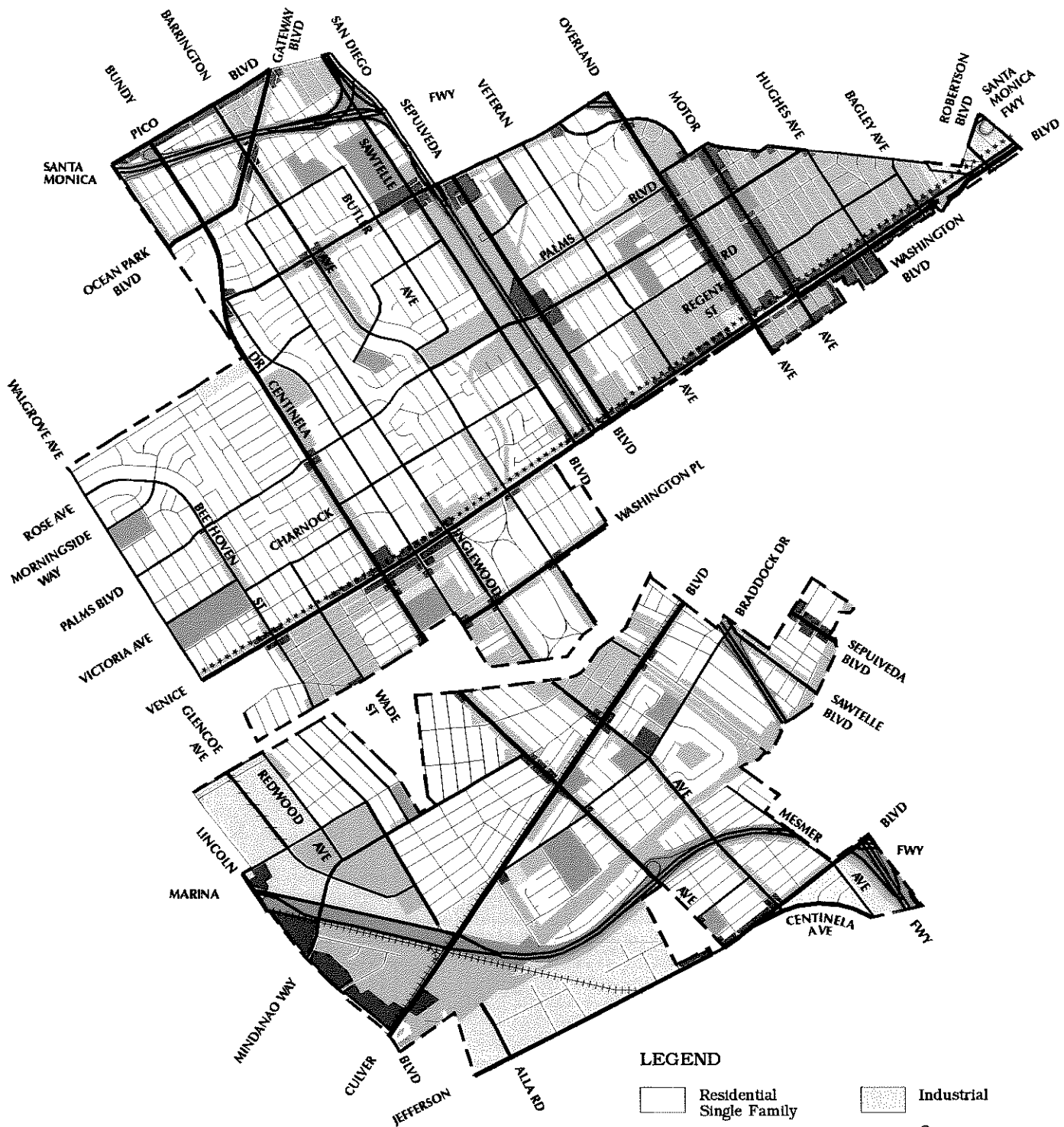
COMMUNITY PLAN LAND USE INFORMATION

GENERAL PLAN LAND USE ELEMENT MAP

Residential	
Low Density Single Family	
Low Density Two Family	
Low Density Three Family	
Low Density Multiple Family	
Medium Density Multiple Family	
Planned Residential Development	
Commercial	
Neighborhood Serving Corridor	
General Corridor	
Downtown	
Community Serving Center	
Regional Center	
Industrial	
Light Industrial	
Industrial Park	
Industrial	
Focused Special Studies Areas	
Hayden Industrial Tract	
Bair Hills / Baldwin Hills	
Balona Creek	
Other	
Studio	
Cemetery	
Open Space	
Institutional	
School	
City Boundary	
Freeway	
Government	
School	
Utility	
Health Center	

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LEGEND

	Residential Single Family		Industrial
	Residential Multiple Family		Open Space
	Commercial		Public Facilities

GENERALIZED LAND USE PALMS - MAR VISTA - DEL REY



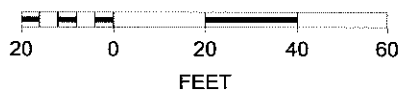
APPENDIX B

AERIAL STREET PLANS

SAWTELLE BLVD & WASHINGTON BLVD



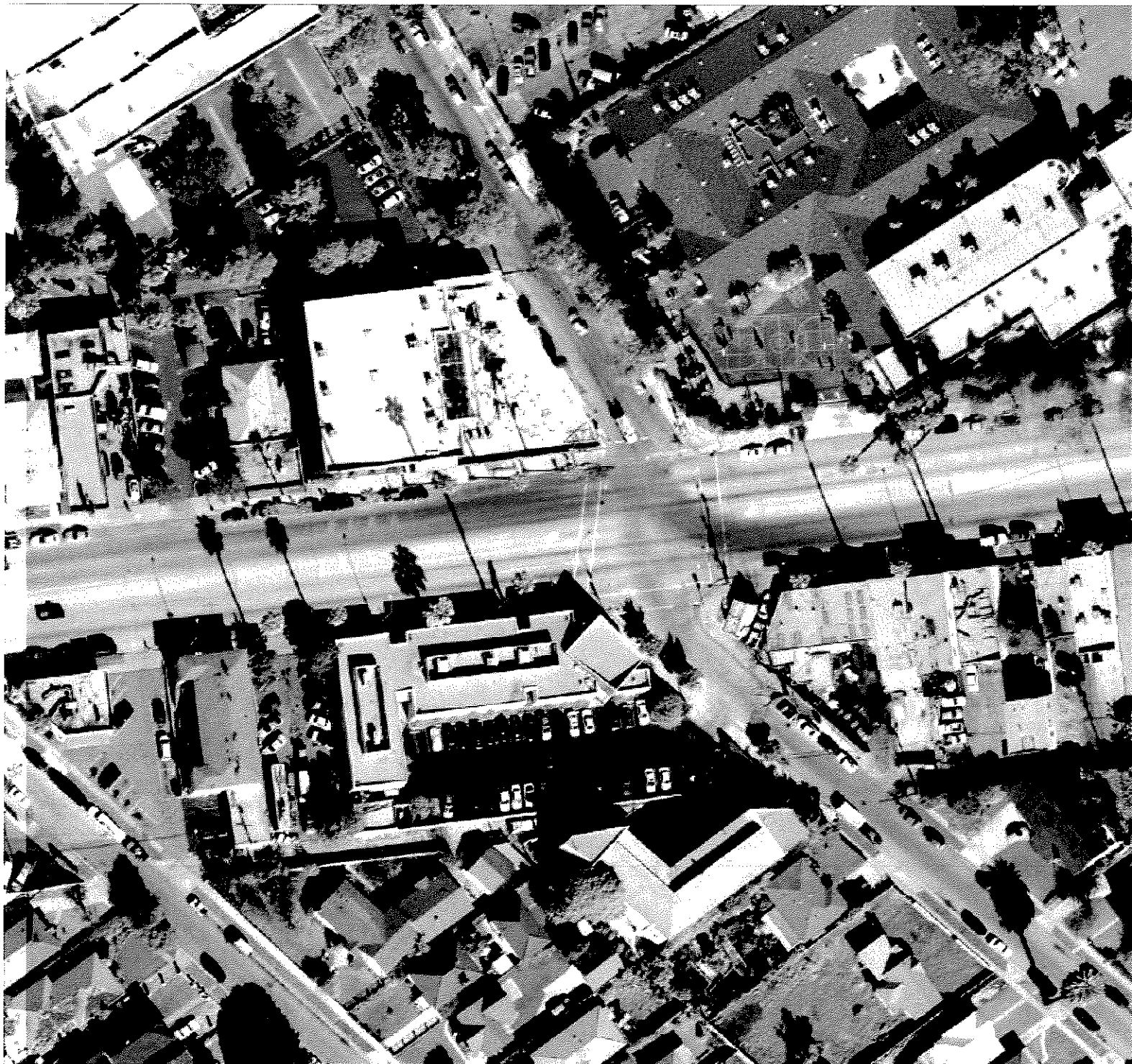
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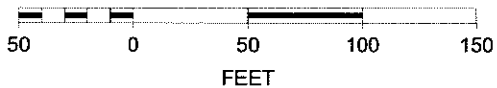
N



GRAND VIEW BLVD & WASHINGTON BLVD



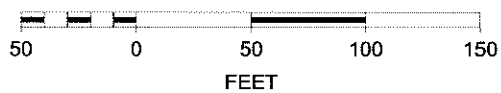
SCALE 1 : 1,009



CENTINELA AVE & WASHINGTON BLVD



SCALE 1 : 1,009



N



INGLEWOOD BLVD & CULVER BLVD



SCALE 1 : 1,009



N



INGLEWOOD BLVD & WASHINGTON PL



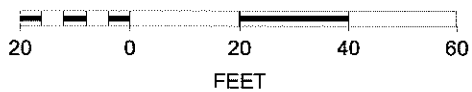
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MCLAUGHLIN AV & WASHINGTON PL



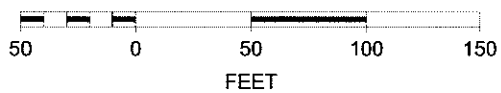
SCALE 1 : 424



WALGROVE AVE & WASHINGTON BLVD



SCALE 1 : 1,009



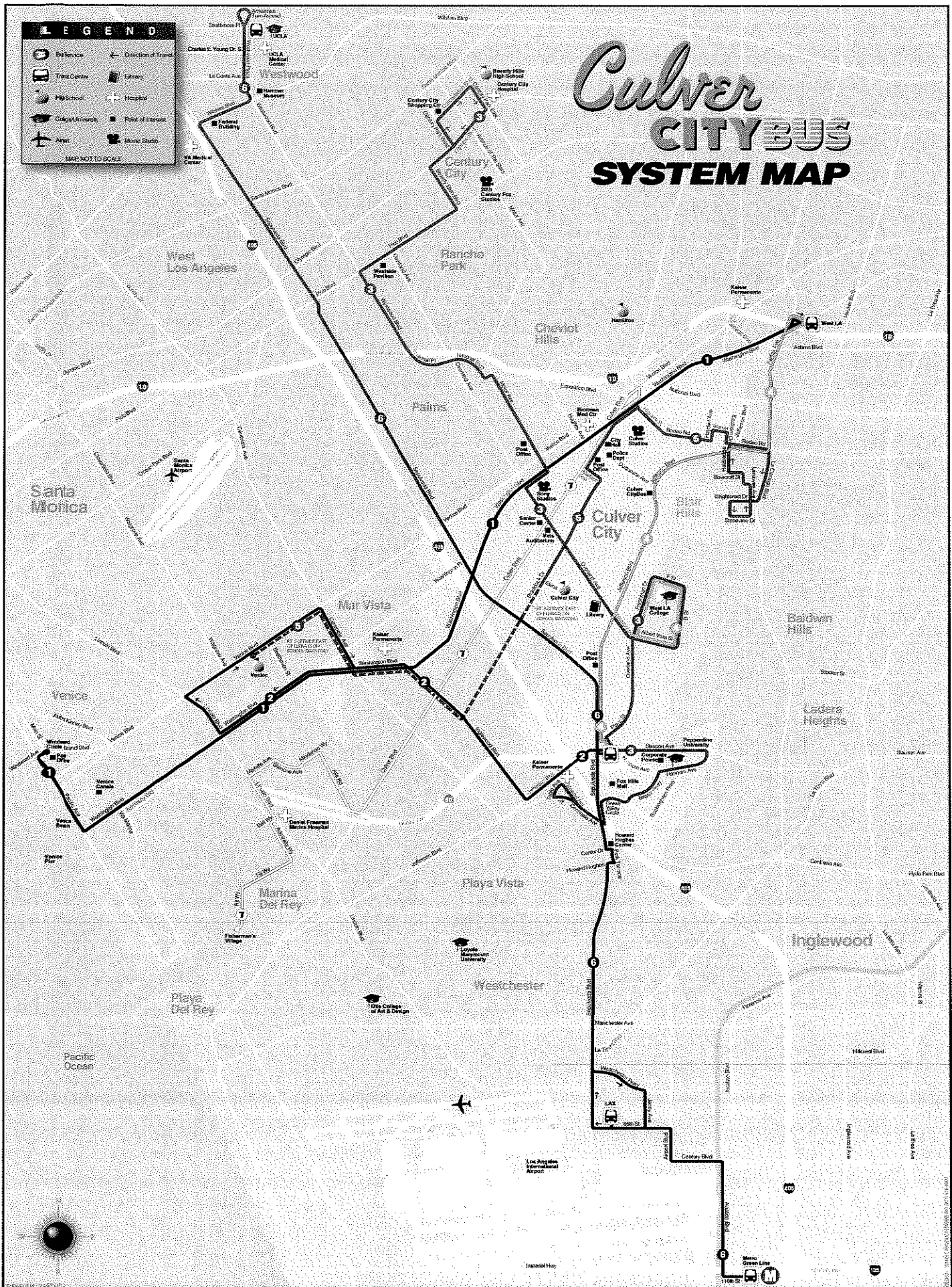
APPENDIX C

TRANSIT ROUTES

LEGEND

MAP NOT TO SCALE

Culver CITYBUS SYSTEM MAP



APPENDIX D

TRAFFIC VOLUME DATA

Intersection Turning Movement

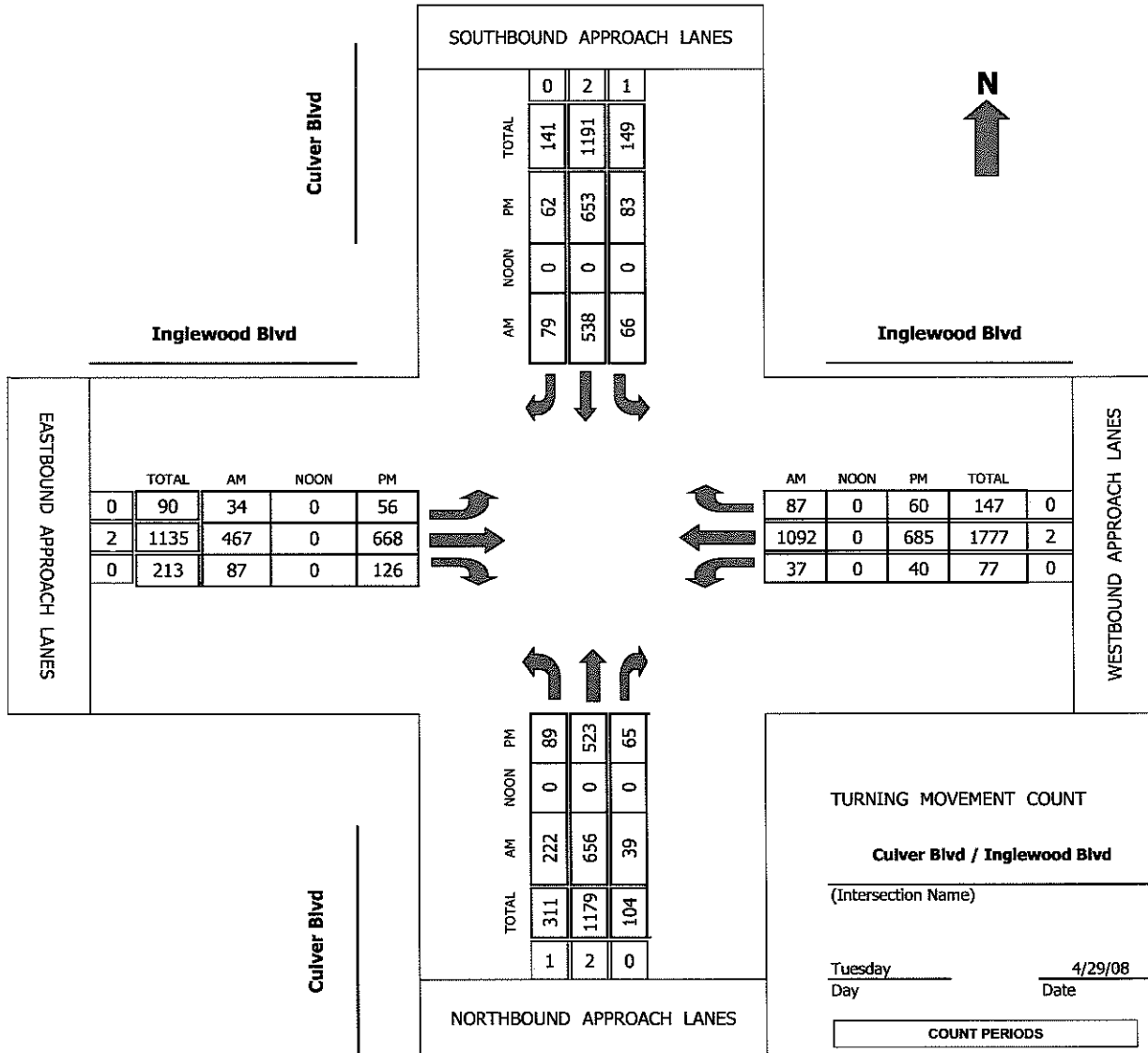
Prepared by:



National Data & Surveying Services

TMC Summary of Culver Blvd / Inglewood Blvd

Project #: 08-2191-008



AM PEAK HOUR 800 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Culver Blvd

DATE: 4/29/2008

LOCATION: City of Culver City

E-W STREET: Inglewood Blvd

DAY: TUESDAY

PROJECT# 08-2191-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	33	144	13	12	40	9	4	45	5	10	171	25	511
7:15 AM	39	160	11	15	61	7	4	81	13	7	217	31	646
7:30 AM	41	174	14	21	79	17	9	103	16	8	276	31	789
7:45 AM	60	155	14	19	97	22	17	94	20	12	298	14	822
8:00 AM	55	166	17	22	112	29	10	110	23	7	317	10	878
8:15 AM	65	113	8	9	104	18	7	115	28	7	283	21	778
8:30 AM	49	202	6	16	101	19	6	123	18	10	240	27	817
8:45 AM	53	175	8	19	221	13	11	119	18	13	252	29	931
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 395	NT 1289	NR 91	SL 133	ST 815	SR 134	EL 68	ET 790	ER 141	WL 74	WT 2054	WR 188	TOTAL 6172
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AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	222	656	39	66	538	79	34	467	87	37	1092	87	3404
PEAK HR. FACTOR:		0.892			0.675			0.980			0.910		0.914

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Culver Blvd

DATE: 4/29/2008

LOCATION: City of Culver City

E-W STREET: Inglewood Blvd

DAY: TUESDAY

PROJECT# 08-2191-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	12	111	10	20	120	17	16	153	28	8	124	20	639
4:15 PM	20	113	19	20	124	17	18	186	34	6	140	24	721
4:30 PM	17	133	13	27	132	10	19	149	35	19	134	28	716
4:45 PM	16	87	25	20	132	16	18	153	29	8	138	17	659
5:00 PM	28	123	15	14	153	19	12	186	22	5	147	13	737
5:15 PM	23	133	15	21	178	16	9	180	34	15	179	8	811
5:30 PM	15	121	17	28	178	19	14	96	34	15	169	16	722
5:45 PM	23	146	18	20	144	8	21	206	36	5	190	23	840
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 154	NT 967	NR 132	SL 170	ST 1161	SR 122	EL 127	ET 1309	ER 252	WL 81	WT 1221	WR 149	TOTAL 5845
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	89	523	65	83	653	62	56	668	126	40	685	60	3110
PEAK HR. FACTOR:	0.905			0.887			0.808			0.900			0.926

CONTROL: Signalized

Intersection Turning Movement

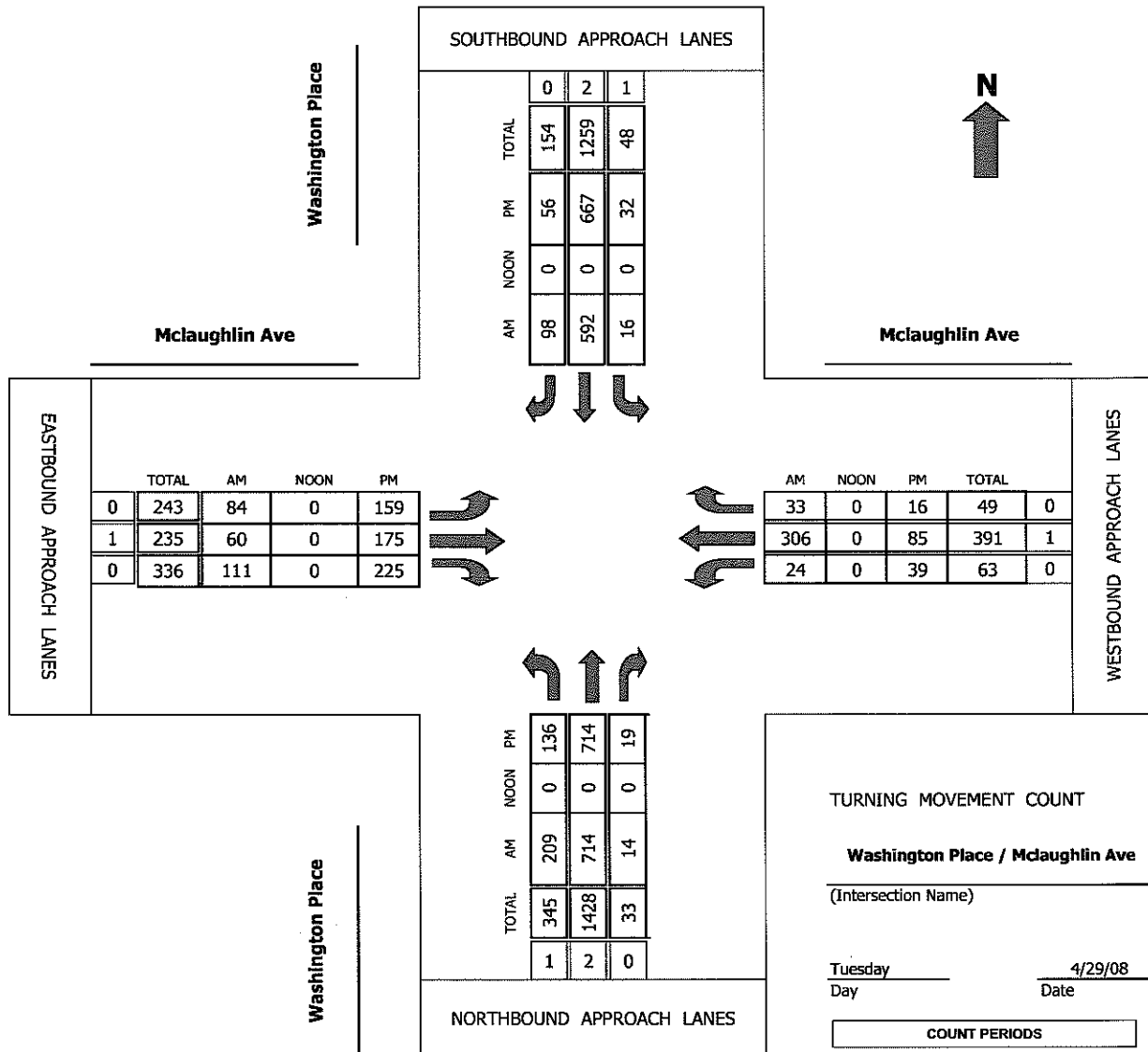
Prepared by:



National Data & Surveying Services

TMC Summary of Washington Place/Mclaughlin Ave

Project #: 08-2191-007



AM PEAK HOUR 745 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Place

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: McLaughlin Ave

DAY: TUESDAY

PROJECT# 08-2191-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	28	90	2	1	92	10	4	3	7	5	40	5	287
7:15 AM	44	115	0	1	84	12	11	6	23	6	66	7	375
7:30 AM	50	134	2	2	129	29	12	6	17	8	69	4	462
7:45 AM	43	184	1	2	158	35	24	12	25	6	90	9	589
8:00 AM	61	176	4	6	136	18	26	16	29	7	78	11	568
8:15 AM	44	189	5	2	145	16	19	18	27	6	63	7	541
8:30 AM	61	165	4	6	153	29	15	14	30	5	75	6	563
8:45 AM	46	179	5	9	128	24	22	10	18	7	55	2	505
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	377	1232	23	29	1025	173	133	85	176	50	536	51	3890

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	209	714	14	16	592	98	84	60	111	24	306	33	2261
PEAK HR. FACTOR:		0.972			0.905			0.898			0.864		0.960

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Place

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: McLaughlin Ave

DAY: TUESDAY

PROJECT# 08-2191-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	24	148	5	1	130	5	38	34	40	4	18	2	449
4:15 PM	29	163	9	6	139	15	30	32	48	3	10	6	490
4:30 PM	11	145	3	4	150	13	38	30	52	5	20	4	475
4:45 PM	29	140	14	2	154	19	27	32	63	5	15	0	500
5:00 PM	28	183	3	9	149	15	29	36	52	7	20	6	537
5:15 PM	40	162	5	12	174	11	34	41	67	18	26	4	594
5:30 PM	42	173	4	2	174	11	51	48	49	5	25	2	586
5:45 PM	26	196	7	9	170	19	45	50	57	9	14	4	606
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 229	NT 1310	NR 50	SL 45	ST 1240	SR 108	EL 292	ET 303	ER 428	WL 56	WT 148	WR 28	TOTAL 4237
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	136	714	19	32	667	56	159	175	225	39	85	16	2323
PEAK HR. FACTOR:	0.949			0.953			0.919			0.729			0.958

CONTROL: SIGNALIZED

Intersection Turning Movement

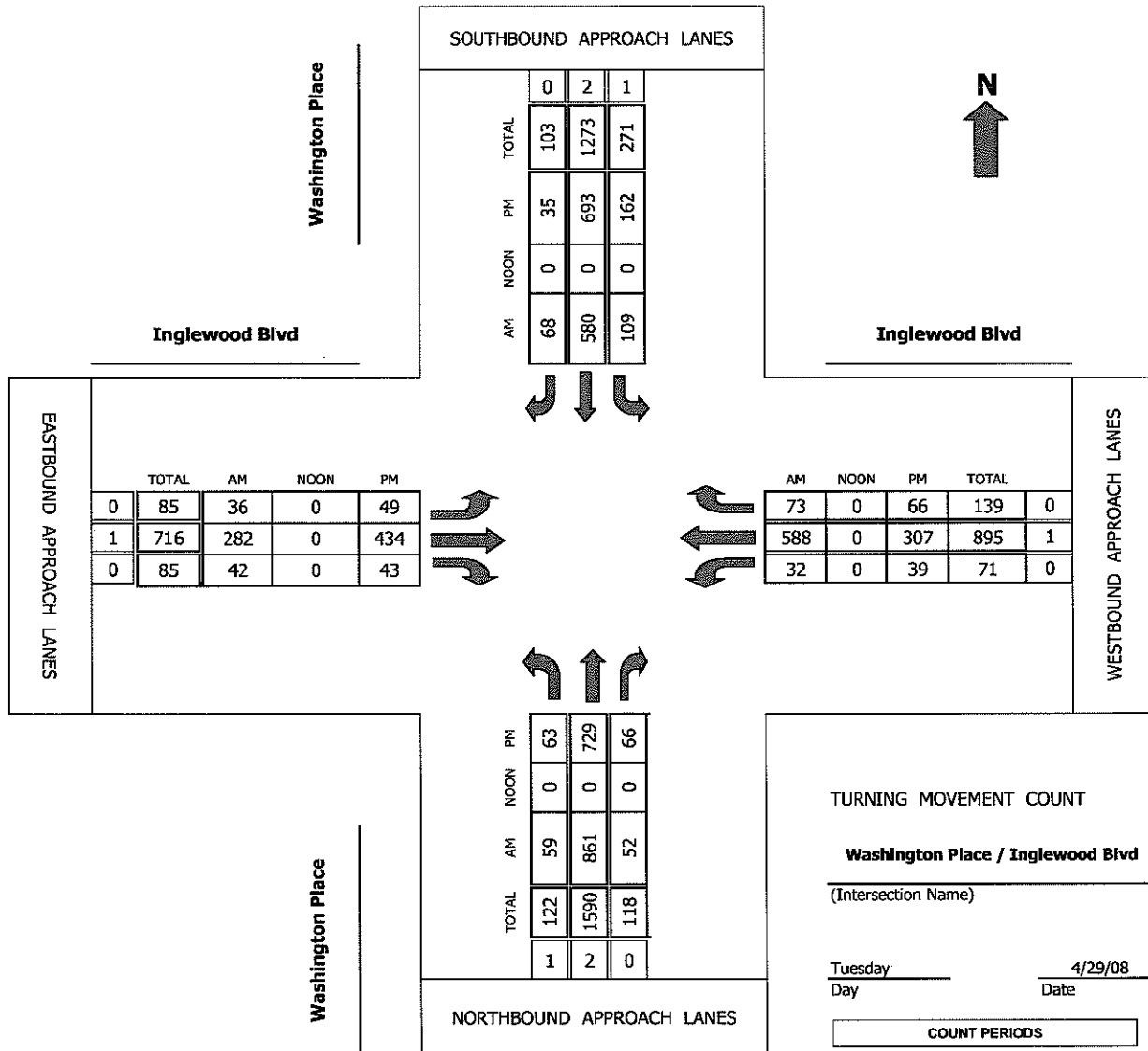
Prepared by:



National Data & Surveying Services

TMC Summary of Washington Place / Inglewood Blvd

Project #: 08-2191-006



TURNING MOVEMENT COUNT

Washington Place / Inglewood Blvd

(Intersection Name)

Tuesday 4/29/08
Day Date

COUNT PERIODS

am	7:00 AM - 9:00 AM
noon	-
pm	4:00 PM - 6:00 PM

AM PEAK HOUR 745 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Place

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Inglewood Blvd

DAY: TUESDAY

PROJECT# 08-2191-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	95	3	11	92	7	3	25	5	5	82	16	349
7:15 AM	6	129	7	9	97	12	7	27	5	10	115	11	435
7:30 AM	12	137	5	11	127	13	7	37	4	7	125	14	499
7:45 AM	11	195	12	28	149	15	12	74	6	10	148	17	677
8:00 AM	14	240	17	28	158	25	11	76	8	5	144	18	744
8:15 AM	18	217	7	24	125	19	7	76	16	8	156	21	694
8:30 AM	16	209	16	29	148	9	6	56	12	9	140	17	667
8:45 AM	18	192	10	20	128	13	11	59	4	8	121	24	608
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 100	NT 1414	NR 77	SL 160	ST 1024	SR 113	EL 64	ET 430	ER 60	WL 62	WT 1031	WR 138	TOTAL 4673
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AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	59	861	52	109	580	68	36	282	42	32	588	73	2782
PEAK HR. FACTOR:		0.897			0.897			0.909			0.936		0.935

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Place

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Inglewood Blvd

DAY: TUESDAY

PROJECT# 08-2191-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	159	12	19	153	15	7	79	9	11	46	11	531
4:15 PM	15	171	15	16	164	22	9	55	7	3	47	19	543
4:30 PM	13	150	17	31	171	24	4	78	5	9	52	10	564
4:45 PM	19	149	16	36	161	16	9	88	4	7	69	20	594
5:00 PM	10	184	17	36	141	8	11	92	7	5	67	11	589
5:15 PM	18	163	17	36	154	5	7	93	10	18	67	19	607
5:30 PM	18	181	14	35	200	12	16	112	16	8	77	15	704
5:45 PM	17	201	18	55	198	10	15	137	10	8	96	21	786
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 120	NT 1358	NR 126	SL 264	ST 1342	SR 112	EL 78	ET 734	ER 68	WL 69	WT 521	WR 126	TOTAL 4918
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	63	729	66	162	693	35	49	434	43	39	307	66	2686
PEAK HR. FACTOR:		0.909			0.846			0.812			0.824		0.854

CONTROL: SIGNALIZED

Intersection Turning Movement

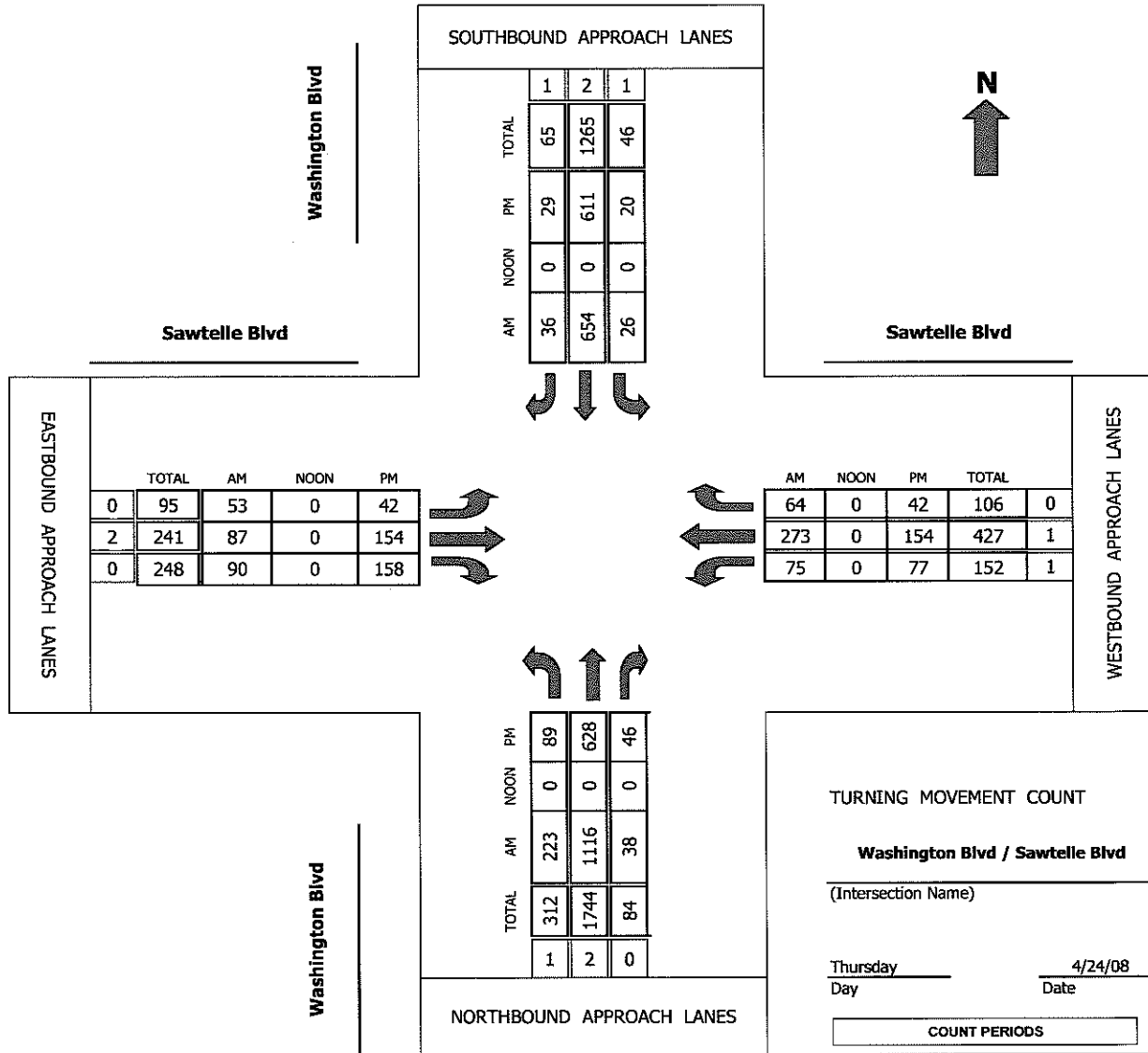
Prepared by:



National Data & Surveying Services

TMC Summary of Washington Blvd/Sawtelle Blvd

Project #: 08-2191-005



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd

DATE: 4/24/2008

LOCATION: City of Los Angeles

E-W STREET: Sawtelle Blvd

DAY: THURSDAY

PROJECT# 08-2191-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 0	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	25	136	6	2	76	9	5	12	11	16	46	16	360
7:15 AM	35	161	4	5	59	4	4	19	15	20	46	13	385
7:30 AM	43	186	5	3	69	15	9	28	11	10	55	6	440
7:45 AM	56	187	4	7	115	6	10	5	12	8	51	15	476
8:00 AM	66	282	7	6	145	6	16	20	19	17	57	10	651
8:15 AM	49	258	7	9	157	12	13	18	26	21	72	16	658
8:30 AM	53	287	12	6	180	9	15	21	25	22	71	15	716
8:45 AM	55	289	12	5	172	9	9	28	20	15	73	23	710
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 382	NT 1786	NR 57	SL 43	ST 973	SR 70	EL 81	ET 151	ER 139	WL 129	WT 471	WR 114	TOTAL 4396
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AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	223	1116	38	26	654	36	53	87	90	75	273	64	2735
PEAK HR. FACTOR:		0.967			0.918			0.943			0.928		0.955

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd

DATE: 4/24/2008

LOCATION: City of Los Angeles

E-W STREET: Sawtelle Blvd

DAY: THURSDAY

PROJECT# 08-2191-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 0	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	16	137	11	5	120	3	10	28	31	12	32	6	411
4:15 PM	28	201	16	8	179	11	16	43	60	28	58	15	663
4:30 PM	26	156	12	4	168	10	12	51	36	24	44	13	556
4:45 PM	19	134	7	3	144	5	4	32	31	13	20	8	420
5:00 PM	12	116	4	6	132	4	6	26	35	11	25	7	384
5:15 PM	22	124	5	9	145	4	15	41	31	16	51	4	467
5:30 PM	24	140	5	6	164	5	13	51	39	13	44	9	513
5:45 PM	22	170	10	9	167	8	10	58	61	14	58	15	602
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 169	NT 1178	NR 70	SL 50	ST 1219	SR 50	EL 86	ET 330	ER 324	WL 131	WT 332	WR 77	TOTAL 4016
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PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	89	628	46	20	611	29	42	154	158	77	154	42	2050
PEAK HR. FACTOR:		0.779			0.833			0.744			0.676		0.773

CONTROL: SIGNALIZED

Intersection Turning Movement

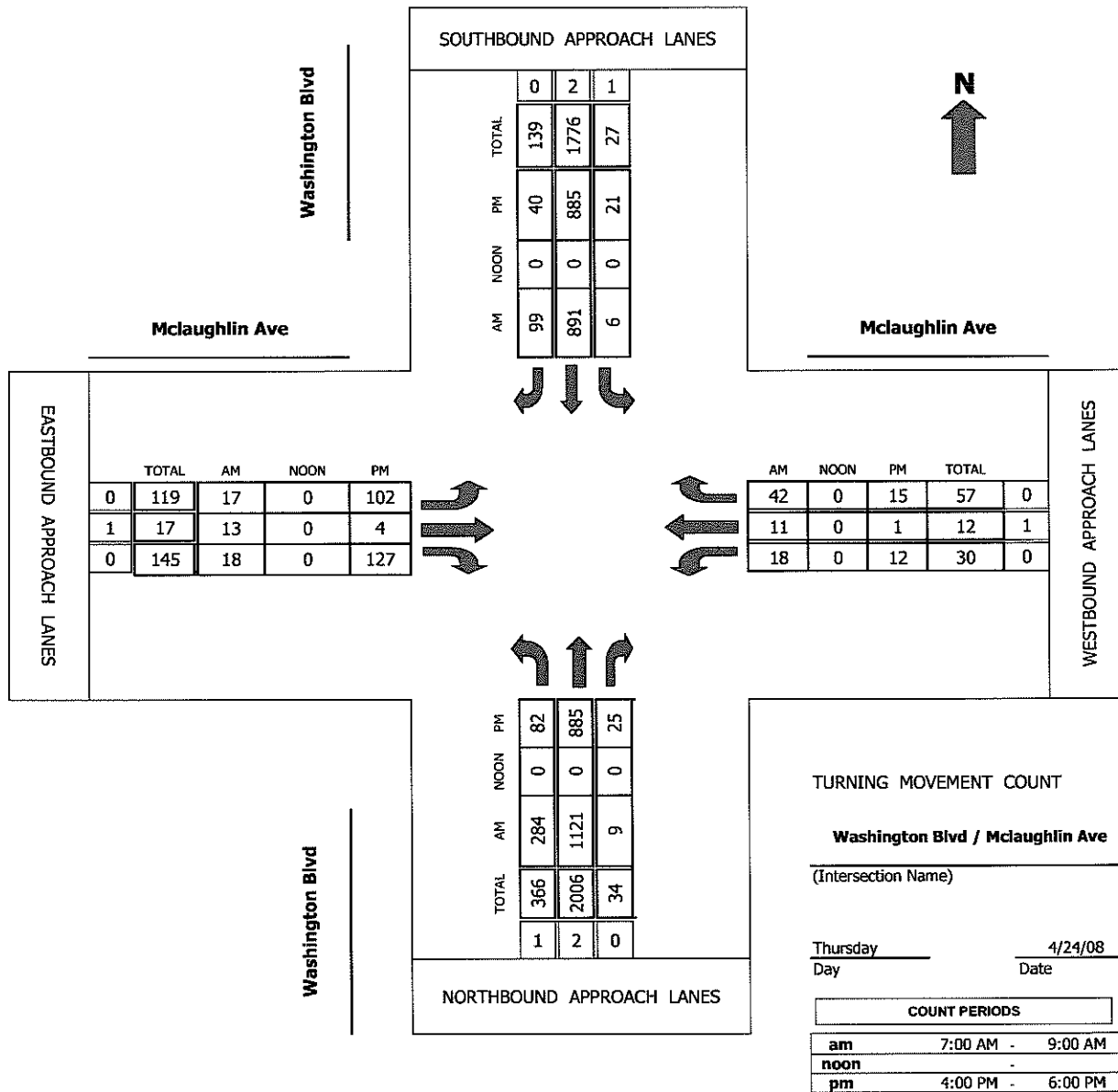
Prepared by:



National Data & Surveying Services

TMC Summary of Washington Blvd/Mclaughlin Ave

Project #: 08-2191-004



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd

DATE: 4/24/2008

LOCATION: City of Los Angeles

E-W STREET: McLaughlin Ave

DAY: THURSDAY

PROJECT# 08-2191-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	21	122	0	1	138	7	4	1	6	1	0	6	307
7:15 AM	35	180	1	3	141	11	8	2	6	2	0	3	392
7:30 AM	43	222	0	3	148	18	8	1	3	4	0	6	456
7:45 AM	77	281	1	1	183	24	5	2	5	2	0	4	585
8:00 AM	67	292	3	1	203	19	8	2	5	3	0	11	614
8:15 AM	86	284	2	1	219	26	3	1	5	2	2	17	648
8:30 AM	65	260	3	2	231	29	3	3	4	6	3	7	616
8:45 AM	66	285	1	2	238	25	3	7	4	7	6	7	651
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	460	1926	11	14	1501	159	42	19	38	27	11	61	4269

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	284	1121	9	6	891	99	17	13	18	18	11	42	2529
PEAK HR. FACTOR:		0.950			0.940			0.800			0.845		0.971

CONTROL: TWO STOP SINGS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd

DATE: 4/24/2008

LOCATION: City of Los Angeles

E-W STREET: McLaughlin Ave

DAY: THURSDAY

PROJECT# 08-2191-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	159	4	0	162	3	12	0	12	2	0	8	373
4:15 PM	16	194	5	3	155	15	13	0	14	3	1	6	425
4:30 PM	19	208	3	8	176	15	16	0	19	1	0	9	474
4:45 PM	26	218	5	5	195	11	25	2	36	3	0	1	527
5:00 PM	21	201	9	5	218	6	32	1	35	3	0	2	533
5:15 PM	17	229	7	7	230	13	16	0	32	4	1	7	563
5:30 PM	18	237	4	4	242	10	29	1	24	2	0	5	576
5:45 PM	21	230	4	7	166	5	11	1	32	3	0	2	482
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 149	NT 1676	NR 41	SL 39	ST 1544	SR 78	EL 154	ET 5	ER 204	WL 21	WT 2	WR 40	TOTAL 3953
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PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	82	885	25	21	885	40	102	4	127	12	1	15	2199
PEAK HR. FACTOR:	0.958			0.924			0.857			0.583			0.954

CONTROL: TWO STOP SINGS

Intersection Turning Movement

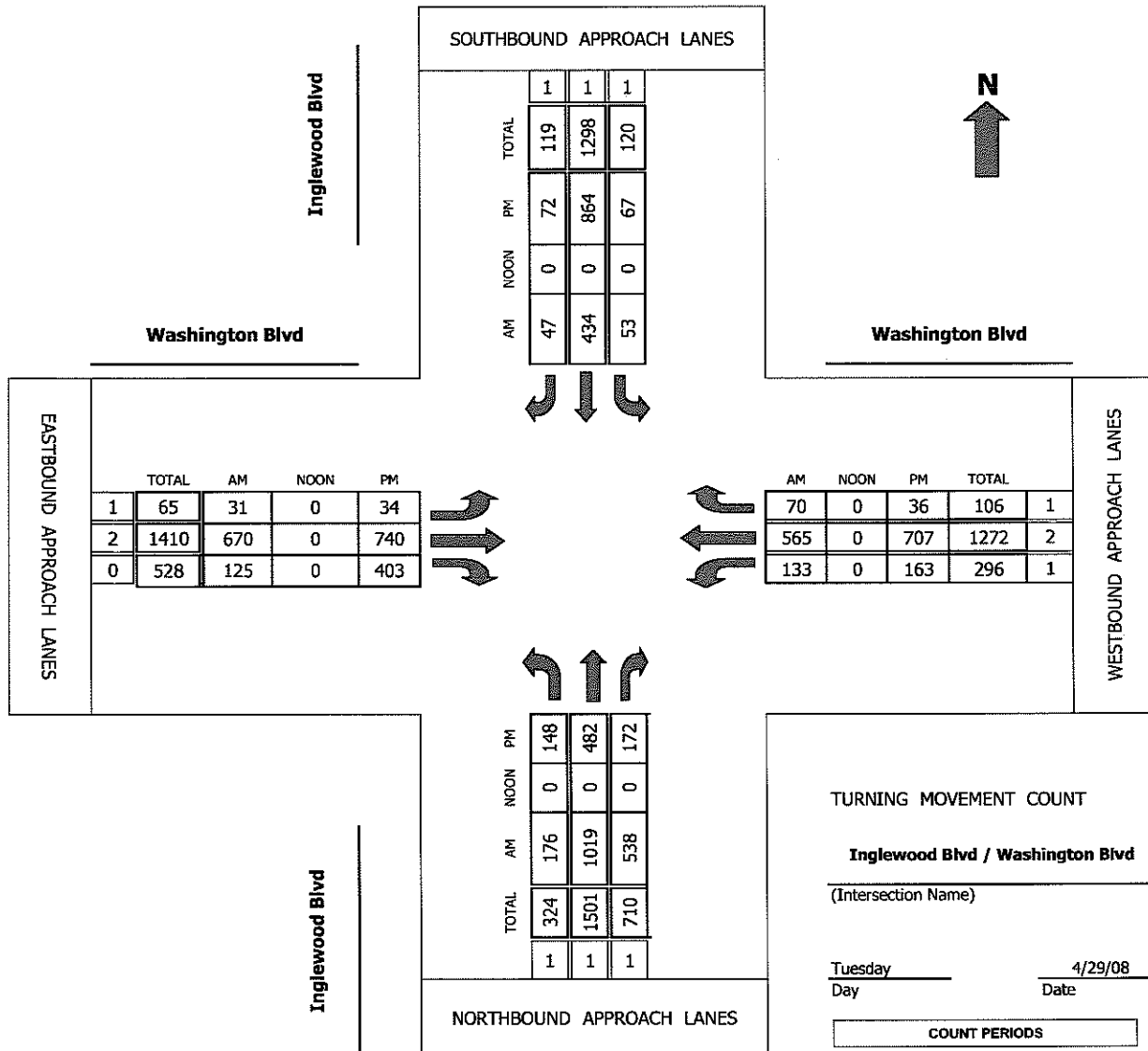
Prepared by:



National Data & Surveying Services

TMC Summary of Inglewood Blvd/Washington Blvd

Project #: 08-2191-003



AM PEAK HOUR 745 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Inglewood Blvd

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 08-2191-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	36	112	79	4	30	6	6	86	11	6	58	4	438
7:15 AM	48	188	106	6	58	8	5	116	21	18	71	7	652
7:30 AM	46	249	139	5	59	10	5	166	27	31	115	8	860
7:45 AM	43	231	134	9	114	8	7	158	36	25	122	12	899
8:00 AM	38	289	127	9	107	20	14	159	36	30	140	11	980
8:15 AM	58	272	182	20	104	12	5	165	31	33	153	24	1059
8:30 AM	37	227	95	15	109	7	5	188	22	45	150	23	923
8:45 AM	42	200	118	12	70	16	13	170	28	23	135	15	842
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	348	1768	980	80	651	87	60	1208	212	211	944	104	6653

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	176	1019	538	53	434	47	31	670	125	133	565	70	3861
PEAK HR. FACTOR:		0.846			0.982			0.960			0.881		0.911

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Inglewood Blvd

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 08-2191-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	34	80	37	17	158	23	13	148	57	40	121	10	738
4:15 PM	34	84	28	13	161	16	15	180	77	59	146	12	825
4:30 PM	33	88	28	13	163	18	20	184	78	45	156	14	840
4:45 PM	35	90	29	17	158	20	17	196	68	49	172	13	864
5:00 PM	47	125	46	22	206	26	9	202	101	39	209	6	1038
5:15 PM	38	114	56	21	225	11	14	169	98	40	160	12	958
5:30 PM	29	117	34	13	198	17	7	173	100	36	160	13	897
5:45 PM	34	126	36	11	235	18	4	196	104	48	178	5	995
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 284	NT 824	NR 294	SL 127	ST 1504	SR 149	EL 99	ET 1448	ER 683	WL 356	WT 1302	WR 85	TOTAL 7155
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	148	482	172	67	864	72	34	740	403	163	707	36	3888
PEAK HR. FACTOR:		0.920			0.950			0.943			0.892		0.936

CONTROL: Signalized

Intersection Turning Movement

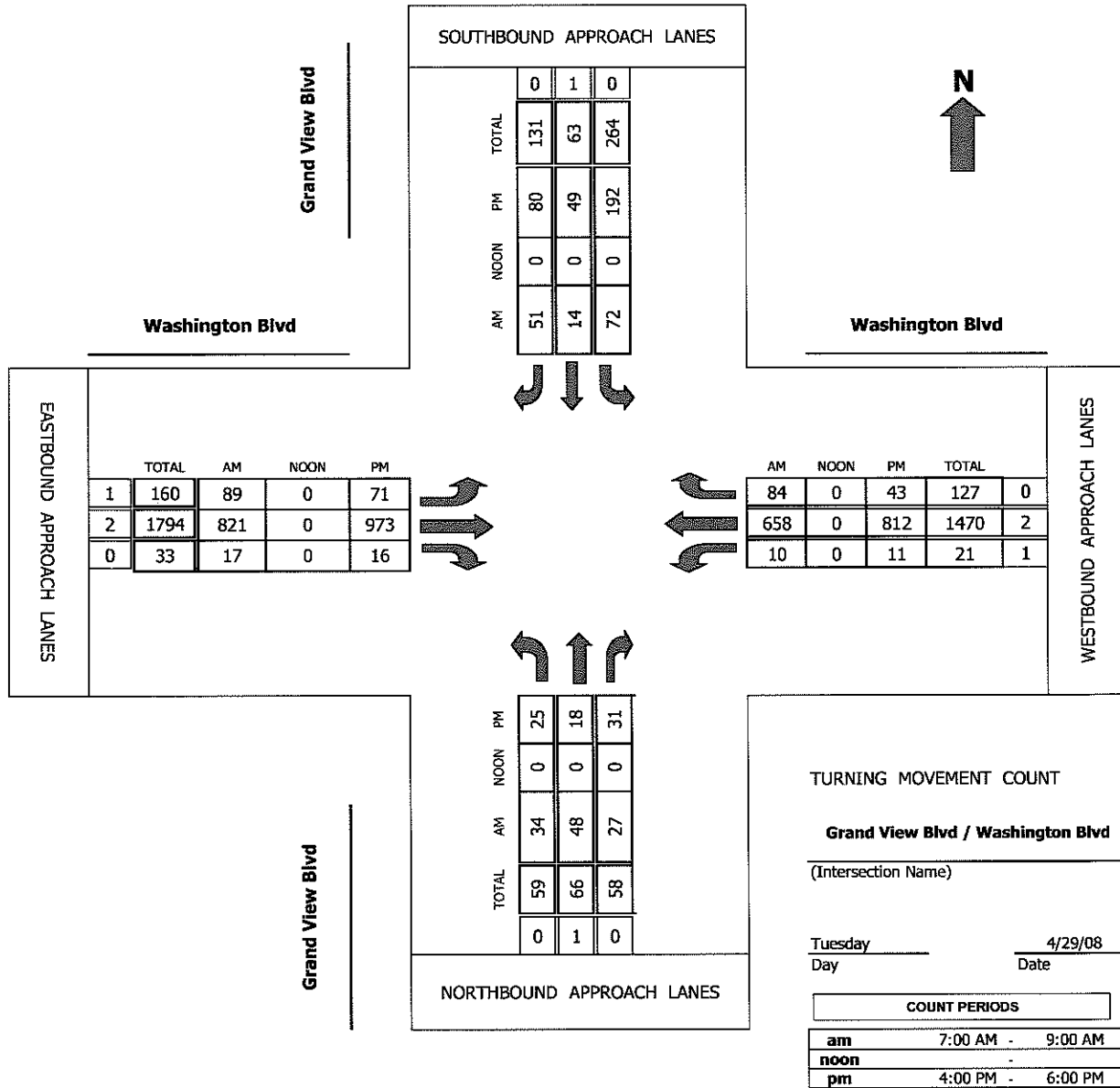
Prepared by:



National Data & Surveying Services

TMC Summary of Grand View Blvd/Washington Blvd

Project #: 08-2191-002



AM PEAK HOUR 745 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Grand View Blvd

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 08-2191-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	3	6	10	2	4	9	82	4	1	97	15	236
7:15 AM	7	6	3	5	1	8	4	93	5	1	106	11	250
7:30 AM	9	12	2	10	1	13	10	159	2	0	160	17	395
7:45 AM	10	14	6	16	1	10	16	209	5	3	169	23	482
8:00 AM	7	11	7	13	9	5	19	202	4	2	148	30	457
8:15 AM	9	12	6	24	2	21	29	199	6	2	156	17	483
8:30 AM	8	11	8	19	2	15	25	211	2	3	185	14	503
8:45 AM	10	10	5	15	5	22	15	166	5	6	183	11	453
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 63	NT 79	NR 43	SL 112	ST 23	SR 98	EL 127	ET 1321	ER 33	WL 18	WT 1204	WR 138	TOTAL 3259
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AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	34	48	27	72	14	51	89	821	17	10	658	84	1925
PEAK HR. FACTOR:		0.908			0.729			0.974			0.931		0.957

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Grand View Blvd

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 08-2191-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	4	4	33	7	28	23	203	3	1	181	13	503
4:15 PM	8	10	12	72	17	30	13	200	4	8	203	10	587
4:30 PM	8	3	6	37	11	12	20	195	6	4	212	21	535
4:45 PM	4	4	3	44	11	7	20	220	2	2	206	5	528
5:00 PM	2	4	6	42	12	25	16	218	5	2	200	9	541
5:15 PM	3	5	5	47	14	18	18	214	3	5	212	10	554
5:30 PM	11	5	11	47	7	16	25	265	7	1	203	12	610
5:45 PM	9	4	9	56	16	21	12	276	1	3	197	12	616
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 48	NT 39	NR 56	SL 378	ST 95	SR 157	EL 147	ET 1791	ER 31	WL 26	WT 1614	WR 92	TOTAL 4474
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	25	18	31	192	49	80	71	973	16	11	812	43	2321
PEAK HR. FACTOR:		0.685			0.863			0.892			0.954		0.942

CONTROL: Signalized

Intersection Turning Movement

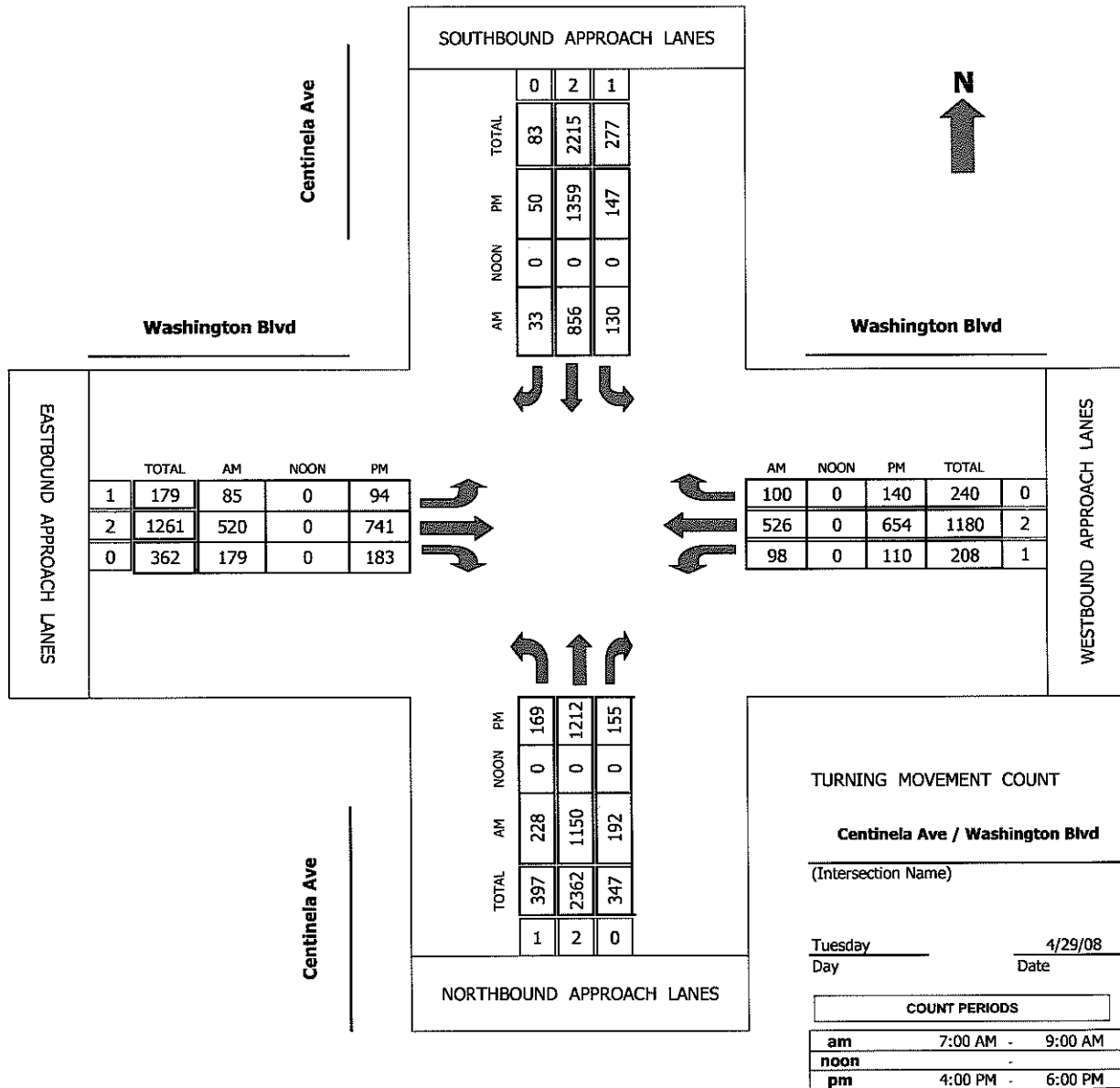
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Centinela Ave/Washington Blvd

Project #: 08-2191-001



AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 08-2191-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	40	300	17	23	105	7	11	60	13	14	66	25	681
7:15 AM	28	327	18	17	126	9	21	92	20	10	75	17	760
7:30 AM	57	338	53	31	132	5	26	100	32	15	128	27	944
7:45 AM	74	296	50	37	259	11	20	134	52	28	156	21	1138
8:00 AM	58	249	41	30	231	10	23	146	39	23	122	19	991
8:15 AM	39	267	48	32	234	7	16	140	56	32	120	33	1024
8:30 AM	29	208	37	29	169	13	23	122	36	21	179	19	885
8:45 AM	59	299	32	26	199	8	24	135	34	21	167	21	1025
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 384	NT 2284	NR 296	SL 225	ST 1455	SR 70	EL 164	ET 929	ER 282	WL 164	WT 1013	WR 182	TOTAL 7448
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AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	228	1150	192	130	856	33	85	520	179	98	526	100	4097
PEAK HR. FACTOR:		0.876			0.830			0.925			0.883		0.900

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave

DATE: 4/29/2008

LOCATION: City of Los Angeles

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 08-2191-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	33	256	44	40	273	14	17	169	19	27	199	33	1124
4:15 PM	34	274	33	41	314	14	21	118	39	26	157	27	1098
4:30 PM	43	231	52	26	237	15	28	142	36	15	155	31	1011
4:45 PM	41	237	49	32	318	16	26	150	37	20	188	26	1140
5:00 PM	34	254	34	31	308	13	22	128	47	25	182	35	1113
5:15 PM	38	323	47	33	340	14	21	157	44	23	154	34	1228
5:30 PM	54	342	44	43	343	8	20	220	45	26	140	38	1323
5:45 PM	43	293	30	40	368	15	31	236	47	36	178	33	1350
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 320	NT 2210	NR 333	SL 286	ST 2501	SR 109	EL 186	ET 1320	ER 314	WL 198	WT 1353	WR 257	TOTAL 9387
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	169	1212	155	147	1359	50	94	741	183	110	654	140	5014
PEAK HR. FACTOR:	0.873			0.920			0.811			0.915			0.929

CONTROL: Signalized

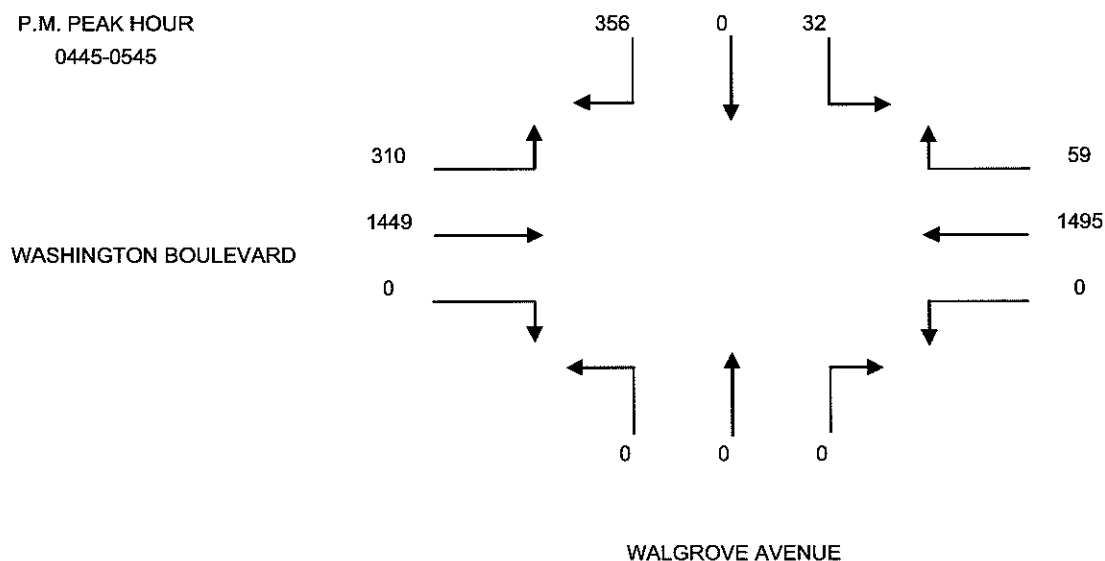
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: WEDNESDAY, MAY 24, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S WALGROVE AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 4-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	90	0	9	10	331	0	0	0	0	0	332	76
415-430	87	0	12	9	351	0	0	0	0	0	369	81
430-445	67	0	13	15	345	0	0	0	0	0	343	74
445-500	85	0	15	11	361	0	0	0	0	0	398	78
500-515	96	0	7	15	334	0	0	0	0	0	370	69
515-530	85	0	5	16	425	0	0	0	0	0	342	80
530-545	90	0	5	17	375	0	0	0	0	0	339	83
545-600	80	0	3	12	377	0	0	0	0	0	361	69

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	329	0	49	45	1388	0	0	0	0	0	1442	309	3562
415-515	335	0	47	50	1391	0	0	0	0	0	1480	302	3605
430-530	333	0	40	57	1465	0	0	0	0	0	1453	301	3649
445-545	356	0	32	59	1495	0	0	0	0	0	1449	310	3701
500-600	351	0	20	60	1511	0	0	0	0	0	1412	301	3655

P.M. PEAK HOUR
 0445-0545



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

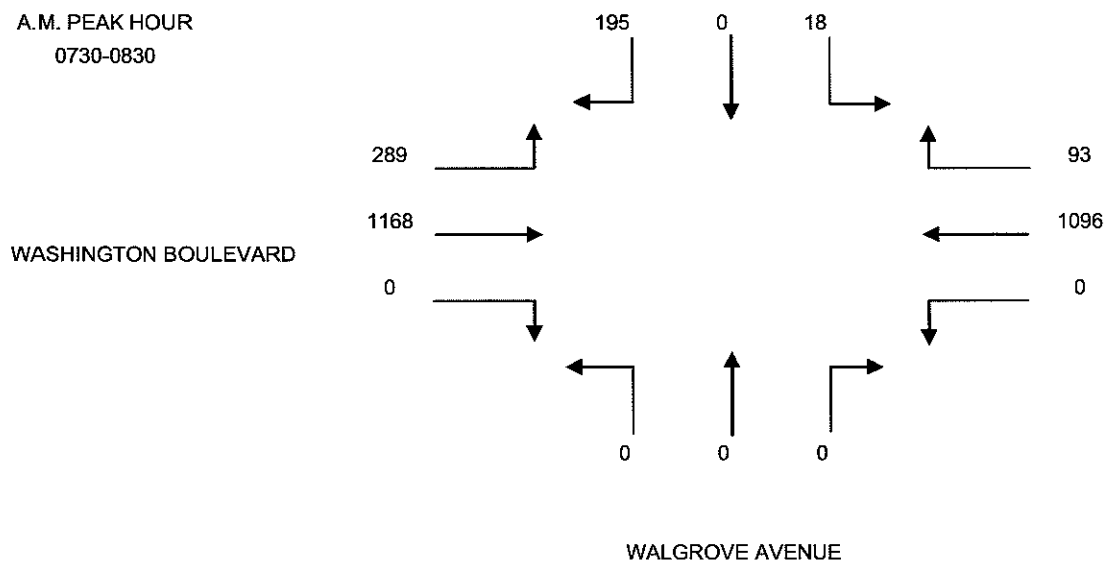
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: WEDNESDAY, MAY 24, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S WALGROVE AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 4-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	32	0	3	32	241	0	0	0	0	0	232	74
715-730	52	0	6	35	277	0	0	0	0	0	222	81
730-745	56	0	5	25	282	0	0	0	0	0	256	75
745-800	54	0	2	22	257	0	0	0	0	0	298	80
800-815	43	0	4	22	279	0	0	0	0	0	311	63
815-830	42	0	7	24	278	0	0	0	0	0	303	71
830-845	32	0	5	28	260	0	0	0	0	0	285	66
845-900	41	0	3	29	255	0	0	0	0	0	284	54

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	194	0	16	114	1057	0	0	0	0	0	1008	310	2699
715-815	205	0	17	104	1095	0	0	0	0	0	1087	299	2807
730-830	195	0	18	93	1096	0	0	0	0	0	1168	289	2859
745-845	171	0	18	96	1074	0	0	0	0	0	1197	280	2836
800-900	158	0	19	103	1072	0	0	0	0	0	1183	254	2789

A.M. PEAK HOUR
 0730-0830



APPENDIX E

LEVEL OF SERVICE WORKSHEETS



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: WASHINGTON BOULEVARD AND INGLEWOOD BOULEVARD
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
				V/C			VOLUMES	V/C	
NB LEFT	1	1,600	176	0.110			148	0.093	*
NB THRU	1	1600	1019	0.637	*		482	0.301	
NB RIGHT	1	1600	538	0.336			172	0.108	
						0.670			0.633
SB LEFT	1	1,600	53	0.033	*		67	0.042	
SB THRU	1	1,600	434	0.271			864	0.540	*
SB RIGHT	1	1,600	47	0.029			72	0.045	
EB LEFT	1	1,600	31	0.019			34	0.021	
EB THRU	2	3,200	670	0.248	*		740	0.357	*
EB RIGHT	0	0	125	0.000			403	0.000	
						0.331			0.459
WB LEFT	1	1,600	133	0.083	*		163	0.102	*
WB THRU	2	3,200	565	0.177			707	0.221	
WB RIGHT	1	1,600	70	0.044			36	0.023	
NORTH/SOUTH CRITICAL SUM						0.670	NORTH/SOUTH CRITICAL SUM		0.633
EAST/WEST CRITICAL SUM						0.331	EAST/WEST CRITICAL SUM		0.459
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL		0.100
ATSAC ADJUSTMENT						-0.070	ATSAC ADJUSTMENT		-0.070
INTERSECTION ICU VALUE						1.031	INTERSECTION ICU VALUE		1.122
AM INTERSECTION LOS						F	PM INTERSECTION LOS		F

Existing

Overland Traffic Consultants, Inc.

11955 WASHINGTON BOULEVARD ICU CALCULATIONS

INTERSECTION: WASHINGTON BOULEVARD AND INGLEWOOD BOULEVARD
EXISTING + AMBIENT GROWTH + RELATED
Future (2010) Without Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V
							V/C							
NB LEFT	1	1,600	176	4	13	193	0.120			148	3	15	166	0.
NB THRU	1	1600	1019	21	0	1040	0.650	*		482	10	0	492	0.
NB RIGHT	1	1600	538	11	3	552	0.345			172	3	4	179	0.
									0.684					
SB LEFT	1	1,600	53	1	0	54	0.034	*		67	1	0	68	0.
SB THRU	1	1,600	434	9	0	443	0.277			864	17	0	881	0.
SB RIGHT	1	1,600	47	1	0	48	0.030			72	1	0	73	0.
EB LEFT	1	1,600	31	1	0	32	0.020			34	1	0	35	0.
EB THRU	2	3,200	670	14	38	722	0.268	*		740	15	77	832	0.
EB RIGHT	0	0	125	3	10	138	0.000			403	8	17	428	0.
									0.353					
WB LEFT	1	1,600	133	3	1	137	0.085	*		163	3	6	172	0.
WB THRU	2	3,200	565	11	50	626	0.196			707	14	66	787	0.
WB RIGHT	1	1,600	70	1	0	71	0.045			36	1	0	37	0.
NORTH/SOUTH CRITICAL SUM									0.684	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM									0.353	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL				
ATSAC ADJUSTMENT									-0.070	ATSAC ADJUSTMENT				
INTERSECTION ICU VALUE									1.067	INTERSECTION ICU VALUE				
AM INTERSECTION LOS									F	PM INTERSECTION LOS				
AM IMPACT									0.036	PM IMPACT				

EXISTING + AMBIENT + RELATED



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: WASHINGTON BOULEVARD AND INGLEWOOD BOULEVARD
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2010) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	AM PEAK HOUR		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	%
								V/C								
NB LEFT	1	1,600	176	4	13		193	0.120			148	3	15		166	0
NB THRU	1	1600	1019	21	0		1040	0.650	*		482	10	0		492	0
NB RIGHT	1	1600	538	11	3	6	558	0.349			172	3	4	2	181	0
										0.688						
SB LEFT	1	1,600	53	1	0	6	60	0.038	*		67	1	0	2	70	0
SB THRU	1	1,600	434	9	0		443	0.277			864	17	0		881	0
SB RIGHT	1	1,600	47	1	0		48	0.030			72	1	0		73	0
EB LEFT	1	1,600	31	1	0		32	0.020			34	1	0		35	0
EB THRU	2	3,200	670	14	38	22	744	0.275	*		740	15	77	7	839	0
EB RIGHT	0	0	125	3	10		138	0.000			403	8	17		428	0
										0.361						
WB LEFT	1	1,600	133	3	1	1	138	0.086	*		163	3	6	7	179	0
WB THRU	2	3,200	565	11	50	5	631	0.197			707	14	66	23	810	0
WB RIGHT	1	1,600	70	1	0	1	72	0.045			36	1	0	7	44	0

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

0.688
0.361
0.100
-0.070
1.079

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

AM INTERSECTION LOS
AM IMPACT

F
0.012

PM INTERSEC
PM IMPACT

EXIST + AMB + RELATED + PROJECT



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: McLAUGHLIN AVE & WASHINGTON BLVD
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	AM PEAK HOUR			PM PEAK HOUR			CRITICAL PAIR
			VOLUMES	V/C		VOLUMES	V/C		
NB LEFT	1	1,600	284	0.178	*	0.456	82	0.051	*
NB THRU	2	3,200	1121	0.350			885	0.277	
NB RIGHT	0	0	9	0.000			25	0.000	
SB LEFT	1	1,600	6	0.004			21	0.013	
SB THRU	2	3,200	891	0.278	*		885	0.277	*
SB RIGHT	0	0	99	0.000			40	0.000	
EB LEFT	0	0	17	0.000		0.074	102	0.000	
EB THRU	1	1,600	13	0.030	*		4	0.146	*
EB RIGHT	0	0	18	0.000			127	0	
WB LEFT	0	0	18	0.000			12	0.000	
WB THRU	1	1,600	11	0.044	*		1	0.018	*
WB RIGHT	0	0	42	0.000			15	0	
NORTH/SOUTH CRITICAL SUM						0.456	NORTH/SOUTH CRITICAL SUM		0.328
EAST/WEST CRITICAL SUM						0.074	EAST/WEST CRITICAL SUM		0.163
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL		0.100
INTERSECTION ICU VALUE						0.630	INTERSECTION ICU VALUE		0.591
AM INTERSECTION LOS						B	PM INTERSECTION LOS		A

Existing

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	OTC INC	Intersection	Washington Bd & McLaughlin Av
Agency/Co.	OTC INC	Jurisdiction	Culver City
Date Performed	12/2008	Analysis Year	Existing 2008
Analysis Time Period	AM Peak Hour		

Project Description 11955 Washington Boulevard Traffic Impact Study

East/West Street: McLaughlin Avenue

North/South Street: Washington Boulevard

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	284	1121	9	6	891	99
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	284	1121	9	6	891	99
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	17	13	18	18	11	43
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	17	13	18	18	11	43
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		5			5	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	284	6	18		54	17		31
C (m) (veh/h)	796	766	104		383	216		243
v/c	0.36	0.01	0.17		0.14	0.08		0.13
95% queue length	1.62	0.02	0.59		0.49	0.25		0.43
Control Delay (s/veh)	12.0	9.7	46.7		18.5	23.1		24.0
LOS	B	A	E		C	C		C
Approach Delay (s/veh)	--	--	25.6			23.7		
Approach LOS	--	--	D			C		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	OTC INC
Agency/Co.	OTC INC
Date Performed	12/2008
Analysis Time Period	PM Peak Hour

Site Information

Intersection	Washington Bd & McLaughlin Av
Jurisdiction	Culver City
Analysis Year	Existing 2008

Project Description 11955 Washington Boulevard Traffic Impact Study

East/West Street: McLaughlin Avenue

North/South Street: Washington Boulevard

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	82	855	25	21	885	40
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	82	855	25	21	885	40
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	102	4	127	12	1	15
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	102	4	127	12	1	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		5			5	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	82	21	12		16	102		131
C (m) (veh/h)	751	761	245		739	299		751
v/c	0.11	0.03	0.05		0.02	0.34		0.17
95% queue length	0.37	0.09	0.15		0.07	1.47		0.63
Control Delay (s/veh)	10.4	9.9	20.4		11.1	23.1		11.3
LOS	B	A	C		B	C		B
Approach Delay (s/veh)	--	--	15.1			16.5		
Approach LOS	--	--	C			C		



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: McLAUGHLIN AVE & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED
Future (2010) Without Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	AM PEAK HOUR		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	LOS
NB LEFT	1	1,600	284	6	0	290	0.181	*			82	2	0	84	0.8
NB THRU	2	3,200	1121	23	38	1182	0.369				885	18	81	984	0.8
NB RIGHT	0	0	9	0	0	9	0.000				25	1	0	26	0.8
										0.482					
SB LEFT	1	1,600	6	0	0	6	0.004				21	0	0	21	0.8
SB THRU	2	3,200	891	18	54	963	0.301	*			885	18	71	974	0.8
SB RIGHT	0	0	99	2	0	101	0.000				40	1	0	41	0.8
EB LEFT	0	0	17	0	0	17	0.000				102	2	0	104	0.8
EB THRU	1	1,600	13	0	0	13	0.031	*			4	0	0	4	0.8
EB RIGHT	0	0	18	0	0	18	0.000				127	3	0	130	0.8
										0.076					
WB LEFT	0	0	18	0	0	18	0.000				12	0	0	12	0.8
WB THRU	1	1600	11	0	0	11	0.045	*			1	0	0	1	0.8
WB RIGHT	0	0	42	1	0	43	0.000				15	0	0	15	0.8
NORTH/SOUTH CRITICAL SUM										0.482	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM										0.076	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL										0.100	CLEARANCE INTERVAL				
INTERSECTION ICU VALUE										0.658	INTERSECTION ICU VALUE				
AM INTERSECTION LOS										B	PM INTERSECTION LOS				
AM IMPACT										0.028	PM IMPACT				

EXISTING + AMBIENT + RELATED

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	OTC INC	Intersection	Washington Bd & McLaughlin Av
Agency/Co.	OTC INC	Jurisdiction	Culver City
Date Performed	12/2008	Analysis Year	Future 2010 without
Analysis Time Period	AM Peak Hour		

Project Description 11955 Washington Boulevard Traffic Impact Study

East/West Street: McLaughlin Avenue

North/South Street: Washington Boulevard

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	290	1182	9	6	963	101
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	290	1182	9	6	963	101
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	17	13	18	18	11	43
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	17	13	18	18	11	43
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		5			5	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	290	6	18		54	17		31
C (m) (veh/h)	744	719	88		236	187		207
v/c	0.39	0.01	0.20		0.23	0.09		0.15
95% queue length	1.86	0.03	0.71		0.86	0.30		0.52
Control Delay (s/veh)	12.9	10.0	56.1		27.2	26.2		27.6
LOS	B	B	F		D	D		D
Approach Delay (s/veh)	--	--	34.4			27.1		
Approach LOS	--	--	D			D		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	OTC INC	Intersection	Washington Bd & McLaughlin Av
Agency/Co.	OTC INC	Jurisdiction	Culver City
Date Performed	12/2008	Analysis Year	Future Without (2010)
Analysis Time Period	PM Peak Hour		

Project Description 11955 Washington Boulevard Traffic Impact Study

East/West Street: McLaughlin Avenue

North/South Street: Washington Boulevard

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	84	984	26	21	974	41
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	84	984	26	21	974	41
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	104	4	130	12	1	15
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	104	4	130	12	1	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		5			5	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	84	21	12		16	104		134
C (m) (veh/h)	701	693	211		705	270		718
v/c	0.12	0.03	0.06		0.02	0.39		0.19
95% queue length	0.41	0.09	0.18		0.07	1.73		0.68
Control Delay (s/veh)	10.8	10.4	23.1		11.5	26.4		11.7
LOS	B	B	C		B	D		B
Approach Delay (s/veh)	--	--	16.5			18.2		
Approach LOS	--	--	C			C		



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: McLAUGHLIN AVE & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2010) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V/C		AM PEAK HOUR		AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V
										CRITICAL PAIR	EXISTING					
NB LEFT	1	1,600	284	6	0	1	291	0.182	*		82	2	0	3	87	0
NB THRU	2	3,200	1121	23	38	5	1187	0.371			885	18	81	26	1010	0
NB RIGHT	0	0	9	0	0		9	0.000			25	1	0		26	0
										0.491						
SB LEFT	1	1,600	6	0	0		6	0.004			21	0	0		21	0
SB THRU	2	3,200	891	18	54	26	989	0.309	*		885	18	71	8	982	0
SB RIGHT	0	0	99	2	0		101	0.000			40	1	0		41	0
EB LEFT	0	0	17	0	0		17	0.000			102	2	0		104	0
EB THRU	1	1,600	13	0	0		13	0.032	*		4	0	0		4	0
EB RIGHT	0	0	18	0	0	3	21	0.000			127	3	0	2	132	0
										0.078						
WB LEFT	0	0	18	0	0		18	0.000			12	0	0		12	0
WB THRU	1	1600	11	0	0		11	0.045	*		1	0	0		1	0
WB RIGHT	0	0	42	1	0		43	0.000			15	0	0		15	0

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL

0.491
0.078
0.100

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL

INTERSECTION ICU VALUE

0.669

INTERSECTION ICU VALUE

AM INTERSECTION LOS
AM IMPACT

B
0.011

PM INTERSEC
PM IMPACT

EXIST + AMB + RELATED + PROJECT

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	OTC INC	Intersection	Washington Bd & McLaughlin Av
Agency/Co.	OTC INC	Jurisdiction	Culver City
Date Performed	12/2008	Analysis Year	Future 2010 with
Analysis Time Period	AM Peak Hour		

Project Description 11955 Washington Boulevard Traffic Impact Study	
East/West Street: McLaughlin Avenue	North/South Street: Washington Boulevard
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	291	1187	9	6	989	101
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	291	1187	9	6	989	101
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	17	13	18	18	11	43
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	17	13	18	18	11	43
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		5			5	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	291	6	18		54	17		31
C (m) (veh/h)	726	715	85		187	182		203
v/c	0.40	0.01	0.21		0.29	0.09		0.15
95% queue length	1.94	0.03	0.74		1.14	0.30		0.53
Control Delay (s/veh)	13.2	10.1	58.4		34.0	26.8		28.2
LOS	B	B	F		D	D		D
Approach Delay (s/veh)	--	--	40.1			27.7		
Approach LOS	--	--	E			D		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	OTC INC
Agency/Co.	OTC INC
Date Performed	12/2008
Analysis Time Period	PM Peak Hour

Site Information

Intersection	Washington Bd & McLaughlin Av
Jurisdiction	Culver City
Analysis Year	Future With (2010)

Project Description 11955 Washington Boulevard Traffic Impact Study

East/West Street: McLaughlin Avenue

North/South Street: Washington Boulevard

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	87	1010	26	21	982	41
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	87	1010	26	21	982	41
Percent Heavy Vehicles	0	—	—	0	—	—
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	104	4	132	12	1	15
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	104	4	132	12	1	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		5			5	
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR	L		TR
v (veh/h)	87	21	12		16	104		136
C (m) (veh/h)	696	678	201		693	265		714
v/c	0.13	0.03	0.06		0.02	0.39		0.19
95% queue length	0.43	0.10	0.19		0.07	1.78		0.70
Control Delay (s/veh)	10.9	10.5	24.0		11.7	27.1		11.8
LOS	B	B	C		B	D		B
Approach Delay (s/veh)	—	—	17.0			18.4		
Approach LOS	—	—	C			C		



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: SAWTELLE BLVD & WASHINGTON BLVD
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
				V/C			VOLUMES	V/C	
NB LEFT	1	1,600	223	0.139			89	0.056	*
NB THRU	2	3,200	1116	0.361	*		628	0.211	
NB RIGHT	0	0	38	0.000			46	0.000	
						0.377			0.247
SB LEFT	1	1,600	26	0.016	*		20	0.013	
SB THRU	2	3,200	654	0.204			611	0.191	*
SB RIGHT	1	1,600	36	0.023			29	0.018	
EB LEFT	0	0	53	0.033	*		42	0.026	
EB THRU	2	3,200	87	0.111			154	0.195	*
EB RIGHT	0	0	90	0.000			158	0.000	
						0.244			0.243
WB LEFT	0	0	75	0.047			77	0.048	*
WB THRU	2	3,200	273	0.211	*		154	0.123	
WB RIGHT	0	0	64	0.000			42	0.000	
NORTH/SOUTH CRITICAL SUM						0.377	NORTH/SOUTH CRITICAL SUM		0.247
EAST/WEST CRITICAL SUM						0.244	EAST/WEST CRITICAL SUM		0.243
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL		0.100
ATSAC ADJUSTMENT						-0.070	ATSAC ADJUSTMENT		-0.070
INTERSECTION ICU VALUE						0.651	INTERSECTION ICU VALUE		0.520
AM INTERSECTION LOS						B	PM INTERSECTION LOS		A

Existing



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: SAWTELLE BLVD & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED
Future (2010) Without Project

AM PEAK HOUR															
MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V	
NB LEFT	1	1,600	223	5	0	228	0.142	*		89	2	0	91	0.	
NB THRU	2	3,200	1116	23	20	1159	0.381	*		628	13	38	679	0.	
NB RIGHT	0	0	38	1	23	62	0.000		0.398	46	1	48	95	0.	
SB LEFT	1	1,600	26	1	0	27	0.017	*		20	0	0	20	0.	
SB THRU	2	3,200	654	13	21	688	0.215			611	12	37	660	0.	
SB RIGHT	1	1,600	36	1	0	37	0.023			29	1	0	30	0.	
EB LEFT	0	0	53	1	32	86	0.054	*		42	1	39	82	0.	
EB THRU	2	3,200	87	2	4	93	0.115			154	3	9	166	0.	
EB RIGHT	0	0	90	2	0	92	0.000		0.271	158	3	1	162	0.	
WB LEFT	0	0	75	2	0	77	0.048			77	2	0	79	0.	
WB THRU	2	3,200	273	6	4	283	0.217	*		154	3	9	166	0.	
WB RIGHT	0	0	64	1	0	65	0.000			42	1	0	43	0.	
NORTH/SOUTH CRITICAL SUM									0.398	NORTH/SOUTH CRITICAL SUM					
EAST/WEST CRITICAL SUM									0.271	EAST/WEST CRITICAL SUM					
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL					
ATSAC ADJUSTMENT									-0.070	ATSAC ADJUSTMENT					
INTERSECTION ICU VALUE									0.699	INTERSECTION ICU VALUE					
AM INTERSECTION LOS									B	PM INTERSECT					
AM IMPACT									0.048	PM IMPACT					

EXISTING + AMBIENT + RELATED



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: SAWTELLE BLVD & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2010) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V/C	AM PEAK HOUR		EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V/C	
									CRITICAL PAIR								
NB LEFT	1	1,600	223	5	0	1	229	0.143	0.400		89	2	0	7	98	0.143	
NB THRU	2	3,200	1116	23	20	3	1162	0.383		*		628	13	38	12	691	0.383
NB RIGHT	0	0	38	1	23	1	63	0.000				46	1	48	7	102	0.000
SB LEFT	1	1,600	26	1	0		27	0.017	*		20	0	0		20	0.017	
SB THRU	2	3,200	654	13	21	14	702	0.219			611	12	37	4	664	0.219	
SB RIGHT	1	1,600	36	1	0		37	0.023			29	1	0		30	0.023	
EB LEFT	0	0	53	1	32		86	0.054	*		42	1	39		82	0.054	
EB THRU	2	3,200	87	2	4		93	0.119			154	3	9		166	0.119	
EB RIGHT	0	0	90	2	0	6	98	0.000			158	3	1	2	164	0.000	
WB LEFT	0	0	75	2	0	6	83	0.052	0.271		77	2	0	2	81	0.052	
WB THRU	2	3,200	273	6	4		283	0.217		*		154	3	9		166	0.217
WB RIGHT	0	0	64	1	0		65	0.000				42	1	0		43	0.000

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

0.400
0.271
0.100
-0.070
0.701

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

AM INTERSECTION LOS
AM IMPACT

C
0.002

PM INTERSEC
PM IMPACT

EXIST + AMB + RELATED + PROJECT



Overland Traffic Consultants, Inc.

11955 WASHINGTON BOULEVARD ICU CALCULATIONS

INTERSECTION: GRAND VIEW BLVD & WASHINGTON BLVD
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
				V/C			VOLUMES	V/C	
NB LEFT	0	0	34	0.000			25	0.000	
NB THRU	1	1600	48	0.068	*		18	0.046	*
NB RIGHT	0	0	27	0.000			31	0.000	
						0.154			0.247
SB LEFT	0	0	72	0.000			192	0.000	
SB THRU	1	1,600	14	0.086	*		49	0.201	*
SB RIGHT	0	0	51	0.000			80	0.000	
EB LEFT	1	1,600	89	0.056	*		71	0.044	
EB THRU	2	3,200	821	0.262			973	0.309	*
EB RIGHT	0	0	17	0.000			16	0.000	
						0.288			0.316
WB LEFT	1	1,600	10	0.006			11	0.007	*
WB THRU	2	3,200	658	0.232	*		812	0.267	
WB RIGHT	0	0	84	0.000			43	0.000	
NORTH/SOUTH CRITICAL SUM						0.154	NORTH/SOUTH CRITICAL SUM		0.247
EAST/WEST CRITICAL SUM						0.288	EAST/WEST CRITICAL SUM		0.316
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL		0.100
ATSAC ADJUSTMENT						-0.070	ATSAC ADJUSTMENT		-0.070
INTERSECTION ICU VALUE						0.472	INTERSECTION ICU VALUE		0.593
AM INTERSECTION LOS						A	PM INTERSECTION LOS		A

Existing



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: GRAND VIEW BLVD & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED
Future (2010) Without Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	AM PEAK HOUR		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	LOS
NB LEFT	0	0	34	1	0	35	0.000				25	1	0	26	0.0
NB THRU	1	1600	48	1	0	49	0.070	*			18	0	0	18	0.0
NB RIGHT	0	0	27	1	0	28	0.000				31	1	0	32	0.0
										0.157					
SB LEFT	0	0	72	1	0	73	0.000				192	4	0	196	0.0
SB THRU	1	1,600	14	0	0	14	0.087	*			49	1	0	50	0.0
SB RIGHT	0	0	51	1	0	52	0.000				80	2	0	82	0.0
EB LEFT	1	1,600	89	2	0	91	0.057	*			71	1	0	72	0.0
EB THRU	2	3,200	821	17	48	886	0.282				973	20	93	1086	0.0
EB RIGHT	0	0	17	0	0	17	0.000				16	0	0	16	0.0
										0.313					
WB LEFT	1	1,600	10	0	0	10	0.006				11	0	0	11	0.0
WB THRU	2	3,200	658	13	61	732	0.256	*			812	16	79	907	0.0
WB RIGHT	0	0	84	2	0	86	0.000				43	1	0	44	0.0
NORTH/SOUTH CRITICAL SUM										0.157	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM										0.313	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL										0.100	CLEARANCE INTERVAL				
ATSAC ADJUSTMENT										-0.070	ATSAC ADJUSTMENT				
INTERSECTION ICU VALUE										0.500	INTERSECTION ICU VALUE				
AM INTERSECTION LOS										A	PM INTERSECTION LOS				
AM IMPACT										0.028	PM IMPACT				

EXISTING + AMBIENT + RELATED



Overland Traffic Consultants, Inc.

11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: GRAND VIEW BLVD & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2010) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V/C	AM PEAK HOUR		AMBIENT GROWTH	RELATED	PROJECT	TOTAL	%
									CRITICAL PAIR	EXISTING					
NB LEFT	0	0	34	1	0		35	0.000		25	1	0		26	0
NB THRU	1	1600	48	1	0		49	0.070	*	18	0	0		18	0
NB RIGHT	0	0	27	1	0		28	0.000		31	1	0		32	0
									0.157						
SB LEFT	0	0	72	1	0		73	0.000		192	4	0		196	0
SB THRU	1	1,600	14	0	0		14	0.087	*	49	1	0		50	0
SB RIGHT	0	0	51	1	0		52	0.000		80	2	0		82	0
EB LEFT	1	1,600	89	2	0		91	0.057	*	71	1	0		72	0
EB THRU	2	3,200	821	17	48	22	908	0.289		973	20	93	7	1093	0
EB RIGHT	0	0	17	0	0		17	0.000		16	0	0		16	0
									0.314						
WB LEFT	1	1,600	10	0	0		10	0.006		11	0	0		11	0
WB THRU	2	3,200	658	13	61	5	737	0.257	*	812	16	79	23	930	0
WB RIGHT	0	0	84	2	0		86	0.000		43	1	0		44	0

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

0.157
0.314
0.100
-0.070
0.501

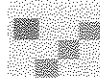
NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

AM INTERSECTION LOS
AM IMPACT

A
0.001

PM INTERSEC
PM IMPACT

EXIST + AMB + RELATED + PROJECT



Overland Traffic Consultants, Inc.

11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: S CENTINELA AVE & WASHINGTON BLVD
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
				V/C			VOLUMES	V/C	
NB LEFT	1	1,600	228	0.143			169	0.106	*
NB THRU	2	3,200	1150	0.419	*		1212	0.427	
NB RIGHT	0	0	192	0.000			155	0.000	
						0.500			0.546
SB LEFT	1	1,600	130	0.081	*		147	0.092	
SB THRU	2	3,200	856	0.278			1359	0.440	*
SB RIGHT	0	0	33	0.000			50	0.000	
EB LEFT	1	1,600	85	0.053			94	0.059	
EB THRU	2	3,200	520	0.218	*		741	0.289	*
EB RIGHT	0	0	179	0.000			183	0.000	
						0.279			0.358
WB LEFT	1	1,600	98	0.061	*		110	0.069	*
WB THRU	2	3,200	526	0.196			654	0.248	
WB RIGHT	0	0	100	0.000			140	0.000	
NORTH/SOUTH CRITICAL SUM						0.500	NORTH/SOUTH CRITICAL SUM		0.546
EAST/WEST CRITICAL SUM						0.279	EAST/WEST CRITICAL SUM		0.358
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL		0.100
ATSAC ADJUSTMENT						-0.070	ATSAC ADJUSTMENT		-0.070
INTERSECTION ICU VALUE						0.809	INTERSECTION ICU VALUE		0.934
AM INTERSECTION LOS						D	PM INTERSECTION LOS		E

Existing



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: S CENTINELA AVE & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED
Future (2010) Without Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V
							V/C							
NB LEFT	1	1,600	228	5	19	252	0.157			169	3	21	193	0.
NB THRU	2	3,200	1150	23	15	1188	0.433	*		1212	24	35	1271	0.
NB RIGHT	0	0	192	4	0	196	0.000			155	3	0	158	0.
									0.516					
SB LEFT	1	1,600	130	3	0	133	0.083	*		147	3	0	150	0.
SB THRU	2	3,200	856	17	15	888	0.288			1359	27	35	1421	0.
SB RIGHT	0	0	33	1	0	34	0.000			50	1	0	51	0.
EB LEFT	1	1,600	85	2	0	87	0.054			94	2	0	96	0.
EB THRU	2	3,200	520	11	59	590	0.247	*		741	15	108	864	0.
EB RIGHT	0	0	179	4	18	201	0.000			183	4	23	210	0.
									0.309					
WB LEFT	1	1,600	98	2	0	100	0.062	*		110	2	0	112	0.
WB THRU	2	3,200	526	11	65	602	0.220			654	13	99	766	0.
WB RIGHT	0	0	100	2	0	102	0.000			140	3	0	143	0.
NORTH/SOUTH CRITICAL SUM									0.516	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM									0.309	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL				
ATSAC ADJUSTMENT									-0.070	ATSAC ADJUSTMENT				
INTERSECTION ICU VALUE									0.855	INTERSECTION ICU VALUE				
AM INTERSECTION LOS									D	PM INTERSECTION LOS				
AM IMPACT									0.046	PM IMPACT				

EXISTING + AMBIENT + RELATED



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: S CENTINELA AVE & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2010) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V/C	AM PEAK HOUR CRITICAL		EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	LOS
									PAIR	EXISTING						
NB LEFT	1	1,600	228	5	19		252	0.157		169	3	21			193	0
NB THRU	2	3,200	1150	23	15		1188	0.436	*	1212	24	35			1271	0
NB RIGHT	0	0	192	4	0	10	206	0.000		155	3	0	3		161	0
									0.520							
SB LEFT	1	1,600	130	3	0	2	135	0.084	*	147	3	0	1		151	0
SB THRU	2	3,200	856	17	15		888	0.288		1359	27	35			1421	0
SB RIGHT	0	0	33	1	0		34	0.000		50	1	0			51	0
EB LEFT	1	1,600	85	2	0		87	0.054		94	2	0			96	0
EB THRU	2	3,200	520	11	59	10	600	0.250	*	741	15	108	3		867	0
EB RIGHT	0	0	179	4	18		201	0.000		183	4	23			210	0
									0.314							
WB LEFT	1	1,600	98	2	0	2	102	0.064	*	110	2	0	10		122	0
WB THRU	2	3,200	526	11	65	2	604	0.221		654	13	99	10		776	0
WB RIGHT	0	0	100	2	0	1	103	0.000		140	3	0	3		146	0

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

0.520
0.314
0.100
-0.070
0.864

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

AM INTERSECTION LOS
AM IMPACT

D
0.009

PM INTERSEC
PM IMPACT

EXIST + AMB + RELATED + PROJECT



INTERSECTION CMA WORKSHEET

Project: 11955 Washington Boulevard

Intersection: 6 Inglewood Boulevard and Culver Boulevard
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	222;888 pce	222		89; 356 pce	472	89 *
NB Thru	656	695	695 *	523	472	
NB Right	39	N/A		65	N/A	
SB Left	66; 264 pce	441	66 *	83;332 pce	524	
SB Thru	538	441		653	524	524 *
SB Right	79	N/A		62	N/A	
EB Left pce	34; 170 pce	362	34 *	56;224 pce	509	
EB Thru	467	362		668	509	509 *
EB Right	87	N/A		126	N/A	
WB Left pce	37;74 pce	627		40; 160 pce	453	40 *
WB Thru	1092	627	627 *	685	453	
WB Right	87	N/A		60	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0			
SB Right-Thru	1	1	Capacity	1500	1500
SB Right	0	0			

<u>Critical Movement Analysis: Results Summary</u>			
		<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0		
EB Left-Thru	1		
EB Thru	0		
EB Right-Thru	1		
EB Right	0		
WB Left	0		
WB Left-Thru	1		
WB Thru	0		
WB Right-Thru	1		
WB Right	0		
East/West Critical Volumes		671	549
North/South Critical Volumes		761	613
Sum of Critical Volumes		1,432	1,162
Capacity		1,500	1,500
Intersection CMA Value		0.955	0.775
ATSAC CMA Value		0.885	0.705
Intersection Level of Service		D	C

Existing Conditions

PCE for left-turns: opposing volume 100-299 PCE =1; 300-599 PCE = 2; 600-999 PCE = 4; 1000+ PCE =5

INTERSECTION CMA WORKSHEET

Project: 11955 Washington Boulevard

Intersection: 6 Inglewood Boulevard and Culver Boulevard
Scenario: Future Conditions (2010), Without Project

Movement	Counts	Related	AM Peak Hour Traffic Volumes				Counts	Related	PM Peak Hour Traffic Volumes			
			Growth	W/O Project	VPL	Critical			Growth	W/O Project	VPL	Critical
NB Left	222;888 pce	0	4	226;904 pce	222		89; 356 pce	0	2	91; 364 pce	482	91 *
NB Thru	656	0	13	669	709	709 *	523	0	11	534	482	
NB Right	39	0	1	40	N/A		65	0	1	66	N/A	
SB Left	66; 264 pce	0	1	67; 268 pce	449	67 *	83;332 pce	0	2	85;340 pce	535	
SB Thru	538	0	11	549	449		653	0	13	666	535	535 *
SB Right	79	0	2	81	N/A		62	0	1	63	N/A	
EB Left	34; 170 pce	0	1	35; 175 pce	378	35 *	56;224 pce	0	1	57;228 pce	529	
EB Thru	467	16	9	492	378		668	20	13	701	529	529 *
EB Right	87	0	2	89	N/A		126	0	3	129	N/A	
WB Left	37;74 pce	0	1	38;76 pce	645		40; 160 pce	0	1	41; 164 pce	474	41 *
WB Thru	1092	11	22	1125	645	645 *	685	23	14	722	474	
WB Right	87	0	2	89	N/A		60	0	1	61	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Reductions	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0			
SB Right-Thru	1	1	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	1	1			
WB Right	0	0			

Critical Movement Analysis: Results Summary

AM PEAK PM PEAK	
East/West Critical Volumes	680 570
North/South Critical Volumes	776 626
Sum of Critical Volumes	1,455 1,196
Capacity	1,500 1,500
Intersection CMA Value	0.970 0.797
ATCS CMA Value	0.900 0.727
Intersection Level of Service	D C

Future Conditions (2010), Without Project

PCE for left-turns: opposing volume 100-299 PCE =1; 300-599 PCE = 2; 600-999 PCE = 4; 1000+ PCE =5

INTERSECTION CMA WORKSHEET

Project: 11955 Washington Boulevard

Intersection: 6 Inglewood Boulevard and Culver Boulevard
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	226;904 pce	0	226	226		91; 364 pce	0	91; 364 pce	482	91 *
NB Thru	669	0	669	709	709 *	534	0	534	482	
NB Right	40	0	40	N/A		66	0	66	N/A	
SB Left	67; 268 pce	0	67; 268 pce	449	67 *	85;340 pce	0	85;340 pce	535	
SB Thru	549	0	549	449		666	0	666	535	535 *
SB Right	81	0	81	N/A		63	0	63	N/A	
EB Left	35; 175 pce	0	35; 175 pce	379	35 *	57;228 pce	0	57;228 pce	533	
EB Thru	492	1	493	379		701	7	708	533	533 *
EB Right	89	0	89	N/A		129	0	129	N/A	
WB Left	38;76 pce	0	38;76 pce	648		41; 164 pce	0	41; 164 pce	475	41 *
WB Thru	1125	6	1131	648	648 *	722	2	724	475	
WB Right	89	0	89	N/A		61	0	61	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

Critical Movement Analysis: Results Summary

			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	1	1	East/West Critical Volumes	683
EB Right	0	0	North/South Critical Volumes	776
			Sum of Critical Volumes	1,458
			Capacity	1,500
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0	Intersection CMA Value	0.972
WB Right-Thru	1	1	ATCS CMA Value	0.902
WB Right	0	0	Intersection Level of Service	E
			PROJECT IMPACT VALUE	0.002

Future Conditions (2010), With Project

PCE for left-turns: opposing volume 100-299 PCE = 1; 300-599 PCE = 2; 600-999 PCE = 4; 1000+ PCE = 5

INTERSECTION CMA WORKSHEET

Project: 11955 Washington Boulevard

Intersection: 7 Inglewood Boulevard and Washington Place
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	59	59		63	63	
NB Thru	861	457	*	729	398	*
NB Right	52	N/A		66	N/A	
SB Left	109	109	*	162	162	*
SB Thru	580	324		693	364	
SB Right	68	N/A		35	N/A	
EB Left pce	36; 144 pce	N/A	36 *	49; 98 pce	N/A	
EB Thru	282	468		434	575	575 *
EB Right	42	N/A		43	N/A	
WB Left pce	32; 64 pce	N/A		39; 78 pce	N/A	39 *
WB Thru	588	725	725 *	307	451	
WB Right	73	N/A		66	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	0	0	Capacity	1500	1500
SB Right	0	0			

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Critical Movement Analysis: Results Summary</u>	
			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0	East/West Critical Volumes	761
EB Left-Thru-Right	1	1	North/South Critical Volumes	566
EB Thru	0	0	Sum of Critical Volumes	1,327
EB Right-Thru	0	0	Capacity	1,500
EB Right	0	0		
WB Left	0	0	Intersection CMA Value	0.884
WB Left-Thru-Right	1	1	ATSAC CMA Value	0.814
WB Thru	0	0	Intersection Level of Service	D
WB Right-Thru	0	0		
WB Right	0	0		

Existing Conditions

PCE for left-turns: opposing volume 100-299 PCE =1; 300-599 PCE = 2; 600-999 PCE = 4; 1000+ PCE =5



INTERSECTION CMA WORKSHEET
Project: 11955 Washington Boulevard

Intersection: 7 Inglewood Boulevard and Washington Place
Scenario: Future Conditions (2010), Without Project

Movement	Counts	Related	AM Peak Hour Traffic Volumes				Counts	Related	PM Peak Hour Traffic Volumes				Critical
			Growth	W/O Project	VPL	Critical			Growth	W/O Project	VPL		
NB Left	59	9	1	69	69		63	12	1	76	76		
NB Thru	861	41	17	919	486	*	729	53	15	797	432	*	
NB Right	52	0	1	53	N/A		66	0	1	67	N/A		
SB Left	109	0	2	111	111	*	162	0	3	165	165	*	
SB Thru	580	40	12	632	351		693	52	14	759	398		
SB Right	68	0	1	69	N/A		35	0	1	36	N/A		
EB Left	36; 144 pce	0	1	37; 148 pce	N/A	37 *	49; 98 pce	0	1	50;100 pce	N/A		
EB Thru	282	0	6	288	479		434	0	9	443	587	587 *	
EB Right	42	0	1	43	N/A		43	0	1	44	N/A		
WB Left	32; 64 pce	0	1	33;66 pce	N/A		39; 78 pce	0	1	40; 80 pce	N/A	40 *	
WB Thru	588	0	12	600	750	750 *	307	0	6	313	471		
WB Right	73	10	1	84	N/A		66	11	1	78	N/A		

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

EB Left	0	0	Critical Movement Analysis: Results Summary		
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	0	0			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	0	0			
WB Right	0	0			
			AM PEAK PM PEAK		
			East/West Critical Volumes	787	627
			North/South Critical Volumes	597	597
			Sum of Critical Volumes	1,383	1,224
			Capacity	1,500	1,500
			Intersection CMA Value	0.922	0.816
			ATCS CMA Value	0.852	0.746
			Intersection Level of Service	D	C

Future Conditions (2010), Without Project

PCE for left-turns: opposing volume 100-299 PCE =1; 300-599 PCE = 2; 600-999 PCE = 4; 1000+ PCE =5



Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 11955 Washington Boulevard

Intersection: 7 Inglewood Boulevard and Washington Place
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	69	0	69	69		76	0	76	76	
NB Thru	919	0	919	486	*	797	0	797	432	*
NB Right	53	0	53	N/A		67	0	67	N/A	
SB Left	111	0	111	111	*	165	0	165	165	*
SB Thru	632	0	632	351		759	0	759	398	
SB Right	69	0	69	N/A		36	0	36	N/A	
EB Left	37; 148 pce	0	37; 148 pce	N/A	37 *	50;100 pce	0	50;100 pce	N/A	
EB Thru	288	6	294	485		443	2	445	589	589 *
EB Right	43	0	43	N/A		44	0	44	N/A	
WB Left	33;66 pce	0	33;66 pce	N/A		40; 80 pce	0	40; 80 pce	N/A	40 *
WB Thru	600	1	601	751	751 *	313	7	320	478	
WB Right	84	0	84	N/A		78	0	78	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

Critical Movement Analysis: Results Summary

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	788	629
North/South Critical Volumes	597	597
Sum of Critical Volumes	1,384	1,226
Capacity	1,500	1,500
Intersection CMA Value	0.923	0.817
ATCS CMA Value	0.853	0.747
Intersection Level of Service	D	C
PROJECT IMPACT VALUE	0.001	0.001

Future Conditions (2010), With Project

PCE for left-turns: opposing volume 100-299 PCE =1; 300-599 PCE = 2; 600-999 PCE = 4; 1000+ PCE =5



Overland Traffic Consultants, Inc.

11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: MCLAUGHLIN AVE & WASHINGTON PL
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
				V/C	*		VOLUMES	V/C	*
NB LEFT	1	1,600	209	0.131	*	0.347	136	0.085	*
NB THRU	2	3,200	714	0.228			714	0.229	
NB RIGHT	0	0	14	0.000			19	0.000	
SB LEFT	1	1,600	16	0.010		0.386	32	0.020	
SB THRU	2	3,200	592	0.216	*		667	0.226	*
SB RIGHT	0	0	98	0.000			56	0.000	
EB LEFT	0	0	84	0.000		0.386	159	0.000	
EB THRU	1	1,600	60	0.159	*		175	0.349	*
EB RIGHT	0	0	111	0.000			225	0.000	
WB LEFT	0	0	24	0.000		0.386	39	0.000	
WB THRU	1	1,600	306	0.227	*		85	0.088	*
WB RIGHT	0	0	33	0.000			16	0.000	
NORTH/SOUTH CRITICAL SUM						0.347	NORTH/SOUTH CRITICAL SUM		0.311
EAST/WEST CRITICAL SUM						0.386	EAST/WEST CRITICAL SUM		0.437
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL		0.100
ATSAC ADJUSTMENT						-0.070	ATSAC ADJUSTMENT		-0.070
INTERSECTION ICU VALUE						0.763	INTERSECTION ICU VALUE		0.778
AM INTERSECTION LOS						C	PM INTERSECTION LOS		C

Existing



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: MCLAUGHLIN AVE & WASHINGTON PL
EXISTING + AMBIENT GROWTH + RELATED
Future (2010) Without Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	AM PEAK HOUR		CRITICAL PAIR	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C
							V/C	*						
NB LEFT	1	1,600	209	4	0	213	0.133	*		136	3	0	139	0.
NB THRU	2	3,200	714	14	41	769	0.245	*		714	14	53	781	0.
NB RIGHT	0	0	14	0	0	14	0.000			19	0	0	19	0.
									0.366					
SB LEFT	1	1,600	16	0	0	16	0.010			32	1	0	33	0.
SB THRU	2	3,200	592	12	40	644	0.233	*		667	13	52	732	0.
SB RIGHT	0	0	98	2	1	101	0.000			56	1	5	62	0.
EB LEFT	0	0	84	2	0	86	0.000			159	3	0	162	0.
EB THRU	1	1,600	60	1	0	61	0.163	*		175	4	0	179	0.
EB RIGHT	0	0	111	2	0	113	0.000			225	5	0	230	0.
									0.396					
WB LEFT	0	0	24	0	3	27	0.000			39	1	4	44	0.
WB THRU	1	1,600	306	6	0	312	0.233	*		85	2	0	87	0.
WB RIGHT	0	0	33	1	0	34	0.000			16	0	0	16	0.
NORTH/SOUTH CRITICAL SUM									0.366	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM									0.396	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL									0.100	CLEARANCE INTERVAL				
ATSAC ADJUSTMENT									-0.070	ATSAC ADJUSTMENT				
INTERSECTION ICU VALUE									0.792	INTERSECTION ICU VALUE				
AM INTERSECTION LOS									C	PM INTERSECTION LOS				
AM IMPACT									0.029	PM IMPACT				

EXISTING + AMBIENT + RELATED



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: MCLAUGHLIN AVE & WASHINGTON PL
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2010) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT		PROJECT	TOTAL	AM PEAK HOUR		CRITICAL PAIR	EXISTING	AMBIENT		PROJECT	TOTAL	V/C	*
				GROWTH	RELATED							GROWTH	RELATED				
NB LEFT	1	1,600	209	4	0		213	0.133	*		136	3	0		139	0.133	*
NB THRU	2	3,200	714	14	41		769	0.245			714	14	53		781	0.245	
NB RIGHT	0	0	14	0	0		14	0.000			19	0	0		19	0.000	
										0.366							
SB LEFT	1	1,600	16	0	0		16	0.010			32	1	0		33	0.010	
SB THRU	2	3,200	592	12	40		644	0.233	*		667	13	52		732	0.233	*
SB RIGHT	0	0	98	2	1		101	0.000			56	1	5		62	0.000	
EB LEFT	0	0	84	2	0		86	0.000			159	3	0		162	0.000	
EB THRU	1	1,600	60	1	0	3	64	0.164	*		175	4	0	1	180	0.164	*
EB RIGHT	0	0	111	2	0		113	0.000			225	5	0		230	0.000	
										0.398							
WB LEFT	0	0	24	0	3		27	0.000			39	1	4		44	0.000	
WB THRU	1	1,600	306	6	0	1	313	0.234	*		85	2	0	3	90	0.234	*
WB RIGHT	0	0	33	1	0		34	0.000			16	0	0		16	0.000	

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

0.366
0.398
0.100
-0.070
0.794

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

AM INTERSECTION LOS
AM IMPACT

C
0.002

PM INTERSECTION LOS
PM IMPACT

EXIST + AMB + RELATED + PROJECT



Overland Traffic Consultants, Inc.

11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: WALGROVE AVE & WASHINGTON BLVD
EXISTING CONDITION (2008)

MOVEMENT	NO. OF LANES	CAPACITY	VOLUMES	AM PEAK HOUR		CRITICAL PAIR	PM PEAK HOUR		CRITICAL PAIR
				V/C			VOLUMES	V/C	
NB LEFT	0	0	0	0.000			0	0.000	
NB THRU	0	0	0	0.000			0	0.000	
NB RIGHT	0	0	0	0.000			0	0.000	
						0.136			0.248
SB LEFT	0	0	18	0.000			33	0.000	
SB THRU	1	1,600	0	0.136	*		0	0.248	*
SB RIGHT	0	0	199	0.000			363	0.000	
EB LEFT	1	1,600	295	0.184	*		316	0.198	*
EB THRU	2	3,200	1191	0.372			1478	0.462	
EB RIGHT	0	0	0	0.000			0	0.000	
						0.563			0.693
WB LEFT	0	0	0	0.000			0	0.000	
WB THRU	2	3,200	1118	0.379	*		1525	0.495	*
WB RIGHT	0	0	95	0.000			60	0.000	
NORTH/SOUTH CRITICAL SUM						0.136	NORTH/SOUTH CRITICAL SUM		0.248
EAST/WEST CRITICAL SUM						0.563	EAST/WEST CRITICAL SUM		0.693
CLEARANCE INTERVAL						0.100	CLEARANCE INTERVAL		0.100
ATSAC ADJUSTMENT						-0.070	ATSAC ADJUSTMENT		-0.070
INTERSECTION ICU VALUE						0.729	INTERSECTION ICU VALUE		0.971
AM INTERSECTION LOS						C	PM INTERSECTION LOS		E

Existing

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	ito
Agency/Co.	Overland Traffic Consultants
Date Performed	12/2008
Analysis Time Period	AM Peak Hour

Site Information

Intersection	# 9 Washington & Walgrove
Jurisdiction	Culver City
Analysis Year	2008

Project Description Existing

East/West Street: Washington Boulevard

North/South Street: Walgrove Avenue

Intersection Orientation: East-West

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	295	1191			1118	95
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	295	1191	0	0	1118	95
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18		199
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	199
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	295					18		199
C (m) (veh/h)	582					207		613
v/c	0.51					0.09		0.32
95% queue length	3.02					0.28		1.43
Control Delay (s/veh)	17.5					24.0		13.7
LOS	C					C		B
Approach Delay (s/veh)	--	--				14.5		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	/to			Intersection	# 9 Washington & Walgrove			
Agency/Co.	Overland Traffic Consultants			Jurisdiction	Culver City			
Date Performed	12/2008			Analysis Year	2008			
Analysis Time Period	PM Peak Hour							
Project Description Existing								
East/West Street: Washington Boulevard				North/South Street: Walgrove Avenue				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	316	1479			1525	60		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	316	1479	0	0	1525	60		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	0		
Configuration	L	T			T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				33		363		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	33	0	363		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	316					33		363
C (m) (veh/h)	420					101		511
v/c	0.75					0.33		0.71
95% queue length	7.91					1.40		6.74
Control Delay (s/veh)	38.2					57.7		28.8
LOS	E					F		D
Approach Delay (s/veh)	--	--				31.2		
Approach LOS	--	--				D		



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: WALGROVE AVE & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED
Future (2010) Without Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	TOTAL	V/C	AM PEAK HOUR CRITICAL		AMBIENT GROWTH	RELATED	TOTAL	V
								PAIR	EXISTING				
NB LEFT	0	0	0	0	0	0	0.000		0	0	0	0	0.
NB THRU	0	0	0	0	0	0	0.000		0	0	0	0	0.
NB RIGHT	0	0	0	0	0	0	0.000		0	0	0	0	0.
SB LEFT	0	0	18	0	0	18	0.000	0.156	33	1	0	34	0.
SB THRU	1	1,600	0	0	0	0	0.156 *		0	0	0	0	0.
SB RIGHT	0	0	199	4	29	232	0.000		363	7	32	402	0.
EB LEFT	1	1,600	295	6	27	328	0.205 *		316	6	35	357	0.
EB THRU	2	3,200	1191	24	115	1330	0.416		1478	30	184	1692	0.
EB RIGHT	0	0	0	0	0	0	0.000		0	0	0	0	0.
WB LEFT	0	0	0	0	0	0	0.000	0.631	0	0	0	0	0.
WB THRU	2	3,200	1118	23	127	1268	0.426 *		1525	31	166	1722	0.
WB RIGHT	0	0	95	2	0	97	0.000		60	1	0	61	0.
NORTH/SOUTH CRITICAL SUM								0.156	NORTH/SOUTH CRITICAL SUM				
EAST/WEST CRITICAL SUM								0.631	EAST/WEST CRITICAL SUM				
CLEARANCE INTERVAL								0.100	CLEARANCE INTERVAL				
ATSAC ADJUSTMENT								-0.070	ATSAC ADJUSTMENT				
INTERSECTION ICU VALUE								0.817	INTERSECTION ICU VALUE				
AM INTERSECTION LOS								D	PM INTERSECT				
AM IMPACT								0.088	PM IMPACT				

EXISTING + AMBIENT + RELATED

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	jto		Intersection	# 9 Washington & Walgrove
Agency/Co.	Overland Traffic Consultants		Jurisdiction	Culver City
Date Performed	12/2008		Analysis Year	2010
Analysis Time Period	AM Peak Hour			

Project Description <i>Future Without Project</i>				
East/West Street: <i>Washington Boulevard</i>			North/South Street: <i>Walgrove Avenue</i>	
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>1.00</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	328	1330			1268	97
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	328	1330	0	0	1268	97
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18		232
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	232
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	328					18		232
C (m) (veh/h)	510					146		569
v/c	0.64					0.12		0.41
95% queue length	5.12					0.42		2.04
Control Delay (s/veh)	24.5					33.1		15.7
LOS	C					D		C
Approach Delay (s/veh)	--	--				16.9		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	ito		Intersection	# 9 Washington & Walgrove
Agency/Co.	Overland Traffic Consultants		Jurisdiction	Culver City
Date Performed	12/2008		Analysis Year	2010
Analysis Time Period	PM Peak Hour			

Project Description <i>Future Without Project</i>				
East/West Street: <i>Washington Boulevard</i>			North/South Street: <i>Walgrove Avenue</i>	
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>1.00</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	357	1692			1722	61
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	357	1692	0	0	1722	61
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				34		402
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	34	0	402
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	357					34		402
C (m) (veh/h)	353							463
v/c	1.01							0.87
95% queue length	24.16							13.66
Control Delay (s/veh)	162.0							56.1
LOS	F							F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						



11955 WASHINGTON BOULEVARD
ICU CALCULATIONS

INTERSECTION: WALGROVE AVE & WASHINGTON BLVD
EXISTING + AMBIENT GROWTH + RELATED + PROJECT
Future (2010) with Project

MOVEMENT	NO. OF LANES	CAPACITY	EXISTING	AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V/C	AM PEAK HOUR		AMBIENT GROWTH	RELATED	PROJECT	TOTAL	V
									CRITICAL PAIR	EXISTING					
NB LEFT	0	0	0	0	0	0	0	0.000	0.156	0	0	0	0	0	0
NB THRU	0	0	0	0	0	0	0	0.000		0	0	0	0	0	0
NB RIGHT	0	0	0	0	0	0	0	0.000		0	0	0	0	0	0
SB LEFT	0	0	18	0	0	0	18	0.000	0.156	33	1	0	0	34	0
SB THRU	1	1,600	0	0	0	0	0	0.156		0	0	0	0	0	0
SB RIGHT	0	0	199	4	29	0	232	0.000		363	7	32	0	402	0
EB LEFT	1	1,600	295	6	27	0	328	0.205	0.632	316	6	35	0	357	0
EB THRU	2	3,200	1191	24	115	10	1340	0.419		1478	30	184	3	1695	0
EB RIGHT	0	0	0	0	0	0	0	0.000		0	0	0	0	0	0
WB LEFT	0	0	0	0	0	0	0	0.000	0.427	0	0	0	0	0	0
WB THRU	2	3,200	1118	23	127	2	1270	0.427		1525	31	166	10	1732	0
WB RIGHT	0	0	95	2	0	0	97	0.000		60	1	0	0	61	0

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

0.156
0.632
0.100
-0.070
0.818

NORTH/SOUTH CRITICAL SUM
EAST/WEST CRITICAL SUM
CLEARANCE INTERVAL
ATSAC ADJUSTMENT
INTERSECTION ICU VALUE

AM INTERSECTION LOS
AM IMPACT

D
0.001

PM INTERSEC
PM IMPACT

EXIST + AMB + RELATED + PROJECT

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	jto	Intersection	# 9 Washington & Walgrove
Agency/Co.	Overland Traffic Consultants	Jurisdiction	Culver City
Date Performed	12/2008	Analysis Year	2010
Analysis Time Period	AM Peak Hour		

Project Description <i>Future With Project</i>	
East/West Street: <i>Washington Boulevard</i>	North/South Street: <i>Walgrove Avenue</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>1.00</i>

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	328	1340			1270	97
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	328	1340	0	0	1270	97
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18		232
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	232
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	328					18		232
C (m) (veh/h)	509					145		568
v/c	0.64					0.12		0.41
95% queue length	5.14					0.42		2.05
Control Delay (s/veh)	24.6					33.3		15.7
LOS	C					D		C
Approach Delay (s/veh)	--	--				17.0		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	ito
Agency/Co.	Overland Traffic Consultants
Date Performed	12/2008
Analysis Time Period	PM Peak Hour

Site Information

Intersection	# 9 Washington & Walgrove
Jurisdiction	Culver City
Analysis Year	2010

Project Description *Future With Project*

East/West Street: *Washington Boulevard*

North/South Street: *Walgrove Avenue*

Intersection Orientation: *East-West*

Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	357	1695			1732	61
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	357	1695	0	0	1732	61
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				34		402
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	34	0	402
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	357					34		402
C (m) (veh/h)	350							461
v/c	1.02							0.87
95% queue length	24.96							13.90
Control Delay (s/veh)	171.9							57.4
LOS	F							F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

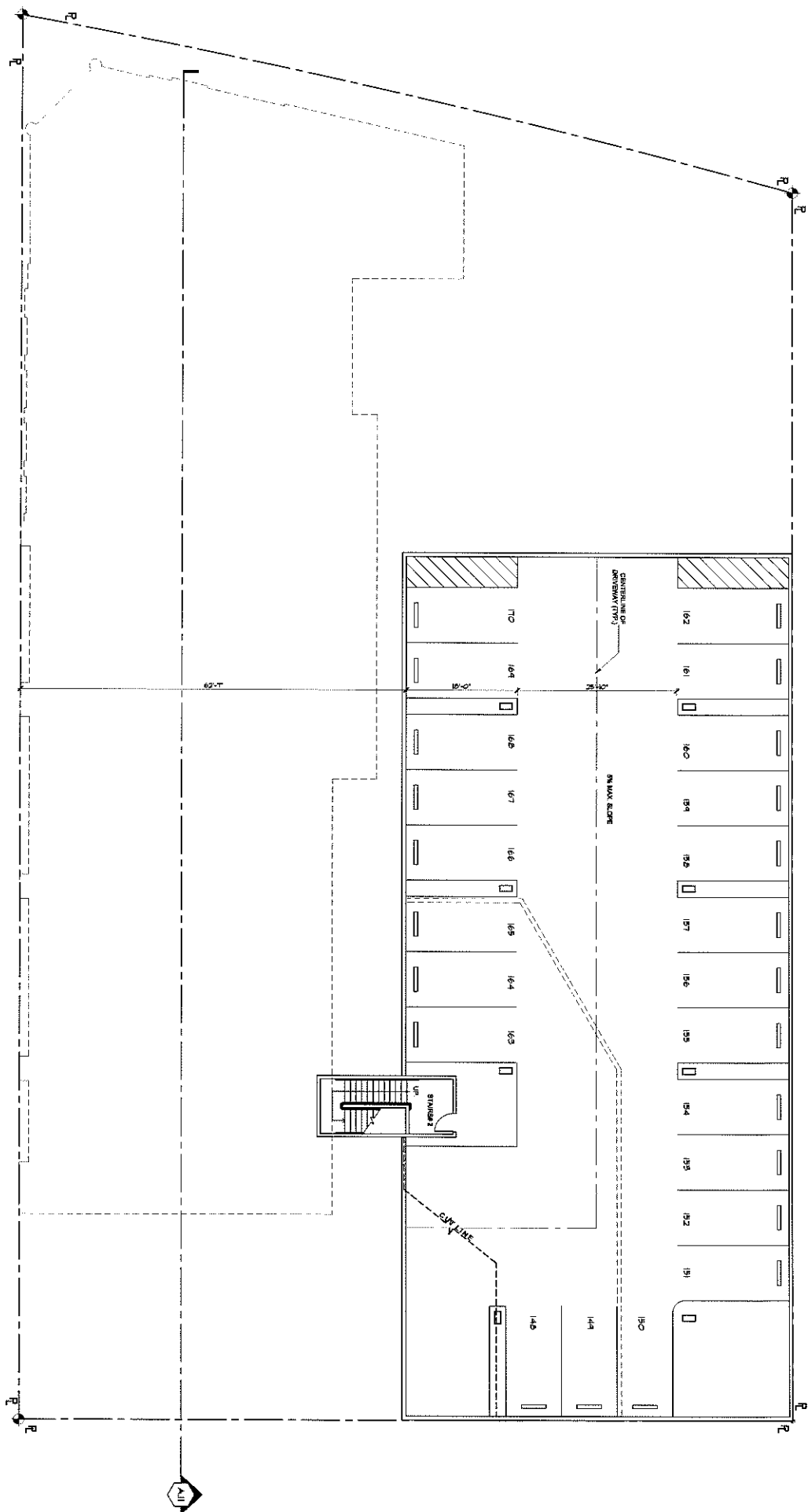
APPENDIX F

SITE PLAN

10,033 S.F. (FOOTPRINT AREA)

1ST LOWER LEVEL PARKING

2ND LOWER LEVEL PARKING



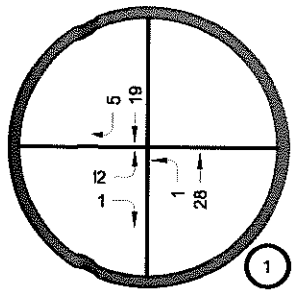
20,797 S.F. (FOOTPRINT AREA)

19,405 S.F. (FOOTPRINT AREA)

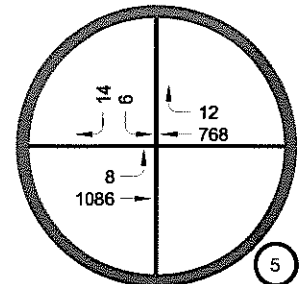
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APPENDIX G

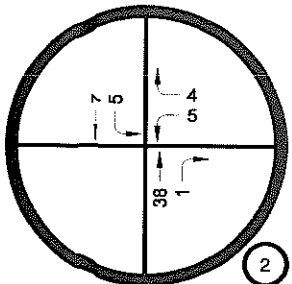
LEVEL OF SERVICE DATA AND WORKSHEETS NEIGHBORHOOD IMPACTS



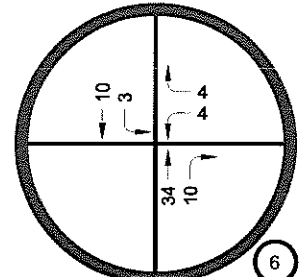
EAST BLVD & SOUTHPARK AVE (N)



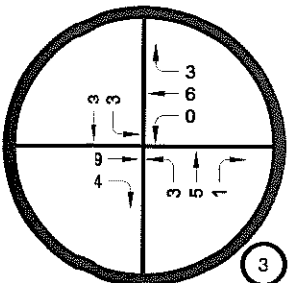
EAST BLVD & WASHINGTON BLVD



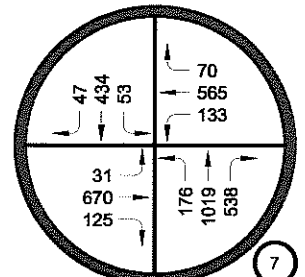
MARCASEL AVE & SOUTHPARK AVE (N)



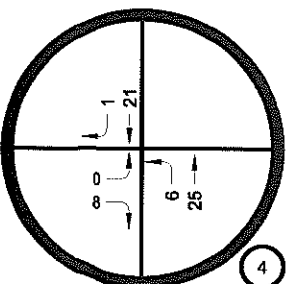
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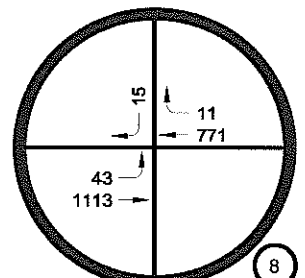
SOUTHPARK AVE (N) & SOUTHPARK AVE (S)



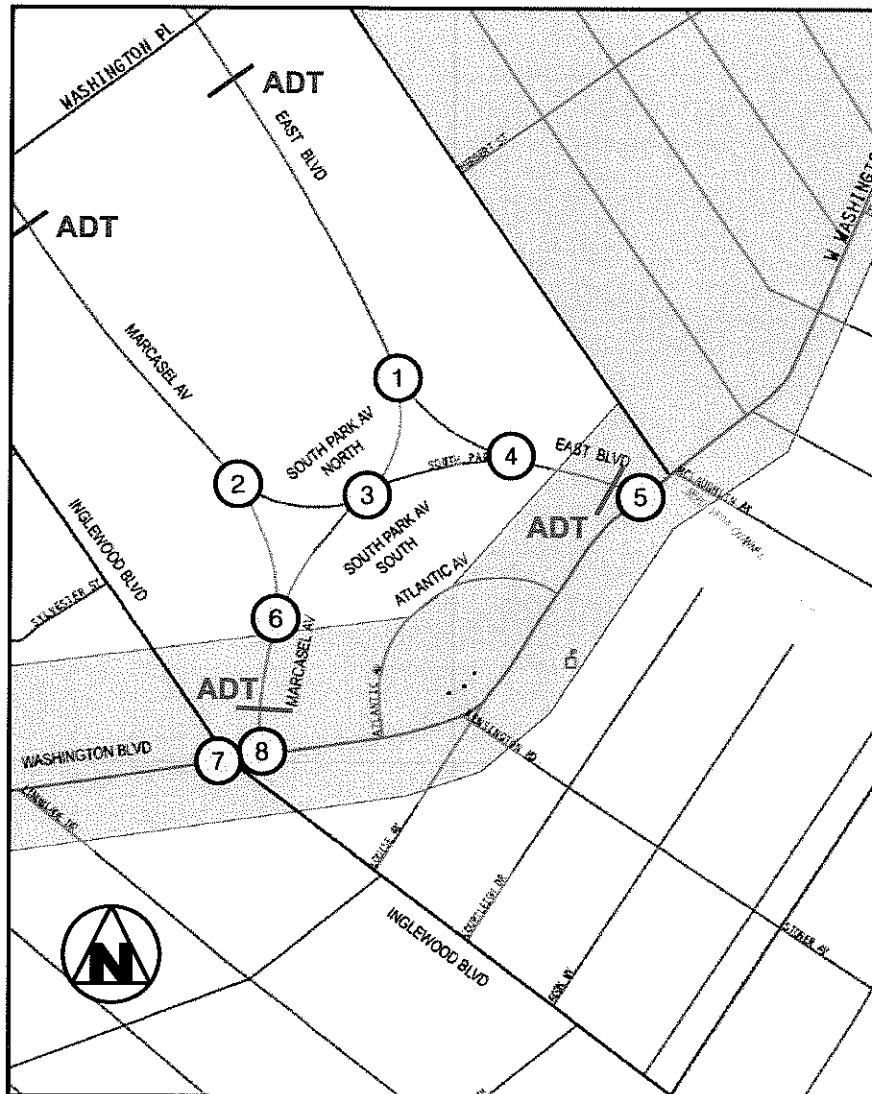
INGLEWOOD BLVD & WASHINGTON BLVD



EAST BLVD & SOUTHPARK AVE (S)



WASHINGTON BLVD & MARCASEL AVE



LEGEND

① PEAK HOUR INTERSECTION COUNT LOCATION

— 24-HOUR TRAFFIC COUNT LOCATION

EXHIBIT 1

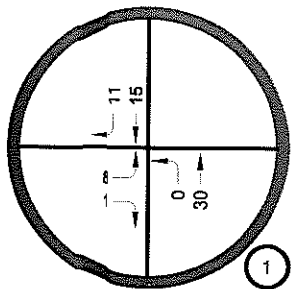
EXISTING TRAFFIC VOLUMES AM PEAK HOUR



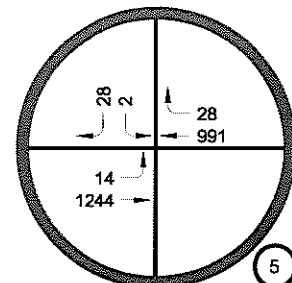
Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

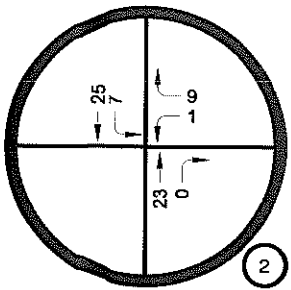
9/2008



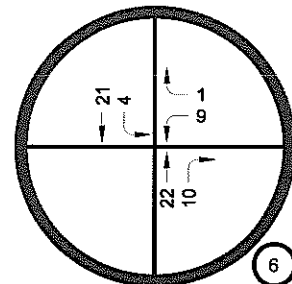
EAST BLVD & SOUTHPARK AVE (N)



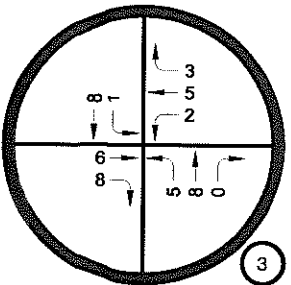
EAST BLVD & WASHINGTON BLVD



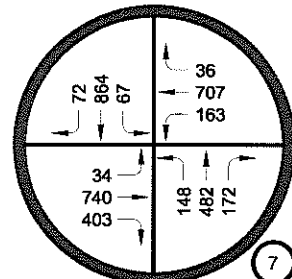
MARCASEL AVE & SOUTHPARK AVE (N)



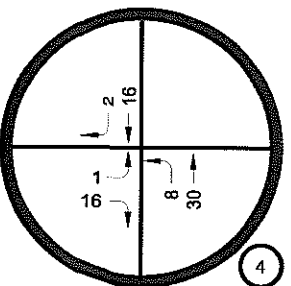
MARCASEL AVE & SOUTHPARK AVE (S)



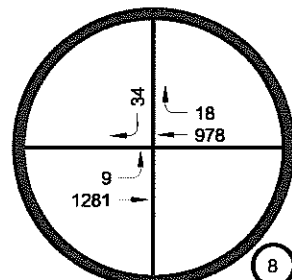
SOUTHPARK AVE (N) & SOUTHPARK AVE (S)



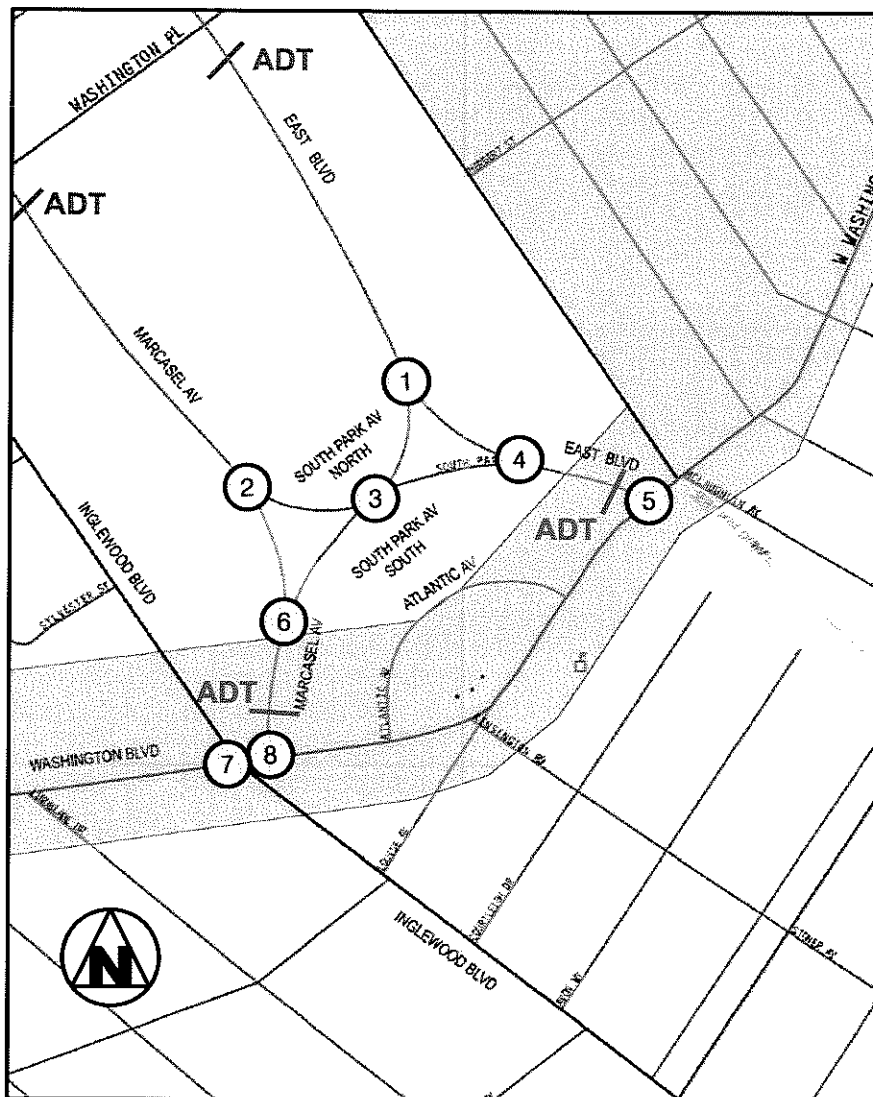
INGLEWOOD BLVD & WASHINGTON BLVD



EAST BLVD & SOUTHPARK AVE (S)



WASHINGTON BLVD & MARCASEL AVE



LEGEND

- ① PEAK HOUR INTERSECTION TRAFFIC COUNT
- 24-HOUR TRAFFIC COUNT LOCATION

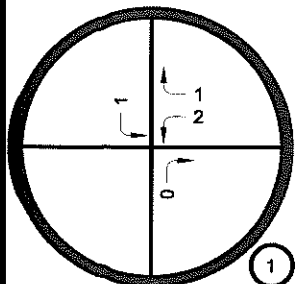
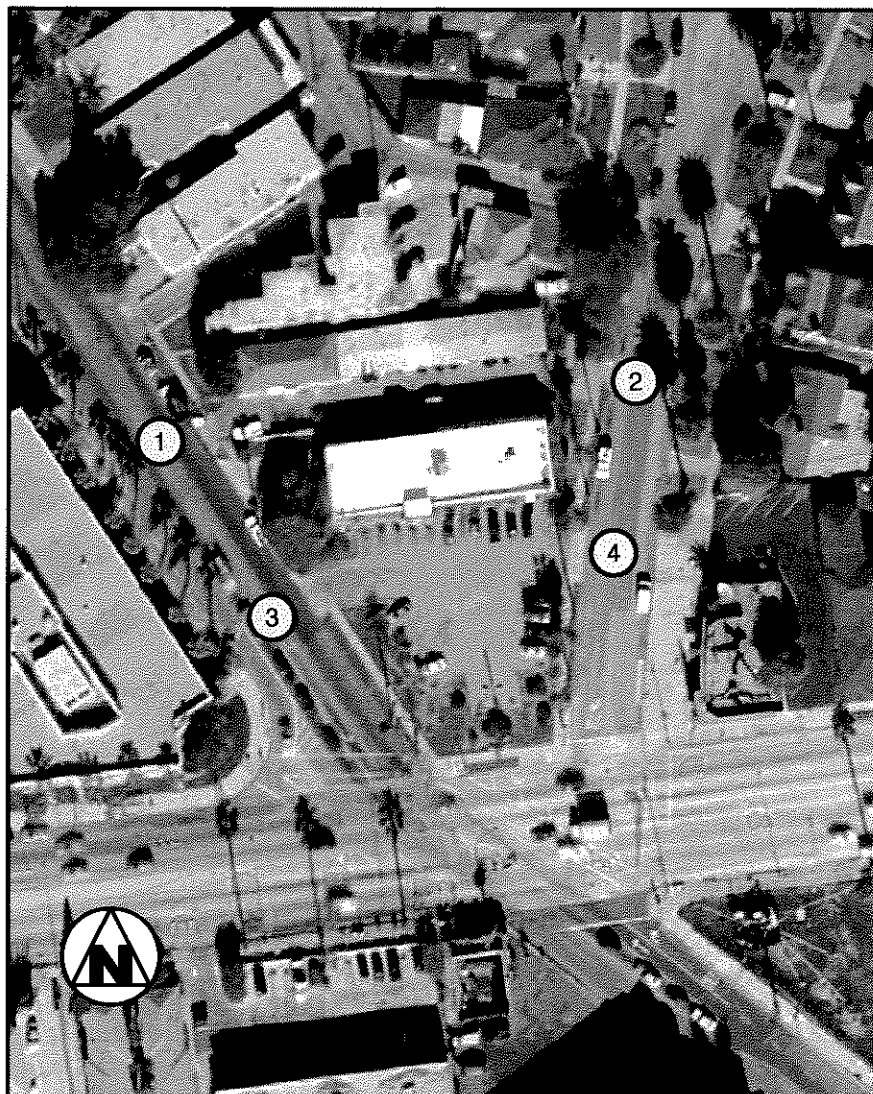
EXHIBIT 2

EXISTING TRAFFIC VOLUMES PM PEAK HOUR

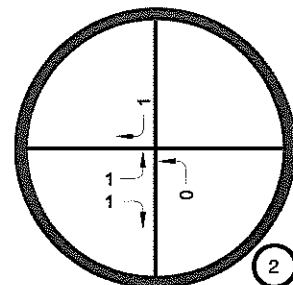


Overland Traffic Consultants, Inc.

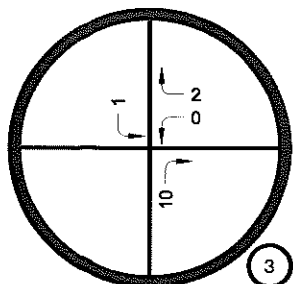
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



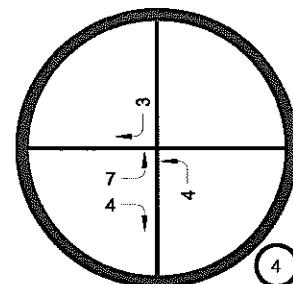
INGLEWOOD BLVD &
WESTSIDE ALLEY



MARCASEL AVE &
EASTSIDE ALLEY



INGLEWOOD BLVD &
WESTSIDE PARKING LOT



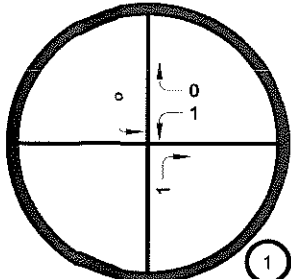
INGLEWOOD BLVD &
EASTSIDE PARKING LOT

EXHIBIT 3

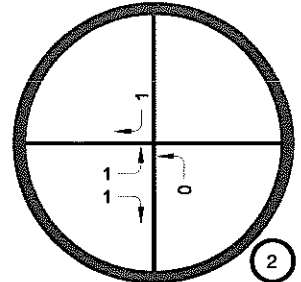
12/2008

EXISTING TRAFFIC VOLUMES AM PEAK HOUR

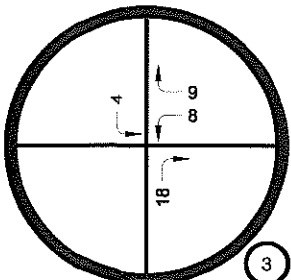
 **Overland Traffic Consultants, Inc.**
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



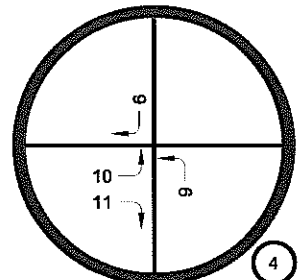
INGLEWOOD BLVD &
WESTSIDE ALLEY



MARCASEL AVE &
EASTSIDE ALLEY



INGLEWOOD BLVD &
WESTSIDE PARKING LOT



INGLEWOOD BLVD &
EASTSIDE PARKING LOT



EXHIBIT 4

12/2008

EXISTING TRAFFIC VOLUMES PM PEAK HOUR



Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst				Intersection	Washington Bd & East Bd		
Agency/Co.	OTC INC			Jurisdiction	Culver City		
Date Performed	9/18/2008			Analysis Year	Existing 2008		
Analysis Time Period	PM Peak Hour						
Project Description							
East/West Street: Washington Boulevard				North/South Street: East Boulevard			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	14	1244	0	0	991	28	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	14	1244	0	0	991	28	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Two Way Left Turn Lane						
RT Channelized			0			0	
Lanes	1	2	0	1	2	0	
Configuration	L	T	TR	L	T	TR	
Upstream Signal		1			1		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	2		21				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	0	21	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		Y			Y		
Storage		3			5		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L				L	R
v (veh/h)	14	0				2	21
C (m) (veh/h)	665	547				290	555
v/c	0.02	0.00				0.01	0.04
95% queue length	0.06	0.00				0.02	0.12
Control Delay (s/veh)	10.5	11.6				17.5	11.7
LOS	B	B				C	B
Approach Delay (s/veh)	--	--				12.2	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	OTC INC
Date Performed	9/18/2008
Analysis Time Period	AM Peak Hour

Site Information

Intersection	Washington Bd & East Bd
Jurisdiction	Culver City
Analysis Year	Existing 2008

Project Description Added Marcasei wb right volume (+11)

East/West Street: Washington Boulevard

North/South Street: East Boulevard

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	8	1086	0	0	768	22
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	1086	0	0	768	22
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6		14			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	0	14	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		3			5	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L				L		R
v (veh/h)	8	0				6		14
C (m) (veh/h)	803	621				370		661
v/c	0.01	0.00				0.02		0.02
95% queue length	0.03	0.00				0.05		0.06
Control Delay (s/veh)	9.5	10.8				14.9		10.6
LOS	A	B				B		B
Approach Delay (s/veh)	--	--	11.9					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst			Intersection	Washington Bd & East Bd
Agency/Co.	OTC INC		Jurisdiction	Culver City
Date Performed	9/18/2008		Analysis Year	Existing 2008
Analysis Time Period	AM Peak Hour			

Project Description

East/West Street: <i>Washington Boulevard</i>	North/South Street: <i>East Boulevard</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	8	1086	0	0	768	11
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	8	1086	0	0	768	11
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		1			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6		14			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	0	14	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			Y	
Storage		3			5	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L				L		R
v (veh/h)	8	0				6		14
C (m) (veh/h)	811	621				371		665
v/c	0.01	0.00				0.02		0.02
95% queue length	0.03	0.00				0.05		0.06
Control Delay (s/veh)	9.5	10.8				14.9		10.5
LOS	A	B				B		B
Approach Delay (s/veh)	--	--				11.8		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

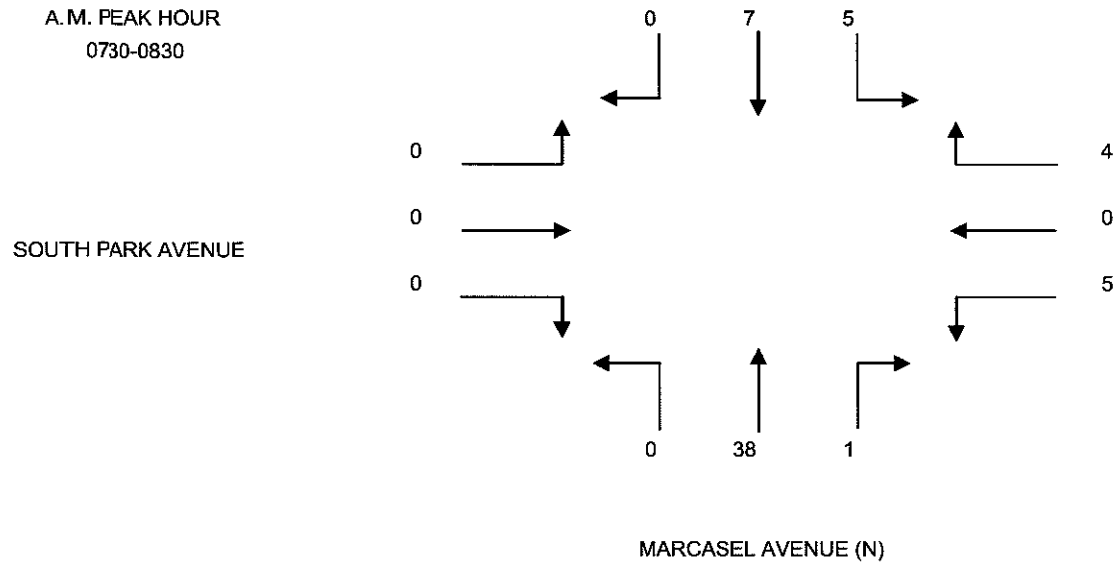
General Information				Site Information			
Analyst				Intersection	Washington Bd & East Bd		
Agency/Co.	OTC INC			Jurisdiction	Culver City		
Date Performed	9/18/2008			Analysis Year	Existing 2008		
Analysis Time Period	PM Peak Hour						
Project Description Added Marcasei wb right volume (+18)							
East/West Street: Washington Boulevard				North/South Street: East Boulevard			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	14	1244	0	0	991	46	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	14	1244	0	0	991	46	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Two Way Left Turn Lane						
RT Channelized			0			0	
Lanes	1	2	0	1	2	0	
Configuration	L	T	TR	L	T	TR	
Upstream Signal		1			1		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	2		21				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	2	0	21	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		Y			Y		
Storage		3			5		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L				L	R
v (veh/h)	14	0				2	21
C (m) (veh/h)	656	547				287	548
v/c	0.02	0.00				0.01	0.04
95% queue length	0.07	0.00				0.02	0.12
Control Delay (s/veh)	10.6	11.6				17.6	11.8
LOS	B	B				C	B
Approach Delay (s/veh)	--	--				12.3	
Approach LOS	--	--				B	

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S MARCASEL AVENUE (N)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 1-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	0	1	2	1	0	0	0	5	0	0	0	0
715-730	0	1	3	2	0	0	0	7	0	0	0	0
730-745	0	2	1	1	0	0	1	11	0	0	0	0
745-800	0	3	2	1	0	0	0	11	0	0	0	0
800-815	0	1	2	1	0	2	0	7	0	0	0	0
815-830	0	1	0	1	0	3	0	9	0	0	0	0
830-845	0	1	2	0	0	0	0	13	0	0	0	0
845-900	0	3	0	2	0	0	0	11	0	0	0	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	0	7	8	5	0	0	1	34	0	0	0	0	55
715-815	0	7	8	5	0	2	1	36	0	0	0	0	59
730-830	0	7	5	4	0	5	1	38	0	0	0	0	60
745-845	0	6	6	3	0	5	0	40	0	0	0	0	60
800-900	0	6	4	4	0	5	0	40	0	0	0	0	59



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

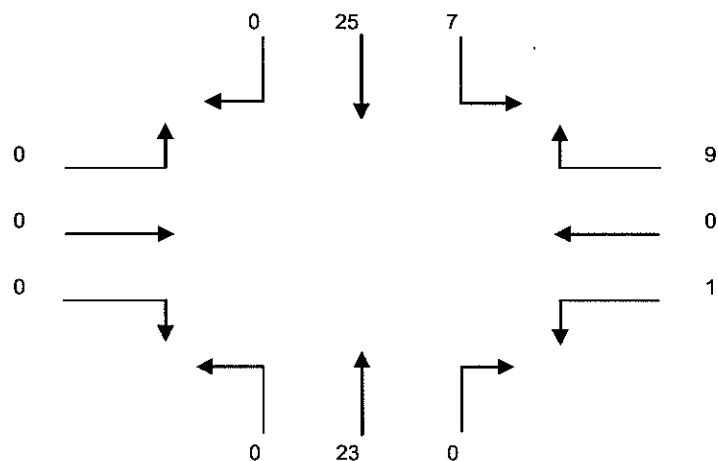
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S MARCASEL AVENUE (N)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	0	3	1	1	0	1	0	4	0	0	0	0
415-430	0	6	2	2	0	0	0	5	0	0	0	0
430-445	0	5	2	3	0	1	0	7	0	0	0	0
445-500	0	5	2	1	0	0	0	7	0	0	0	0
500-515	0	9	1	3	0	0	0	4	0	0	0	0
515-530	0	4	3	2	0	0	0	2	0	0	0	0
530-545	0	6	2	4	0	1	1	3	0	0	0	0
545-600	0	4	4	2	0	0	0	5	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	0	19	7	7	0	2	0	23	0	0	0	0	58
415-515	0	25	7	9	0	1	0	23	0	0	0	0	65
430-530	0	23	8	9	0	1	0	20	0	0	0	0	61
445-545	0	24	8	10	0	1	1	16	0	0	0	0	60
500-600	0	23	10	11	0	1	1	14	0	0	0	0	60

P.M. PEAK HOUR
 0415-0515

SOUTH PARK AVENUE



MARCASEL AVENUE (N)

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

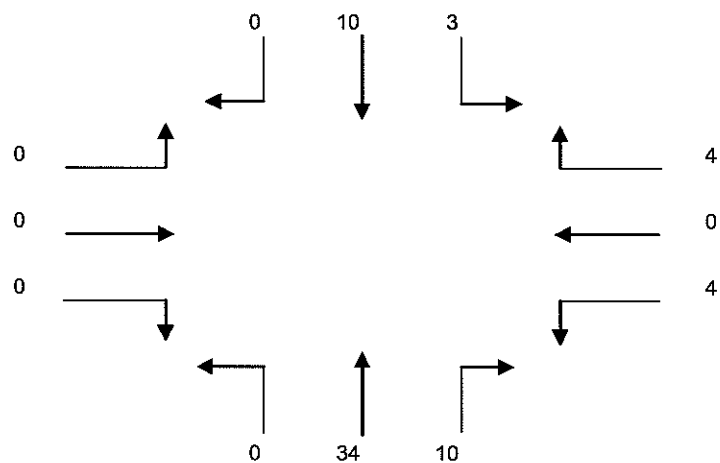
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S MARCASEL AVENUE (S)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	0	3	0	0	0	0	1	5	0	0	0	0
715-730	0	1	0	0	0	2	3	6	0	0	0	0
730-745	0	2	0	0	0	2	5	8	0	0	0	0
745-800	0	4	0	0	0	1	2	11	0	0	0	0
800-815	0	3	0	0	0	2	2	9	0	0	0	0
815-830	0	3	0	0	0	0	3	6	0	0	0	0
830-845	0	1	0	2	0	1	2	9	0	0	0	0
845-900	0	3	3	2	0	1	3	10	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	0	10	0	0	0	5	11	30	0	0	0	0	56
715-815	0	10	0	0	0	7	12	34	0	0	0	0	63
730-830	0	12	0	0	0	5	12	34	0	0	0	0	63
745-845	0	11	0	2	0	4	9	35	0	0	0	0	61
800-900	0	10	3	4	0	4	10	34	0	0	0	0	65

A.M. PEAK HOUR
 0800-0900

SOUTH PARK AVENUE



MARCASEL AVENUE (S)

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

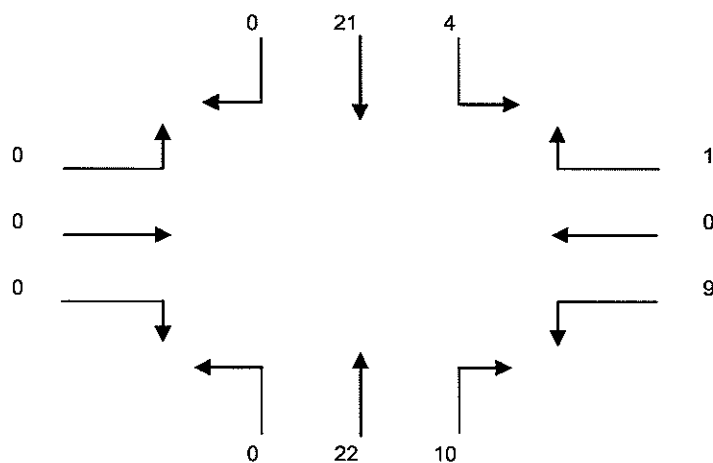
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S MARCASEL AVENUE (S)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	0	2	0	0	0	1	1	4	0	0	0	0
415-430	0	4	1	0	0	2	2	5	0	0	0	0
430-445	0	4	2	0	0	2	3	6	0	0	0	0
445-500	0	5	1	0	0	3	3	7	0	0	0	0
500-515	0	8	0	1	0	2	2	4	0	0	0	0
515-530	0	4	0	0	0	1	3	3	0	0	0	0
530-545	0	7	0	0	0	2	4	3	0	0	0	0
545-600	0	4	0	0	0	2	6	6	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	0	15	4	0	0	8	9	22	0	0	0	0	58
415-515	0	21	4	1	0	9	10	22	0	0	0	0	67
430-530	0	21	3	1	0	8	11	20	0	0	0	0	64
445-545	0	24	1	1	0	8	12	17	0	0	0	0	63
500-600	0	23	0	1	0	7	15	16	0	0	0	0	62

P.M. PEAK HOUR
0415-0515

SOUTH PARK AVENUE



MARCASEL AVENUE (S)

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

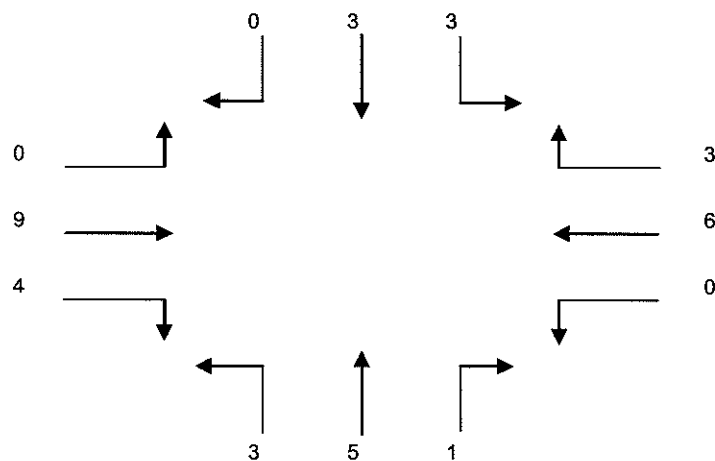
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S MARCASEL AVENUE / EAST BOULEVARD
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 3-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	0	2	2	0	2	0	0	1	0	0	1	0
715-730	0	1	0	0	1	1	0	2	0	0	3	0
730-745	0	1	0	1	1	0	1	1	0	0	3	0
745-800	0	3	0	0	0	0	0	0	0	0	2	0
800-815	0	2	0	2	1	0	1	2	0	0	2	0
815-830	0	1	0	0	1	0	0	2	1	3	3	0
830-845	0	0	1	1	2	0	0	1	0	0	1	0
845-900	0	0	2	0	2	0	0	0	2	1	3	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	0	7	2	1	4	1	1	4	0	0	9	0	29
715-815	0	7	0	3	3	1	2	5	0	0	10	0	31
730-830	0	7	0	3	3	0	2	5	1	3	10	0	34
745-845	0	6	1	3	4	0	1	5	1	3	8	0	32
800-900	0	3	3	3	6	0	1	5	3	4	9	0	37

A.M. PEAK HOUR
0800-0900

SOUTH PARK AVENUE



MARCASEL AVENUE / EAST BOULEVARD

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

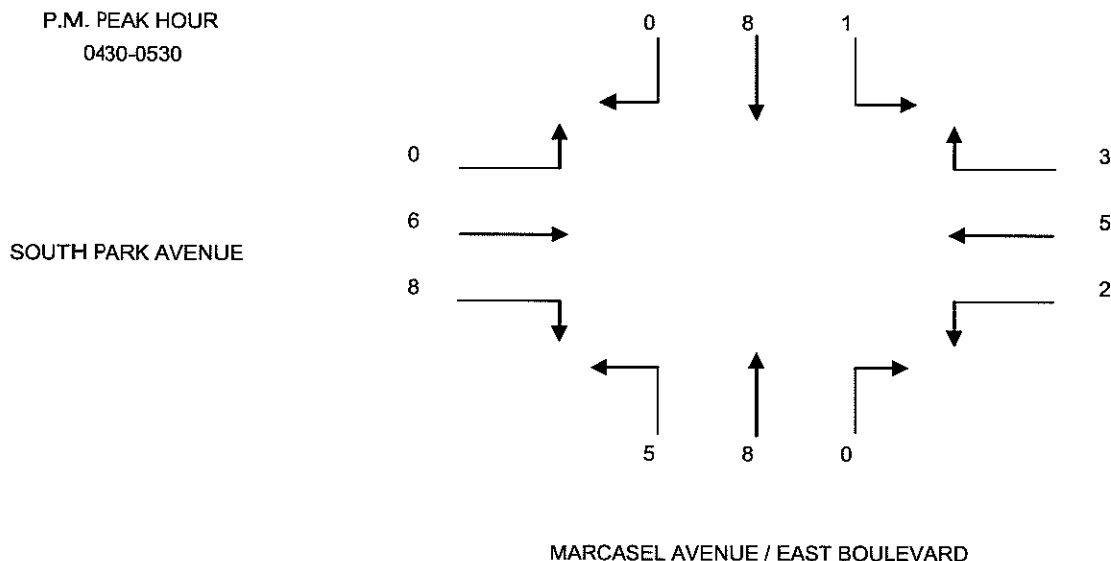
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S MARCASEL AVENUE / EAST BOULEVARD
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	0	1	0	2	2	0	0	1	3	1	1	0
415-430	0	1	0	0	0	1	0	1	0	3	1	0
430-445	0	2	0	1	1	0	0	1	3	3	1	0
445-500	0	3	0	1	1	1	0	3	0	0	2	0
500-515	0	1	1	1	1	0	0	1	1	2	0	0
515-530	0	2	0	0	2	1	0	3	1	3	3	0
530-545	0	2	0	1	1	0	0	3	1	1	1	0
545-600	0	3	0	1	1	0	0	0	1	4	3	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	0	7	0	4	4	2	0	6	6	7	5	0	41
415-515	0	7	1	3	3	2	0	6	4	8	4	0	38
430-530	0	8	1	3	5	2	0	8	5	8	6	0	46
445-545	0	8	1	3	5	2	0	10	3	6	6	0	44
500-600	0	8	1	3	5	1	0	7	4	10	7	0	46

P.M. PEAK HOUR
 0430-0530



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

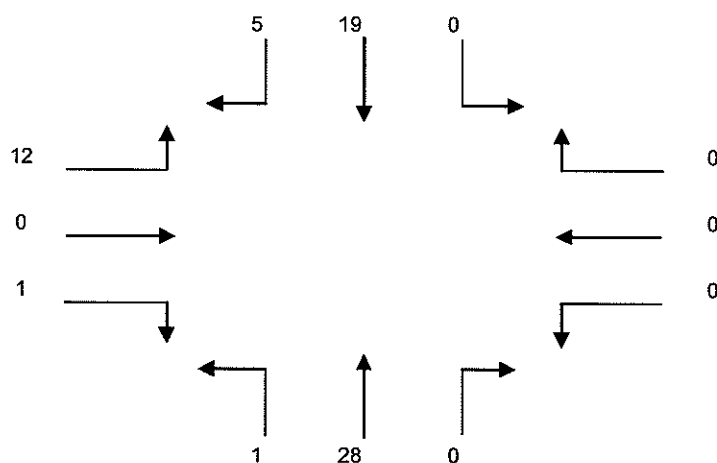
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S EAST BOULEVARD (N)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	2	3	0	0	0	0	0	4	0	0	0	3
715-730	1	4	0	0	0	0	0	6	1	0	0	2
730-745	1	5	0	0	0	0	0	7	0	1	0	5
745-800	2	6	0	0	0	0	0	8	0	0	0	2
800-815	1	4	0	0	0	0	0	7	0	0	0	3
815-830	2	4	0	0	0	0	0	4	0	0	0	4
830-845	2	3	0	0	0	0	0	6	0	0	0	3
845-900	3	4	0	0	0	0	0	3	0	0	0	3

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	6	18	0	0	0	0	0	25	1	1	0	12	63
715-815	5	19	0	0	0	0	0	28	1	1	0	12	66
730-830	6	19	0	0	0	0	0	26	0	1	0	14	66
745-845	7	17	0	0	0	0	0	25	0	0	0	12	61
800-900	8	15	0	0	0	0	0	20	0	0	0	13	56

A.M. PEAK HOUR
 0715-0815

SOUTH PARK AVENUE



EAST BOULEVARD (N)

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

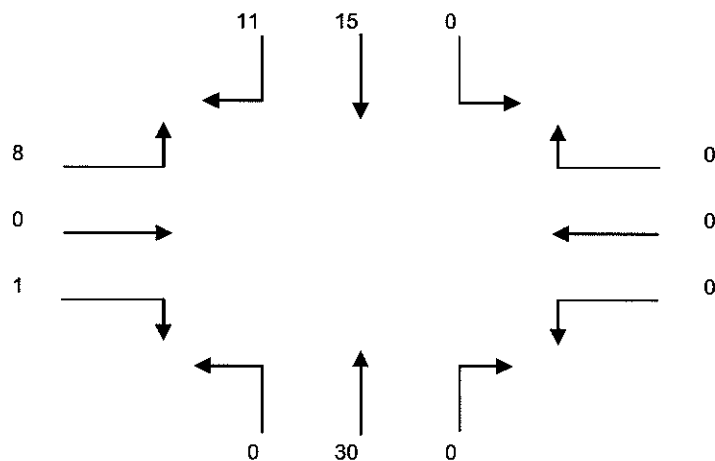
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S EAST BOULEVARD (N)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	2	3	0	0	0	0	0	2	0	0	0	1
415-430	1	3	0	0	0	0	0	4	0	0	0	1
430-445	1	3	0	0	0	0	0	4	0	0	0	1
445-500	3	2	0	0	0	0	0	4	1	0	0	2
500-515	4	3	0	0	0	0	0	5	0	1	0	1
515-530	2	4	0	0	0	0	0	8	0	0	0	1
530-545	1	5	0	0	0	0	0	10	0	0	0	2
545-600	4	3	0	0	0	0	0	7	0	0	0	4

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	7	11	0	0	0	0	0	14	1	0	0	5	38
415-515	9	11	0	0	0	0	0	17	1	1	0	5	44
430-530	10	12	0	0	0	0	0	21	1	1	0	5	50
445-545	10	14	0	0	0	0	0	27	1	1	0	6	59
500-600	11	15	0	0	0	0	0	30	0	1	0	8	65

P.M. PEAK HOUR
0500-0600

SOUTH PARK AVENUE



EAST BOULEVARD (N)

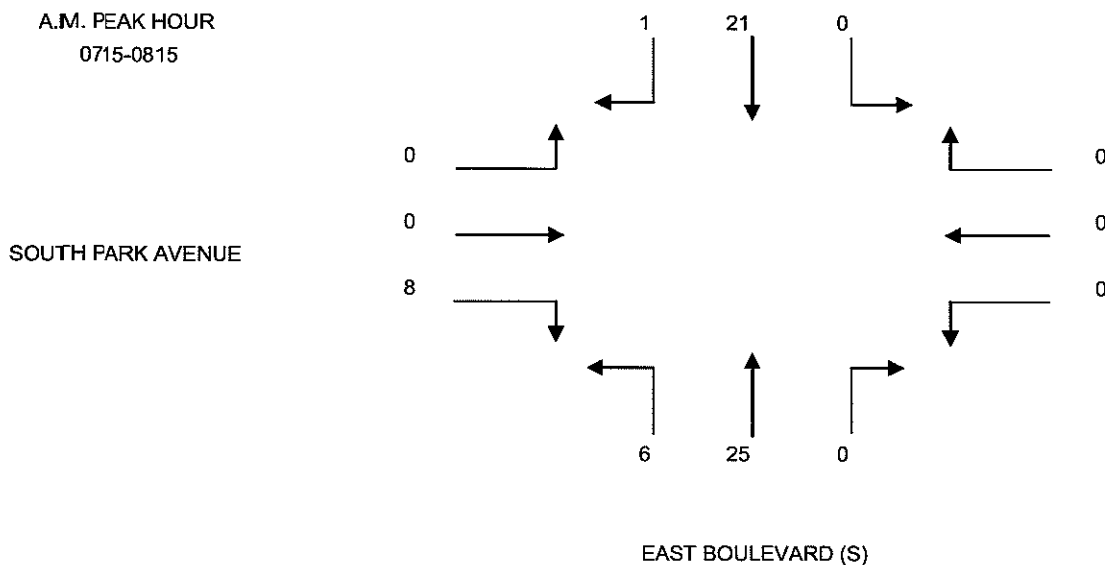
THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S EAST BOULEVARD (S)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 5-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	0	3	0	0	0	0	0	3	1	1	0	0
715-730	0	5	0	0	0	0	0	6	2	1	0	0
730-745	0	7	0	0	0	0	0	7	1	2	0	0
745-800	0	4	0	0	0	0	0	7	0	3	0	0
800-815	1	5	0	0	0	0	0	5	3	2	0	0
815-830	0	4	0	0	0	0	0	6	1	2	0	0
830-845	0	2	0	0	0	0	0	4	1	1	0	1
845-900	0	4	0	0	0	0	0	2	1	0	0	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	0	19	0	0	0	0	0	23	4	7	0	0	53
715-815	1	21	0	0	0	0	0	25	6	8	0	0	61
730-830	1	20	0	0	0	0	0	25	5	9	0	0	60
745-845	1	15	0	0	0	0	0	22	5	8	0	1	52
800-900	1	15	0	0	0	0	0	17	6	5	0	2	46



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

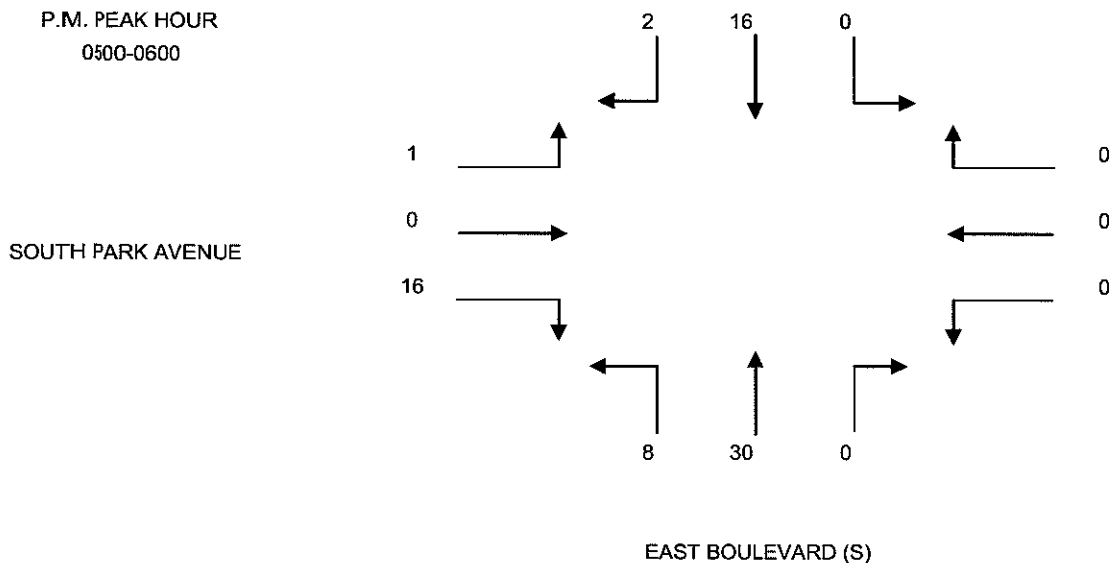
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S EAST BOULEVARD (S)
 E/W SOUTH PARK AVENUE
 FILE NUMBER: 5-PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	0	2	0	0	0	0	0	3	2	2	0	0
415-430	0	3	0	0	0	0	0	3	3	5	0	0
430-445	0	4	0	0	0	0	0	6	3	5	0	0
445-500	0	2	0	0	0	0	0	3	4	3	0	0
500-515	1	3	0	0	0	0	0	6	2	3	0	0
515-530	0	5	0	0	0	0	0	7	2	4	0	1
530-545	0	5	0	0	0	0	0	8	3	3	0	0
545-600	1	3	0	0	0	0	0	9	1	6	0	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	0	11	0	0	0	0	0	15	12	15	0	0	53
415-515	1	12	0	0	0	0	0	18	12	16	0	0	59
430-530	1	14	0	0	0	0	0	22	11	15	0	1	64
445-545	1	15	0	0	0	0	0	24	11	13	0	1	65
500-600	2	16	0	0	0	0	0	30	8	16	0	1	73

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

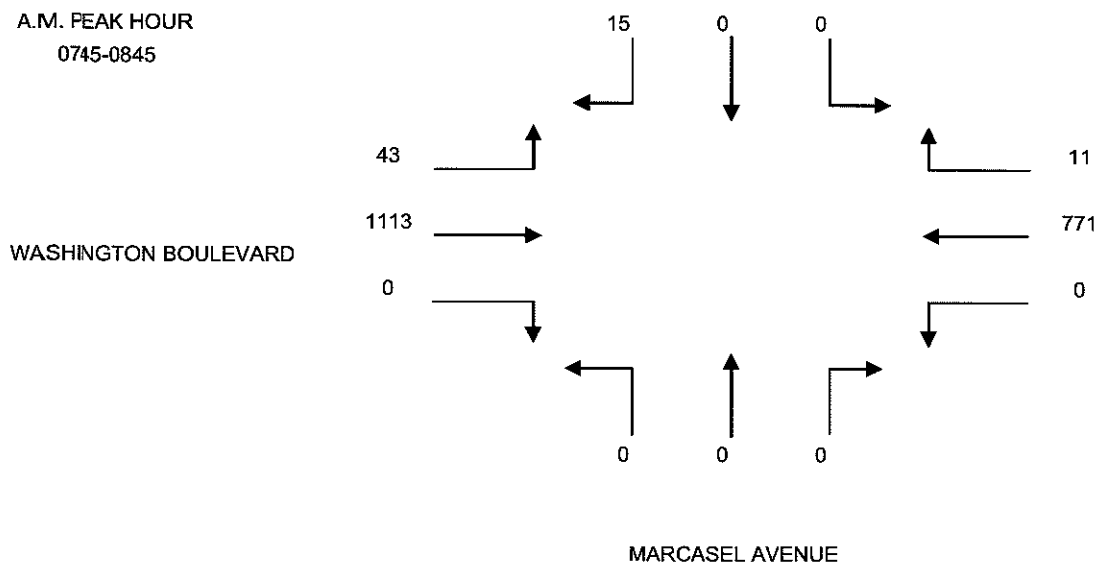
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S MARCASEL AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 7-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	5	0	0	2	82	0	0	0	0	0	155	6
715-730	4	0	0	2	119	0	0	0	0	0	198	7
730-745	4	0	0	2	137	0	0	0	0	0	222	11
745-800	7	0	0	4	172	0	0	0	0	0	287	11
800-815	3	0	0	3	194	0	0	0	0	0	315	10
815-830	2	0	0	1	205	0	0	0	0	0	251	10
830-845	3	0	0	3	200	0	0	0	0	0	260	12
845-900	2	0	0	1	199	0	0	0	0	0	239	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	20	0	0	10	510	0	0	0	0	0	862	35	1437
715-815	18	0	0	11	622	0	0	0	0	0	1022	39	1712
730-830	16	0	0	10	708	0	0	0	0	0	1075	42	1851
745-845	15	0	0	11	771	0	0	0	0	0	1113	43	1953
800-900	10	0	0	8	798	0	0	0	0	0	1065	40	1921

A.M. PEAK HOUR
 0745-0845



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

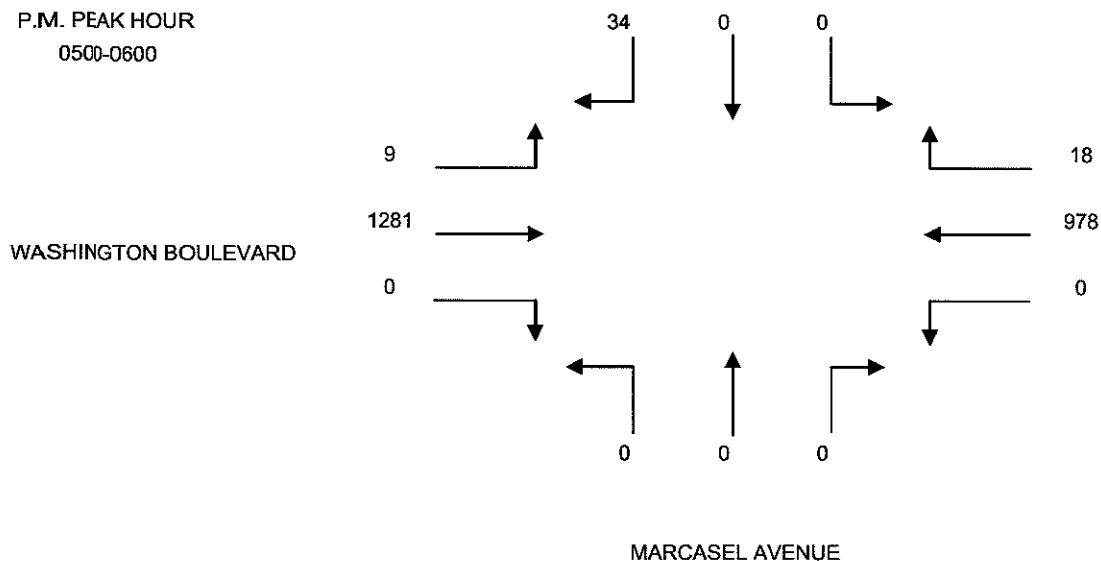
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S MARCASEL AVENUE
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 7-PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	5	0	0	3	185	0	0	0	0	0	248	2
415-430	6	0	0	5	218	0	0	0	0	0	260	4
430-445	7	0	0	8	208	0	0	0	0	0	288	2
445-500	8	0	0	6	229	0	0	0	0	0	324	5
500-515	8	0	0	3	233	0	0	0	0	0	320	2
515-530	9	0	0	2	253	0	0	0	0	0	318	2
530-545	11	0	0	5	238	0	0	0	0	0	301	3
545-600	6	0	0	8	254	0	0	0	0	0	342	2

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
400-500	26	0	0	22	840	0	0	0	0	0	1120	13	2021
415-515	29	0	0	22	888	0	0	0	0	0	1192	13	2144
430-530	32	0	0	19	923	0	0	0	0	0	1250	11	2235
445-545	36	0	0	16	953	0	0	0	0	0	1263	12	2280
500-600	34	0	0	18	978	0	0	0	0	0	1281	9	2320

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

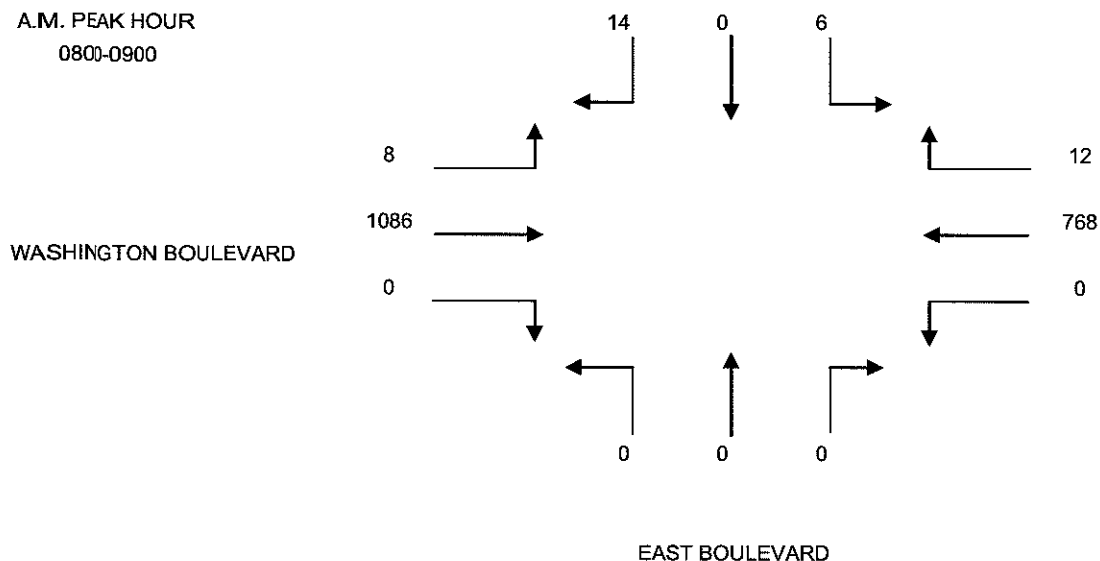
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S EAST BOULEVARD
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 8-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	3	0	2	3	72	0	0	0	0	0	164	2
715-730	4	0	3	2	95	0	0	0	0	0	212	3
730-745	3	0	2	2	145	0	0	0	0	0	259	4
745-800	5	0	3	1	171	0	0	0	0	0	234	7
800-815	5	0	3	4	156	0	0	0	0	0	275	4
815-830	2	0	2	3	193	0	0	0	0	0	261	2
830-845	4	0	0	2	211	0	0	0	0	0	277	1
845-900	3	0	1	3	208	0	0	0	0	0	273	1

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	15	0	10	8	483	0	0	0	0	0	869	16	1401
715-815	17	0	11	9	567	0	0	0	0	0	980	18	1602
730-830	15	0	10	10	665	0	0	0	0	0	1029	17	1746
745-845	16	0	8	10	731	0	0	0	0	0	1047	14	1826
800-900	14	0	6	12	768	0	0	0	0	0	1086	8	1894

A.M. PEAK HOUR
 0800-0900



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

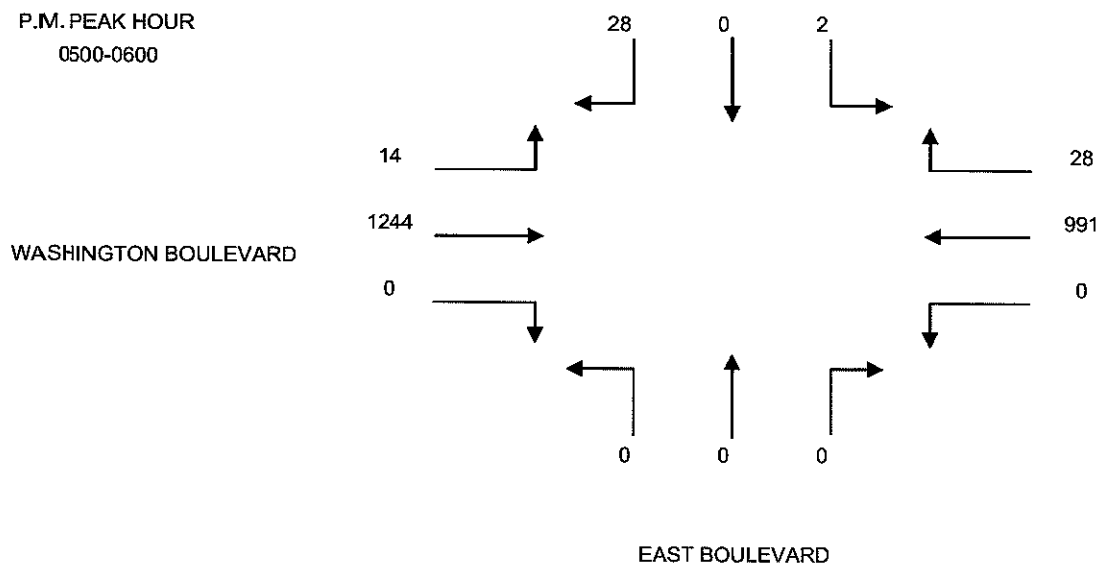
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S EAST BOULEVARD
 E/W WASHINGTON BOULEVARD
 FILE NUMBER: 8-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	5	0	1	3	195	0	0	0	0	0	237	5
415-430	6	0	0	2	216	0	0	0	0	0	266	6
430-445	7	0	0	2	230	0	0	0	0	0	291	4
445-500	4	0	2	4	237	0	0	0	0	0	280	3
500-515	6	0	2	5	240	0	0	0	0	0	305	2
515-530	11	0	0	8	237	0	0	0	0	0	333	3
530-545	6	0	0	8	251	0	0	0	0	0	305	4
545-600	5	0	0	7	263	0	0	0	0	0	301	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	22	0	3	11	878	0	0	0	0	0	1074	18	2006
415-515	23	0	4	13	923	0	0	0	0	0	1142	15	2120
430-530	28	0	4	19	944	0	0	0	0	0	1209	12	2216
445-545	27	0	4	25	965	0	0	0	0	0	1223	12	2256
500-600	28	0	2	28	991	0	0	0	0	0	1244	14	2307

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

DRIVEWAY COUNT SUMMARY - RESULTS

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 07:00 AM TO 09:00 AM
 DRIVEWAY: INGLEWOOD BOULEVARD 1,2
 MARCASEL AVENUE 3,4
 FILE NUMBER: 1-AM

	DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3		DRIVEWAY 4		DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3	
15 MINUTE TOTALS	ENTER				ENTER				EXIT				EXIT	
	SBLT	NBRT	SBLT	NBRT	SBRT	NBLT	SBRT	NBLT	WBRT	WBLT	WBRT	WBLT	EBRT	EBLT

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

		DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3		DRIVEWAY 4		DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3	
1 HOUR TOTALS	ENTER				ENTER				EXIT				EX		
	SBLT	NBRT	SBLT	NBRT	SBRT	NBLT	SBRT	NBLT	WBRT	WBLT	WBRT	WBLT	EBRT	EBLT	

700-800	0	8	1	0	0	1	1	0	0	0	1	2	4	4
715-815	0	9	2	0	1	1	1	0	1	0	1	1	5	5
730-830	1	10	2	0	2	2	1	0	2	0	1	0	4	7
745-845	1	9	1	0	2	3	1	0	3	0	1	0	5	5
800-900	1	6	2	1	3	4	0	0	3	0	0	0	2	3

NOTE: DRIVEWAYS 1 & 3 ACCESS PAYLESS SHOES
 DRIVEWAYS 2 & 4 ACCESS ALLEY

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

DRIVEWAY COUNT SUMMARY - RESULTS

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 DATE: THURSDAY, DECEMBER 14, 2006
 PERIOD: 04:00 PM TO 06:00 PM
 DRIVEWAY: INGLEWOOD BOULEVARD 1,2
 MARCASEL AVENUE 3,4
 FILE NUMBER: 1-PM

	DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3		DRIVEWAY 4		DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3	
15 MINUTE TOTALS	ENTER				ENTER				EXIT				EXIT	
	SBLT	NBRT	SBLT	NBRT	SBRT	NBLT	SBRT	NBLT	WBRT	WBLT	WBRT	WBLT	EBRT	EBLT

400-415	0	4	0	1	0	2	1	0	2	1	0	0	2	1
415-430	2	3	0	0	1	3	0	0	3	4	0	0	3	1
430-445	1	6	0	0	2	2	0	0	2	1	0	0	2	5
445-500	1	4	0	0	1	4	0	0	2	1	0	1	2	3
500-515	0	3	0	1	2	0	0	0	2	3	0	0	4	1
515-530	2	5	0	0	3	0	0	0	3	3	0	0	2	2
530-545	1	2	0	0	1	2	0	0	3	1	0	0	2	2
545-600	0	6	0	0	1	4	0	0	4	4	0	0	1	0

		DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3		DRIVEWAY 4		DRIVEWAY 1		DRIVEWAY 2		DRIVEWAY 3	
1 HOUR TOTALS	ENTER				ENTER				EXIT				EXIT		
	SBLT	NBRT	SBLT	NBRT	SBRT	NBLT	SBRT	NBLT	WBRT	WBLT	WBRT	WBLT	EBRT	EBLT	

400-500	4	17	0	1	4	11	1	0	9	7	0	1	9	10
415-515	4	16	0	1	6	9	0	0	9	9	0	1	11	10
430-530	4	18	0	1	8	6	0	0	9	8	0	1	10	11
445-545	4	14	0	1	7	6	0	0	10	8	0	1	10	8
500-600	3	16	0	1	7	6	0	0	12	11	0	0	9	5

NOTE: DRIVEWAYS 1 & 3 ACCESS PAYLESS SHOES
 DRIVEWAYS 2 & 4 ACCESS ALLEY

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

Volumes for: Tuesday, April 29, 2008

City: Los Angeles

Project #: 08-2192-001

Location: Maracas Ave S/o Washington Place

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	3	4		
00:15	0	1			12:15	2	3		
00:30	0	0			12:30	3	3		
00:45	1	1	0	1	12:45	4	12	5	15
01:00	0	1			13:00	8	7		
01:15	1	0			13:15	5	0		
01:30	0	1			13:30	4	1		
01:45	0	1	0	2	13:45	6	23	6	14
02:00	0	1			14:00	4	4		
02:15	1	0			14:15	3	5		
02:30	0	1			14:30	5	4		
02:45	0	1	0	2	14:45	2	14	4	17
03:00	0	1			15:00	3	3		
03:15	0	0			15:15	9	2		
03:30	0	0			15:30	5	8		
03:45	0	0	0	1	15:45	4	21	4	17
04:00	0	0			16:00	4	8		
04:15	0	0			16:15	3	3		
04:30	0	0			16:30	8	6		
04:45	1	1	0	0	16:45	3	18	12	29
05:00	0	0			17:00	2	12		
05:15	0	0			17:15	7	6		
05:30	0	1			17:30	5	12		
05:45	2	2	2	3	17:45	6	20	6	36
06:00	2	1			18:00	8	3		
06:15	3	0			18:15	6	3		
06:30	2	0			18:30	1	6		
06:45	3	10	0	1	18:45	8	23	6	18
07:00	6	1			19:00	1	3		
07:15	7	3			19:15	6	6		
07:30	12	5			19:30	4	2		
07:45	13	38	2	11	19:45	3	14	3	14
08:00	19	4			20:00	2	1		
08:15	17	4			20:15	3	2		
08:30	13	5			20:30	4	3		
08:45	8	57	5	18	20:45	2	11	3	9
09:00	10	1			21:00	4	7		
09:15	3	3			21:15	3	1		
09:30	8	7			21:30	3	5		
09:45	5	26	3	14	21:45	1	11	4	17
10:00	2	7			22:00	1	2		
10:15	5	2			22:15	2	0		
10:30	5	5			22:30	2	3		
10:45	2	14	1	15	22:45	1	6	3	8
11:00	6	2			23:00	1	0		
11:15	4	5			23:15	0	1		
11:30	6	5			23:30	0	2		
11:45	0	16	5	17	23:45	1	2	0	3
Total Vol.	167	85			252	175	197		372
					Daily Totals				
					NB	SB	EB	WB	Combined
					342	282			624
					PM				
Split %	66.3%	33.7%		40.4%	47.0%	53.0%			59.6%
Peak Hour	07:45	09:15		07:45	17:15	16:45			16:45
Volume	62	20		77	26	42			59
P.H.F.	0.82	0.71		0.84	0.86	0.88			0.87

Volumes for: Tuesday, April 29, 2008

City: Los Angeles

Project #: 08-2192-002

Location: East Blvd S/o Washington Place

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	1			12:00	5	6		
00:15	0	3			12:15	7	5		
00:30	1	0			12:30	4	7		
00:45	1	2	0	4	12:45	10	26	6	24
01:00	1	0			13:00	7	7		
01:15	1	1			13:15	5	8		
01:30	1	0			13:30	6	6		
01:45	0	3	1	2	13:45	6	24	3	24
02:00	1	0			14:00	10	4		
02:15	0	0			14:15	8	7		
02:30	0	0			14:30	9	7		
02:45	0	1	0	0	14:45	4	31	7	25
03:00	0	1			15:00	7	7		
03:15	0	0			15:15	4	5		
03:30	1	0			15:30	8	6		
03:45	0	1	0	1	15:45	5	24	6	24
04:00	3	0			16:00	5	4		
04:15	0	0			16:15	4	10		
04:30	0	1			16:30	5	9		
04:45	0	3	1	2	16:45	4	18	10	33
05:00	1	1			17:00	9	15		
05:15	1	0			17:15	4	8		
05:30	1	0			17:30	6	10		
05:45	1	4	1	2	17:45	10	29	6	39
06:00	1	0			18:00	5	6		
06:15	7	1			18:15	8	5		
06:30	4	4			18:30	6	6		
06:45	7	19	2	7	18:45	4	23	5	22
07:00	9	2			19:00	4	12		
07:15	10	2			19:15	4	5		
07:30	12	2			19:30	6	8		
07:45	10	41	7	13	19:45	5	19	3	28
08:00	23	4			20:00	5	4		
08:15	10	8			20:15	4	3		
08:30	10	6			20:30	7	1		
08:45	14	57	7	25	20:45	2	18	2	10
09:00	10	3			21:00	0	5		
09:15	13	5			21:15	6	2		
09:30	11	7			21:30	5	1		
09:45	5	39	2	17	21:45	2	13	3	11
10:00	4	1			22:00	3	4		
10:15	3	4			22:15	4	4		
10:30	4	3			22:30	3	1		
10:45	4	15	4	12	22:45	0	10	4	13
11:00	5	3			23:00	3	0		
11:15	4	4			23:15	0	2		
11:30	7	5			23:30	1	0		
11:45	8	24	3	15	23:45	1	5	3	5
Total Vol.	209	100			309	240	258		498
					Daily Totals				
					NB	SB	EB	WB	Combined
					449	358			807
					Split %				
					AM	PM			
					67.6%	48.2%	32.4%	51.8%	61.7%
					38.3%				
					Peak Hour	08:00	13:45	16:15	17:00
					Volume	57	33	44	68
					P.H.F.	0.62	0.80	0.73	0.71

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 LOCATION: EAST BOULEVARD N/O WASHINGTON BOULEVARD
 DATE: THURSDAY, DECEMBER 14, 2006
 FILE NO: A-1

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	1	0	1	4
01:00	0	0	0	0	0
02:00	1	0	1	1	3
03:00	1	0	1	1	3
04:00	0	0	0	0	0
05:00	1	1	1	0	3
06:00	1	1	1	1	4
07:00	2	3	2	1	8
08:00	3	6	7	11	27
09:00	3	5	1	3	12
10:00	7	3	3	11	24
11:00	7	3	5	11	26
12:00	3	7	7	10	27
13:00	5	6	6	6	23
14:00	4	7	8	5	24
15:00	6	5	10	10	31
16:00	8	4	8	5	25
17:00	11	5	3	5	24
18:00	7	5	3	6	21
19:00	3	1	8	6	18
20:00	4	4	6	4	18
21:00	2	1	4	3	10
22:00	3	2	0	2	7
23:00	3	2	1	0	6
				TOTAL	348
AM PEAK HOUR			08:00-09:00		
VOLUME			27		
PM PEAK HOUR			15:30-16:30		
VOLUME			32		

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	0	0	0	1
01:00	0	0	1	1	2
02:00	1	0	0	0	1
03:00	0	0	0	0	0
04:00	0	0	0	1	1
05:00	0	1	0	3	4
06:00	2	1	2	1	6
07:00	6	7	3	11	27
08:00	6	12	7	8	33
09:00	7	8	6	2	23
10:00	5	6	8	4	23
11:00	6	4	7	7	24
12:00	4	6	3	7	20
13:00	6	7	8	11	32
14:00	11	8	6	7	32
15:00	15	10	11	6	42
16:00	11	6	9	10	36
17:00	10	5	7	9	31
18:00	6	3	5	10	24
19:00	8	5	5	7	25
20:00	6	3	2	3	14
21:00	1	3	3	5	12
22:00	3	0	0	1	4
23:00	2	1	1	2	6
				TOTAL	423
AM PEAK HOUR			07:45-08:45		
VOLUME			36		
PM PEAK HOUR			14:45-15:45		
VOLUME			43		

TOTAL BI-DIRECTIONAL VOLUME	771
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
 PROJECT: CULVER CITY
 LOCATION: MARCASEL AVENUE N/O WASHINGTON BOULEVARD
 DATE: THURSDAY, DECEMBER 14, 2006
 FILE NO: A-2

DIRECTION:		NORTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	0	0	2	3
01:00	0	0	0	0	0
02:00	1	0	0	0	1
03:00	1	1	0	0	2
04:00	1	0	0	0	1
05:00	0	0	1	0	1
06:00	2	2	2	7	13
07:00	10	12	19	19	60
08:00	14	12	14	13	53
09:00	8	10	8	5	31
10:00	7	3	1	5	16
11:00	10	11	10	6	37
12:00	4	3	3	6	16
13:00	4	6	10	9	29
14:00	6	10	9	8	33
15:00	7	13	9	7	36
16:00	6	5	22	15	48
17:00	6	5	9	9	29
18:00	11	12	9	14	46
19:00	6	4	7	9	26
20:00	3	3	2	5	13
21:00	1	0	3	2	6
22:00	4	4	5	3	16
23:00	2	1	0	2	5
				TOTAL	521
AM PEAK HOUR			07:15-08:15		
VOLUME			64		
PM PEAK HOUR			16:00-17:00		
VOLUME			48		

DIRECTION:		SOUTHBOUND			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	1	1
01:00	2	0	0	0	2
02:00	2	0	0	1	3
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	1	3	6
06:00	2	0	2	3	7
07:00	4	2	4	11	21
08:00	5	7	3	4	19
09:00	9	3	6	5	23
10:00	3	6	0	5	14
11:00	4	6	7	3	20
12:00	6	4	3	4	17
13:00	3	4	6	5	18
14:00	5	3	4	3	15
15:00	3	3	3	7	16
16:00	6	1	5	8	20
17:00	7	6	11	3	27
18:00	6	5	7	7	25
19:00	6	2	5	4	17
20:00	4	4	3	2	13
21:00	2	3	3	3	11
22:00	3	3	1	0	7
23:00	1	1	0	1	3
				TOTAL	305
AM PEAK HOUR			07:30-08:30		
VOLUME			27		
PM PEAK HOUR			16:45-17:45		
VOLUME			32		

TOTAL BI-DIRECTIONAL VOLUME	826
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PLANNING DIVISION

DATE: SEPTEMBER 14, 2008
TO: HONORABLE CHAIR AND MEMBERS OF THE PLANNING COMMISSION
FROM: THOMAS GORHAM, PLANNING MANAGER
SUBJECT: **COMMUNITY OUTREACH GUIDELINES**

At its January 26, 2009 meeting, the City Council received a staff report on City processes for obtaining public input on discretionary development projects and the requirements of other cities related to public notification and public outreach. The Council directed staff to further research the matter to develop possible strategies that may be applied to the City. On March 30, 2009 those strategies were presented to the City Council for consideration.

Current Process for Discretionary Permits

The City has certain statutory requirements related to public notification for public hearings which are tied to the Permit Streamlining Act (Government Code Sections 65920, *et seq.*) and the City's Zoning Code. The intent of the Permit Streamlining Act is to ensure a fair and expeditious review and disposition of discretionary permit applications. The following is the State mandated timeline for project review and disposition:

1. 30 days from the date of application submission to review and accept a project application as complete or the application is automatically deemed to be complete.
2. Maximum 180 days from the date of application submission for projects that are exempt from environmental review or require a negative declaration.
3. Maximum of one year from the date of application submission for projects requiring an EIR with statutory requirements for preparation and circulation of the EIR.

All time periods are maximums and the permitting agency should approve or deny a project in a shorter period whenever possible pursuant to Government Code Section 65953 of the Permit Streamlining Act. What this means is that the City cannot arbitrarily decide when or how long to take in reviewing and reaching a disposition on development permit applications. Importantly, these statutory requirements for processing also further ensures public review and input when a project requires

environmental review, including the preparation of an environmental impact report or other environmental document, as the statutory time limits of permit streamlining are integrated with those for environmental review.

CCMC Chapter 17.630 “Public Hearings and Administrative Review” outlines the City’s legal noticing and hearing requirements for discretionary project applications. There are three types of legally required notices: All projects require a 21 day mailed notice prior to the hearing or decision date; for certain projects, the project site is required to be posted 21 days in advance of the hearing date; and some projects require a 14 day published notice in advance of the hearing date.

In addition to statutory requirements, staff and the City Council have instituted other measures recently that go beyond the legal minimum requirements for conducting public outreach. These include: (1) extending the area for mailed public notification from a radius of 300’ to 500’ (to the end of the block) and (2) expanding the discretionary application submittal requirements to include a Public Participation Plan.

Finally, there are internal review processes and deadlines for discretionary permits as outlined in Attachment No. 1. As indicated it takes approximately 90 days to get an item to a public hearing following application submittal. If the project is not deemed complete within 30 days, then whatever time is needed to deem the application complete is added to the 90 days. In addition, if the project requires an environmental impact report, up to 270 days can be added to the process.

As part of the discussion with the Council, staff presented a recommended process for reaching out earlier to the public that could be established as a requirement in the application and processing of development permits. This process includes requiring mandatory community meetings at different stages of the application process and a requirement that the applicant developer submit a public participation plan for certain classes of projects that must be approved prior to deeming a project application complete and commencement of processing.

As a result of direction from the Council, staff has developed Community Outreach Guidelines (Attachment No. 2) that are now in effect. The guidelines outline the requirements for community outreach including applicability, the community meeting schedule and purpose, meeting location, notification, and meeting structure requirements. Also, staff will provide an evaluation of the meetings to be included in the report to the Commission. As outlined in the guidelines, three mandatory community meetings are required: 1) prior to Preliminary Project Review (PPR) submittal; 2) prior to formal application submittal; and 3) prior to the public hearing. The goal of the outreach is to introduce the project at an early stage and keep the community engaged throughout the review process in order for the community to provide input on project issues so that necessary changes can be made to the project as appropriate as the project progresses through the review process. The community outreach can be used by the Commission as part of the review during deliberations and may ultimately help to achieve consensus on the project.

**WASHINGTON MARCASEL
Public Outreach**

**Del Rey Neighborhood Council – Planning, Land Use and Transportation
Committee**

Date: July 24, 2008

Attendees to the public meeting included the Del Rey PLUM Committee, representatives from the Mar Vista Community Council, local Marina Del Rey residents and approximately a dozen Mar Vista residents.

Project Presented:

Height – 4 Stories (First Floor Retail, Floors 2-4 Medical Office)

54 feet

Area – 62,540 square feet (gross)

Parking - 224 spaces

The Developer described the traffic improvements to Washington Boulevard (a median installed on Washington to prevent left turns onto Marcasel by east bound traffic) and to Inglewood (widening a portion of Inglewood boulevard in front of Payless in order that Inglewood transition smoothly through the intersection.

The Project presented considered that Marcasel would remain a two way street, allowing access from Washington into the adjacent neighborhood as well as traffic to exit on Marcasel out of the neighborhood onto Washington.

Comments made by the attendees regarding the Project included the following:

- Project was too high and too large – Attendees asked if the building could be three stories;
- Project would generate too much traffic so impact the neighborhood;
- Concerns were expressed regarding traffic generated by the Project traveling through the residential neighborhood;
- Concerns over tenant parking in the surrounding neighborhoods;
- Inadequate on-grade retail parking;
- The area needed mid-block pedestrian cross-walks;

The Developers response was as follows:

- Building Height and Size - The Developer stated that the Project was located in a CG zone and so conformed with the appropriate Culver City zoning code requirements. Nevertheless, the Developer stated that he would investigate reducing the height, and consequently the size of the building;

- Traffic - The Developer stated that a traffic study was being finalized and it would be made available once it was approved by Culver City Planning.
- Traffic Impacting the Neighborhood/Cut Through Traffic – The Developer stated that they had studied making Marcasel a cul-de-sac but it proved problematic owing to the Culver City Fire Department requirement that emergency vehicle access would be required. The Developer presented an alternative option whereby Marcasel would be narrowed immediately north of the Project to allow for traffic to exit only from the adjacent neighborhood. Traffic would be allowed to make a right turn from Washington onto Marcasel to access drives into the Project but not into the neighborhood. The Developer asked for input from the neighborhood regarding how Marcasel should be reconfigured.
- Tenant and Patron Parking in the Neighborhood – The Developer stated that he had addressed this issue on previous Projects in Culver City by agreeing to work with the neighborhood to institute a permit parking program.
- Inadequate Retail Parking – The Developer said they would study increasing the on-grade parking for the Project
- Mid-block Crosswalks on Washington Boulevard – The Developer stated that he would discuss this with Culver City.

The Del Rey Neighborhood Council determined that they would not take a position on the Project and instead defer to the Mar Vista Community Council.

Mar Vista Community Council – Planning and Traffic Committee
August 19, 2008

Height - 3 Stories (First Floor Retail, Floors 2 & 3 Medical Office)
43 feet

Area - 54,311 square feet (gross)

Parking – 189 spaces

Significant changes to the Project made in response to public comments:

- Massing of the building was reduced from 4 stories to 3 Stories, and height of the building was reduced from 54 feet to 43 feet.
- Size of the Project reduced from 63,000 square feet to 54,311 square feet.
- Vehicular exiting only from the Project onto Marcase, and entry into the Project only from Washington Boulevard.

Responses to the Project from the attendees of the meeting included:

- Traffic generated by the Project;
- Height and massing of the Project.

The Developer explained that they were awaiting the final draft of the Project traffic report, but from initial drafts it appeared that the Project did not create a significant traffic impacts. Nevertheless, the Project was undertaking two significant traffic improvements to the intersection of Washington Boulevard and Inglewood Avenue. The Developer stated that the traffic report would be made publicly available once it was approved by Culver City traffic.

It was suggested that the Developer should pay a \$2.00 per square foot traffic mitigation fee to Los Angeles and controlled by the Mar Vista neighborhood. The Developer responded that the improvements to the Washington/Inglewood intersection were significantly more than the proposed fee, that the intersection of Washington/Inglewood was deemed to be dangerous by Culver City and so this was the most appropriate traffic improvement the Project should undertake.

Culver West Neighborhood Association
August 26, 2008

Height – 3 Stories (First Floor Retail, Floors 2 & 3 Medical Office)
43 feet

Area - 51,000 square feet (gross)

Parking - 169 spaces

Significant changes to the Project made in response to public comments:

- Size of the Project was further reduced to 51,000 square feet;
- Retail space was reduced from 9,900 square feet to 9,400 square feet;
- On-grade parking was increased from 14 spaces to 22 spaces, with an additional 2 public parking spaces provided for on Marcasel;
- Marcasel was reconfigured to a one-way south street, with traffic features installed to prevent right turns from Washington onto Marcasel and to prevent traffic exiting the Project to enter into the adjacent neighborhood;
- Ingress and Egress from mid-block Washington Boulevard was restored;
- The exit from the Project onto Marcasel was narrowed and made an exit only to prevent southbound traffic on Marcasel from entering the Project (to prevent cut through traffic in the neighborhood).

Concerns by members of the Culver West Neighborhood Association:

- Project ingress and egress to and from the mid-Washington Boulevard access, specifically its effect on rush hour traffic queuing on west-bound traffic;

The response from the Developer was that this was an issue that had been identified by Culver City planning and traffic and one that would be addressed in the traffic study. The Developer deferred to Culver City Traffic and planning, stating that they would follow the recommendations of the Traffic Engineers and Planning Staff as to the best solution to this issue.

A member of the Mar Vista Oval neighborhood Group was in attendance and voiced concerns regarding mid-block pedestrian crossing on Washington, noting a recent pedestrian fatality in the area. The Developer had requested information regarding this incident from Culver City Traffic control. This incident was investigated by Culver City traffic and it was determined that no remedial action was required.

The Mar Vista resident also stated that the neighborhood streets of the Oval required repaving. The Developer suggested that he did not see the nexus between repaving the neighborhood street, particularly since traffic generated by the Project was prevented from accessing the neighborhood as well as dissuaded cut-through traffic. Members of Culver West suggested that this was an issue more appropriate for the Councilman Rosendahl of Los Angeles.

Del Rey Homeowners and Neighbors Association

September 8, 2008

Height – 3 Stories (First Floor Retail, Floors 2 & 3 Medical Office)
42 feet

Area - 51,000 square feet (gross)

Parking - 169 spaces

No significant changes were made to the Project by the Developer for this meeting.

Attendees of the meeting questioned the Developer regarding traffic, the improvements to be made to the intersection of Washington and Inglewood, ingress and egress into the Project. No objections to the Project were raised.

Mar Vista "Oval" Neighborhood Meeting

Neighbors only meeting

September 27, 2008

Developer Neighborhood Representative Meeting

October 8, 2008

A group of approximately 50 South Oval and Atlantic Avenue neighbors met at the site to discuss the Project. The Developer was not invited to this meeting, nor were any Project materials available at the meeting.

Quoting from the Mar Vista Community News (the newsletter of the Mar Vista Community Council):

"the purpose of the meeting was to disseminate information and to gather input on the proposed 3 story, 54,311 square foot building that spreads over three lots between Marcasel and the Econo-lodge on Washington in Culver City. The Developer earlier had presented plans to build a four-story building to the PLUM Committees of both Del Rey Neighborhood Council and Mar Vista Community Council. Neighbor input may have influenced the developer's decision to downsize both the height ... Los Angeles and Culver City neighbors concerns include visual blight due to massive size and possible cut through traffic, and employee and customer parking problems on Marcasel and East Boulevard. A large majority of those present took a straw vote approving a possible solution by blocking off in some manner both East Boulevard and Marcasel Avenue. This would make it necessary for residents to travel north (to Washington Place) in order to exit the neighborhood to the south but would provide a barrier to cut through traffic. Restricting outside parking in the neighborhood would possibly require permit parking. There was a vocal minority objecting to both solutions."

Subsequent to this neighborhood meeting, the Developer met with Michael Scheffe, who organized the neighborhood meeting, and Steve Wallace, chair of the Mar Vista PLUM Committee to discuss the Project in light of the neighborhood meeting.

In addition to the above description of the neighborhood meeting, Mssr.'s Scheefe and Wallace, raised the following additional issues:

- The north facing wall at the rear of the Project needed some method to prevent graffiti;
- The extent to which the development would be landscaped;
- Additional streetscape on Washington and Marcasel.
- Access into the Project of traffic traveling east bound on Washington (a left turn into the Project) and traffic exiting the Project traveling east bound (a left out of the Project).

Mssr.'s Scheffe and Wallace also requested renderings and site plans of the latest version of the Project as well as renderings of the originally proposed four-story building and a

description of the evolution of the Project from its original design to the current design. The Developer provided these materials via e-mail.

In response to the various issues raised in the neighborhood meeting, the Developer has agreed to the following:

- The rear wall of the Project will be planted with vines so as to dissuade graffiti;
- In response to issues raised regarding the massing of the building and potential “visual blight” of the building, the Developer will more extensively plant the rear of the Project. The Developer had a rendering done showing the building as viewed south from the neighborhood;
- The Developer is working with Culver City Engineering, Planning and Traffic to increase the width of the sidewalk of Marcasel Ave.
- The Developer has configured the Marcasel exit of the Project so that traffic cannot enter the adjacent residential neighborhood. The Developer made the Marcasel access to the Project an “exit only.” Cut through traffic through the Oval neighborhood will not have access into the Project.
- The Developer has deferred the question of a “left in, left out” of the Project to Culver City Traffic, Engineering and Planning, and will agree with their determination of the appropriate configuration of Washington Blvd.

Councilman Bill Rosendahl's Office
Cindy Mejia
Field Deputy (Del Rey)
Len Nguyen
Field Deputy (Mar Vista, Palms, West LA)
October 25, 2008

The Project was presented to the Field Deputies who liason with the Mar Vista and Del Rey Neighborhood Councils, including the evolution of the Project, beginning from the original 4 story, 62,540 square foot design through the present 3 story, 51,000 square foot design.

Specific questions raised by the Field Deputies included:

- Traffic generated by the Project;
- Responses to the Project from the various Neighborhood groups the Developer met with;
- Neighborhood response to the proposed reconfiguration of Marcasel.

The Field Deputies were informed that the traffic report was being reviewed by Culver City Staff but that the draft study suggested no significant impacts generated by the Study and tat the final traffic report would be forwarded to LA Department of Transportation for their review. The Developer further described the additional traffic improvements to the intersection of Inglewood and Washington.

As to neighborhood reaction to the reconfiguration of Marcasel, the Field Deputies were told that a general consensus had emerged among the Projects's neighbors that reconfiguring Marcasel was acceptable, and in fact the neighborhood had suggested cul-de-sacing Marcasel and East Boulevard, but owing to fire/life/safety issues the one-way reconfiguration of Marcasel offered, the presented configuration of Marcael was preferred.

Finally, the Field Deputies expressed appreciation for the Developer's out reach to the community, and for the Developer's redesign of the Project as a result of neighborhood comments and concerns. The Field Deputies expressed no further concerns with the Project.

ADVISORY COMMITTEE ON REDEVELOPMENT

MEETING MINUTES

July 2, 2009

- Call to Order:** The meeting of the Advisory Committee on Redevelopment was called to order at 6:32 p.m. in the Patio Room, 3rd Floor, City Hall, 9770 Culver Boulevard, Culver City, California.
- Roll Call:** Roll call was taken:
- Members present: Paul Struhl
Pierre Joujon-Roche
John Derevlany
Vernon Taylor, Jr
Joel Forman
- Members absent: None
- Project Manager's Report:** It was moved (Mr. JouJon-Roche) and seconded (Mr. Taylor, Jr.) and passed by a vote of 5-0 to receive and file the Project Manager's report of the posting of the agenda for the meeting.
- Approval of Minutes:** It was moved (Mr. Forman) seconded (Mr. Derevlany) and passed by a vote of 5-0 to approve the Minutes of the meeting of March 5, 2009.
- Audience Participation:** Chair Struhl announced that members of the audience who desired to participate would be recognized at the time the agenda item is called. An additional opportunity for audience participation on non-agenda items will also be provided.
- Mr. Michael Kindle, resident addressed the Committee to propose a collaborative effort to turn 9810 Washington Boulevard into a small theater and turn 9814 Washington Boulevard into office and theater support space, by preserving the existing structures. The Committee asked questions and offered encouragement to Mr. Kindle

**Discussion of a
Proposed
Commercial
Office Building
to be
Constructed at
11957 West
Washington
Boulevard**

Mr. Kevin Reed, the developer, and Mr. Brian Poliquin, the architect presented images and a site plan of the proposed development to the Committee and proceeded to describe the project as currently proposed.

Mr. Forman recommended that the design provide emergency access to the building.

Mr. Reed replied that one elevator will be of sufficient size to accommodate a gurney.

Mr. Taylor, Jr., recommended that a wall along the rear property line be constructed to contain noise from the parking area.

Mr. Taylor, Jr., also recommended that the developer consider applying the required public art in some way to connect this part of Culver City with the rest of the city.

Mr. Struhl stated that he would like to see the median, which the City's Traffic Engineer is recommending be constructed at this location, be landscaped.

Mr. Taylor, Jr., recommended that the on-street parking in front of the building be used for those needing to make a short, quick visit to the building.

Mr. Taylor, Jr., also recommended that the developers do as much as they can to get the site off the power grid, by generating as much of its own electricity as possible.

Mr. Derevlany observed that this area is in need of redevelopment and that he would like the developer to go even further to make the proposed project liven up the area.

Mr. Taylor, Jr., thanked the developer for investing in Culver City. He stated he thought this was a good first step on the block and recommended that the developer continue to reach out to the neighbors surrounding this site.

Mr. Struhl stated that it will be nice to see something there at the corner, instead of the present blight.

Mr. Taylor, Jr., observed that the developer's choice of proposed tenants, medical office uses, is a rather recession-

proof choice.

It was moved (Mr. Forman) and seconded (Mr. Taylor, Jr.) and passed (5-0) to strongly recommend to the Planning Commission and Redevelopment Agency to approve the proposed project.

**Items from
Staff, or the
Committee**

Mr. Taylor, Jr., speaking as the ACOR representative on the Community Development Block Grant Advisory Committee, reported that the City received some extra economic recovery funds, which would be applied towards projects already in the pipeline

Adjournment

It was moved (Mr. Forman) seconded (Mr. Derevlany) and passed unanimously to adjourn the meeting at 8:09 p.m., to the next regularly scheduled meeting on August 6, 2009, at 6:30 p.m. in the Patio Room, City Hall 9770 Culver Boulevard.

John Fisanotti, Redevelopment Project Manager

1 RESOLUTION NO. 2009-P004

2
3 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
4 CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-
5 2009128 FOR THE CONSTRUCTION OF A COMMERCIAL OFFICE AND
6 RETAIL BUILDING AT 11945, 11953, AND 11955/57 WASHINGTON
7 BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

8 (Site Plan Review, SPR P2009128)

9 WHEREAS, on April 8, 2009, Kevin Read acting for Bastion Inglewood, LLC,
10 the property owner of 11945, 11953, AND 11955/57 Washington Boulevard, filed a Site Plan
11 Review to allow the construction of a 42 foot high, 50,849 square foot commercial and retail
12 building consisting of 41,999 square feet of medical office space, 8,850 square feet of ground
13 floor retail space, and two and a half levels of subterranean parking with 180 parking spaces
14 total (the "Project"), located in the City of Culver City, County of Los Angeles, State of
15 California; and,

16 WHEREAS, in order to implement the Project, approval of the following
17 application is required:

18
19 Site Plan Review, P-2009128: To ensure the Project complies with all required
20 standards and City ordinances and establish all onsite and offsite conditions of approval
21 to reflect the site features and compatibility of the proposed project with the uses on
22 adjoining properties; and,

23 WHEREAS, on September 23, 2009, after conducting a duly noticed public
24 hearing on the subject application, including full consideration of the application, plans, staff
25 report, environmental information and all testimony presented, the Planning Commission (i)
26 by a vote of ___ to ___, adopted a Mitigated Negative Declaration, in accordance with the
27 California Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result
28
29

1 in significant adverse environmental impacts; and (ii) by a vote of ___ to ___, conditionally
2 approved Site Plan Review P-2009128 as set forth herein below.

3 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF
4 CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

5 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver
6 City Municipal Code (CCMC), as outlined in CCMC Title 17, Section 17.540.020, the following
7 findings for a Site Plan Review are hereby made:
8

9 **A. The general layout of the project, including orientation and location of buildings,**
10 **open space, vehicular and pedestrian access and circulation, parking and**
11 **loading facilities, building setbacks and heights, and other improvements on the**
12 **site, is consistent with the purpose and intent of this Chapter, the requirements**
13 **of the zoning district in which the site is located, and with all applicable**
14 **development standards and design guidelines.**

15 The general layout of the project is consistent with the Commercial General (CG)
16 zoning district in which the site is located and the proposed project conforms to all
17 applicable provisions of the CG zone. Whereas the CCMC allows a maximum 56 feet
18 of height, the proposed building will be 42 feet high to the roof deck and 46 feet, 8
19 inches to the top of the parapet wall. The building will have a zero setback on the
20 south or Washington Boulevard frontage creating a pedestrian friendly environment.
21 At the rear the code required minimum setback is 10 feet from the adjacent residential
22 neighborhood however the project proposes a 17 to 18 foot setback with a step back
23 at a 60 degree angle after clearance of the first 15 feet of building height. The west or
24 Marcasel Avenue frontage requires a zero setback unless public amenities are
25 provided. The project's frontage facing Marcasel Avenue will have a pedestrian
26 setback area of five to six feet combined with decorative paving on the public sidewalk
27 thereby forming an enhanced, 19 foot wide, pedestrian parkway. Amenities in this
28 widened enhanced pedestrian parkway will include outdoor dining and/or seating,
29 street trees, public art, and building green screens. At the east frontage which is an
interior property line adjacent to a commercial zone there is no required setback but
the applicant is proposing a 10 foot setback.

30 The project provides adequate parking as required by the code with an additional 35
31 parking spaces. Vehicular access to on-site parking is situated off of Washington
32 Boulevard. With public right-of-way improvements that include a two way left turn lane
33 at the center of Washington Boulevard fronting the project entrance/exit and another
34 exit only driveway off of Marcasel Avenue, said vehicular access to and from the site is
35 adequate. With a 10-foot wide sidewalk on Washington Boulevard and ground floor
36 retail placed at a zero setback, the structure is well designed for pedestrian access
37 from surrounding commercial areas. The prominent corner entrance and the 19 foot

1 wide pedestrian parkway, including both the public sidewalk and the pedestrian
2 setback area fronting Marcasel Avenue will provide more than adequate pedestrian
3 access from both the commercial properties along Washington Boulevard and the
4 residential areas north of the project site. A landscape separation of the entrance and
5 exit lanes off of Washington Boulevard allow for safe and easy vehicular and the
6 parking areas are designed with adequate parking aisle widths and lengths and drive
7 aisle widths. A loading space is provided on the ground floor adjacent to the ground
8 floor retail.

9 **B. The architectural design of the structure and the materials and colors are
10 compatible with the scale and character of surrounding development and other
11 improvements on the site and are consistent with the purpose and intent of this
12 Chapter, the requirements of the zoning district in which the site is located, and
13 with all applicable development standards and design guidelines.**

14 The project has been designed to conform to all applicable provisions of the
15 Commercial General (CG) Zone and all City development standards. The project's
16 design incorporates a glass and metal panel exterior that is articulated by exposed
17 mullions, all surrounded by metal panel frames with the intent of creating a 'portal'
18 effect around the glass walls. The ground floor retail glazing is clear glass allowing for
19 easy viewing of the retail space by pedestrians and glazing at the second and third
20 levels is more opaque and has a blue reflective glass appearance which is more
21 suitable for office use. In addition to the exposed mullions, there are horizontally
22 oriented aluminum siding strips at the top that act as the parapet wall, between the
23 second and third levels, and between the first and second levels. The intent of this
24 horizontal orientation is to minimize the sense of height, relative to the building's
25 surroundings which are characterized by one and two story, 15 to 45 foot tall
26 commercial and residential buildings. In order to minimize the sense of massing
27 relative to the adjacent residential use, the building will step back at the rear and
28 incorporate an exterior deck or balcony. The retail base of the building is defined by
29 the use of large clear windows, a suspended canopy and scored concrete walls. This
encourages a pedestrian experience that contrasts with some of the more auto
oriented uses such as a nearby strip mall, medical office building with no ground floor
retail, and a shoe store dominated by a large surface parking lot. Vertical elements
such as aluminum clad columns, exposed mullions, and two concrete column features
(one along the Washington Boulevard frontage and one along the Marcasel Avenue
frontage) help to break up the horizontal orientation. The modern, mid-level height
design with straight lines, white colored aluminum siding and columns, clear and blue
glazing, and minimal gray and brick colored concrete surfaces provide contrasting
views for the structure and with the older commercial and residential buildings while
not overpowering the surrounding area.

30 **C. The landscaping, including the location, type, size, color, texture, and coverage
31 of plant materials, provisions for irrigation, and protection of landscape
32 elements has been designed to create visual relief, complement structures, and**

1 **provide an attractive environment and is consistent with the purpose and intent**
2 **of this Chapter, the requirements of the zoning district in which the site is**
3 **located , and with all applicable development standards and design guidelines.**

4 The project will provide adequate landscaping that creates a visual relief and
5 compliments the project and surrounding area. Along Marcasel Avenue and
6 Washington Boulevard, 8 new street trees and one 1 replacement street tree will be
7 planted. A 7 to 14 foot wide landscape grass area will be planted on that portion of the
8 Marcasel Avenue sidewalk area that is north of the project's Marcasel Avenue exit.
9 Decorative paving will be installed on both the public sidewalk and pedestrian setback
10 area along Marcasel Avenue, forming a 19 foot wide pedestrian parkway area, and
11 also along the Washington Boulevard public sidewalk. There will be green screens on
12 the Washington Boulevard and Marcasel Avenue elevations with intent of creating a
13 visual aesthetic in combination with the new building. Along the rear facing a
14 residential zone, there will be a wall in combination with landscaping and trees.
15 Clinging vines or other similar landscaping will be planted along the wall to lessen its
16 impact of the project to the residential area. Landscaping features such as trees,
17 shrubs, ground cover, and lighting on the Marcasel Avenue frontage, similar to what is
18 planned for the rear elevation, along with the green screens along the Washington
19 Boulevard frontage will help to define the project's boundaries while providing an
20 aesthetic visual that scales the project to the pedestrian level. The irrigation system
21 will be designed to Culver City standards and will provide for both on-site and off-site
22 landscaping features.

23 **D. The design and layout of the proposed project will not interfere with the use and**
24 **enjoyment of neighboring existing or future development, will not result in**
25 **vehicular or pedestrian hazards, and will be in the best interest of the public**
26 **health, safety, and general welfare.**

27 The project site is located in the Commercial General (CG) Zone and is within a
28 commercial strip with residential areas behind the commercial uses. The proposed
29 project with its ground floor retail area and proposed medical office space will be
consistent with the surrounding commercial uses that include medical offices; retail
uses such as a shoe store, restaurant, strip mall; a motel; and other offices. With
more than adequate parking and setbacks, the site is self-contained, not relying on
encroachments or off-site parking that could potentially affect surrounding commercial
uses. The excess parking will further ensure that the site is able to meet its parking
demand thereby leaving nearby commercial street parking for the use and enjoyment
of surrounding businesses that may not have code sufficient on-site parking. The
excess parking will also minimize project related parking on the nearby residential
streets. The structure's more restrictive setbacks will assist in reducing potential visual
impacts to the residential neighborhood to the north of the site. The project blends
with the surrounding 15 to 45 foot high residential and commercial buildings with its
maximum three-story, 42 foot high design. Further, its low profile and horizontal
orientation results in a seamless connection between the 40 foot high medical office
building further to the west, the 16 foot high motel to the east, and the 45 foot high

1 residential townhome development further to the north; the new building will not create
2 a dramatic height spike along the north side of the Washington Boulevard street
3 frontage. Rather than limit the use or enjoyment of existing or future development of
4 surrounding commercial and residential areas, such a low profile development with its
5 ground floor retail and medical offices will result in a commercial community serving
6 resource, enhance the aesthetic character of the area, and encourage further
7 revitalization of the area.

8 In conjunction with the partial street vacation of Marcasel Avenue public right-of-way
9 improvements will be required. These improvements include the conversion of
10 Marcasel Avenue to a one-way, south bound street, a right-turn only restriction from
11 Marcasel Avenue to westbound Washington Boulevard, and a 120 foot long, raised
12 curbing at the south end of the left turn lane from westbound Washington Boulevard to
13 southbound Inglewood Boulevard. These improvements will help to alleviate current
14 unsafe conditions at the intersection of three streets (Marcasel Avenue, Inglewood
15 Boulevard, and Washington Boulevard). The excess parking, public right-of-way
16 improvements, and decorative, wide sidewalks and pedestrian setback areas will result
17 in more than adequate vehicular and pedestrian access and overall the project will be
18 in the best interest of the public health, safety, and general welfare.

19 **E. The existing or proposed public facilities necessary to accommodate the**
20 **proposed project (e.g., fire protection devices, parkways, public utilities, sewers,**
21 **sidewalks, storm drains, street lights, traffic control devices, and the width and**
22 **pavement of adjoining streets and alleys) will be available to serve the subject**
23 **site.**

24 The existing and proposed public service facilities necessary to accommodate the
25 project such as: the width and pavement of the adjoining street, traffic control devices,
26 sewers, storm drains, proposed parkways, proposed sidewalks, street lights, proposed
27 street trees, fire protection devices, and public utilities are provided for adequately as
28 confirmed by the City agencies that reviewed the project during the interdepartmental
29 review process provided certain improvements are completed as part of the project.
The project will require a partial street vacation of Marcasel Avenue resulting in a one-
way portion of Marcasel Avenue and a 14 foot wide sidewalk that when combined with
a 5 to six 6 foot wide pedestrian setback area will result in a 19 to 20 foot wide
pedestrian parkway. This one-way street segment, the pedestrian parkway and other
required improvements including the installation of 120 foot long, raised curb at south
end of the left turn lane from Washington Boulevard to Inglewood Boulevard, and a
two-way left turn lane will provide for adequate accommodation of pedestrian and
vehicular access to the site. At the same time it will help improve a currently unsafe
intersection.

30 **F. The proposed project is consistent with the General Plan and any applicable**
31 **specific plan.**

32 The proposed project is located within the City of Culver City's Redevelopment Project

Component Area No. 4. As required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan Land Use Element. The project's proposed land uses are consistent with both the General Plan and the Redevelopment Plan. The site has a General Plan Land Use designation of General Corridor and its zoning, Commercial General (CG), is consistent with the General Plan Land Use designation. With the addition of retail and medical office space, the proposed project will be compatible with surrounding medical office, general retail, restaurant, and residential uses because it will be providing a neighborhood serving resource to the local community. The ground floor retail and decorative sidewalk with outdoor seating will encourage local pedestrian use of the site and the office space will encourage new medical offices to locate in the project site. These objectives are consistent with General Plan Land Use Policy 24.E which specifically states "Strengthen the medical office and health services along Washington Boulevard from Centinela Avenue to McLaughlin Avenue while encouraging retail services that would support medical office patrons and nearby neighborhoods." The project, with its new retail and office space will help to revitalize the character and economic well being of the western portion of Washington Boulevard as called for in General Plan Land Use Objective 6. Commercial Corridors. By developing a partially vacant lot and underdeveloped commercial lots, the project will encourage revitalization of the western Washington Boulevard commercial corridor as stated in General Plan Land Use Policy 6.A. The project's proposed uses of retail and medical office will introduce neighborhood serving uses that will potentially serve the needs of adjacent residential areas that may be lacking in such services which is consistent with General Plan Land Use Policy 6.G. The pedestrian parkway along Marcasel Avenue with its outdoor seating, public art, green screens, and the new street trees along Marcasel Avenue and Washington Boulevard will further General Plan Land Use Policy 6.I which calls for streetscape improvements that include street trees, street furniture, and decorative paving.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Site Plan Review, SPR P2009128, subject to the following conditions:

GENERAL CONDITIONS

Planning Division:

1. The building permit drawings shall conform to the preliminary development plans, colored renderings, and materials sample board date received on June 18, 2009, and reviewed on September 23, 2009, except as may be noted below.
2. The resolution approving Site Plan Review, SPR P-2009128 and the conditions of approval shall be referenced on the cover sheet and repeated in full on attached additional sheets of the final working drawings.

3. Conditions of approval herein shall apply to the applicant, property owner, the contractor/builder of the project, and any successor applicant/property owner that may legally assume benefit of Site Plan Review, SPR P-2009128.
4. Site Plan Review, SPR P-2009128 shall expire unless:
 - A. Actual construction, in accordance with a valid City-issued building permit, is commenced on the site within two(2) years after the effective date of the site plan review entitlement; or
 - B. Prior to the entitlement's expiration date, or any previously granted extension to that expiration date, a written request for an extension, accompanied by any and all required fees, has been satisfactorily filed by or on behalf of the applicant/property owner and, thereafter, an extension is granted by the Community Development Director, or designee.
5. The City reserves the right to periodically inspect the premises without prior notification to ensure ongoing compliance with all conditions of approval.
6. The applicant or property owner shall provide the construction contractor(s) and each subcontractor related to the project a copy of the final project conditions of approval. These conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the applicant / property owner on or near the project site. The applicant/property owner and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor.
7. All reasonable efforts shall be employed to reuse and recycle construction and demolition debris, to use environmentally friendly materials and to provide energy efficient buildings, equipment and systems. In addition, as per a mitigation measure indentified in the CEQA Initial Study for this Site Plan Review, where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes. Further, if the applicant is able to accomplish the intended purpose of this mitigation measure which is to reduce thermal loss and reduce energy demand for temperature control purposes, through some other design strategy, then that alternative design strategy, if deemed acceptable by the Building Official, shall be considered acceptable for purposes of satisfying this mitigation measure.
9. All planted areas shall be landscaped, irrigated and maintained pursuant to CCMC Title 17 – Chapter 17.310, Landscaping. As part of the building permit filing process, a minimum of three (3) sets of detailed landscape and irrigation plans – separate from the building permit drawings shall be submitted to the Planning Division for review and approval. In addition, all new (and existing) street trees shall be supplied irrigation water from the overall site irrigation system which shall include a timer and a rain

sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/irrigation plan. The property owner shall maintain all street trees.

10. As part of the landscape and irrigation plan noted in Condition No. 9 above, enhanced landscaping elements including but not limited to trees, shrubs, groundcover, decorative lighting, benches, outdoor dining areas, and decorative paving shall be provided in the parkway area along the Marcasel Avenue frontage, to the satisfaction of the Planning Manager. In addition, green screens shall be installed within the project's property, along the Washington Boulevard and Marcasel Avenue frontages to the satisfaction of the Planning Manager.

11. All perimeter block walls shall be of decorative block and shall be approved by the Planning Division prior to installation; the perimeter wall at the rear or north elevation shall be enhanced with clinging vines that shall be reflected in the landscape and irrigation plans.

12. In addition to the screening requirements for onsite parking areas and Fire Department connections, the following items shall be screened from surrounding and nearby public and private properties in a manner consistent with City standards and suitable to the subject development as approved by the Planning Manager. In general, the height of any required screening device shall be no lower on any side than the height of the highest feature requiring screening and:

A. All exteriors of the proposed building shall be free of all un-aesthetically treated, exposed elements (i.e., plumbing pipes, electrical conduits and National Pollution Discharge Elimination System (NPDES) elements) which shall be placed within the exterior walls. Where exposed wall-mounted features or equipment may be necessary (i.e., ventilators and utility meters), recessed wall mounted cabinets or other similar devices shall be constructed within the wall, whenever possible, to accommodate such features and equipment so that they are flush with and do not project out from the main exterior wall plane. With or without recesses, the exposed portions of such features or equipment shall be of a color to blend, not contrast, with the adjoining finished building color, subject to the approval of the Planning Manager;

B. All roof-mounted mechanical equipment, duct vents and the like shall not project above the horizontal plane of the building's lowest primary opaque architectural feature(s) (i.e., parapet walls, penthouse structures or screening walls); and

C. All ground-mounted equipment (i.e., transformers and air conditioners) shall be located within the building or in underground vaults if the equipment is located within a street facing setback, or it shall be screened with walls and/or landscaping if not located within a street facing setback. Ground-mounted

equipment shall not be located in the landscaped areas fronting any public right-of-way.

11. The public notification signs installed in accordance with the CCMC public notification requirements for this review process shall be removed within ten (10) days of the end of the appeal period or the final decision of the City Council and/or Redevelopment Agency, whichever occurs last.
12. The refuse containers assigned to or otherwise used by the building shall be stored onsite in the trash enclosure.
13. The portion of the public sidewalks along Marcasel Avenue and Washington Boulevard that front the project site and the pedestrian building setback areas adjacent to the public sidewalks noted above shall be paved with the use of decorative pavement to the satisfaction of the Planning Manager. The decorative paving shall be of a convention paving treatment that can be serviced and replaced when damaged to facilitate maintenance. Pavers instead of colored concrete shall be used. In addition to the decorative paving and to the satisfaction of the Planning Manager and City Engineer, benches and/or seating areas shall be planned for the Marcasel Avenue frontage and to the extent possible, for the Washington Boulevard frontage. The ground floor retail space along the Marcasel Avenue frontage shall be designed so as to open up to the outside public and private space along the Marcasel Avenue sidewalk.
14. The project and its operations shall comply with all applicable local, special district or authority, county and federal statutes, codes, standards and regulations including, but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department code requirements and it shall comply with all applicable comments and code requirements as determined during the City's building permit review process.
15. The driveways, garage ramps and all floor areas used for vehicle maneuvering shall be treated with a medium broom finish in order to create an anti-skid surface.
16. All security elements along the exterior of the site shall be architecturally compatible with the project as determined by the Planning Manager.
17. A certificate of occupancy for the approved project will be issued only upon completion of all required site improvements, satisfaction of all conditions of approval, and completion of all conditions of the Marcasel Avenue partial street vacation as may be required by the Public Works Department.
18. All mitigation measures as identified in the Mitigated Negative Declaration adopted for this project shall be completed as specified in this resolution.
19. All parking areas shall be developed pursuant to CCMC Title 17 - Chapter 17.320, Off-Street Parking and Loading. Additionally, all parking driveways shall be provided with

automatic loop detectors for exiting vehicles to open any security gate(s) from within the parking areas; said gates for all parking areas serving commercial uses shall remain in an open position during normal business hours to the satisfaction of the Planning Manager except where gates are needed in the closed position to ensure payment of parking fees.

20. All signs shall be designed and installed pursuant to CCMC Title 17 - Chapter 17.330 Signs, including the submission of a Multiple Business Sign Program (MBSP) or Master Sign Program (MSP) application with all plans and fees to the Planning Division for review and approval prior to the installation of any sign.
21. Glazing shall be installed, that to the extent possible does not produce a reflective glare.
22. The project shall be designed and operated to conserve energy as required by Southern California Edison, Southern California Gas Company, and/or other appropriate agencies. **This is a Mitigation Measure.**
23. Heavy-duty deliver trucks shall turn off their engines immediately upon reaching the project site's loading/unloading area in order to limit emissions during idling. **This is a Mitigation Measure.**
24. Proposed hours of operation for any tenant shall be subject to review and approval by the Planning Manager prior to Business Tax Certificate issuance.
25. The applicant shall provide written notice to residents living on the project site of future demolition prior to applying for demolition permits; such notice shall be provided in accordance with State law and any relocation assistance, if applicable, shall be in accordance with State law.

Building and Safety Division:

26. The Building Safety Division requires separate permits for building, electrical, plumbing, and mechanical work.
27. Independent structural reviews shall be required of the overall building structure and shoring and the costs of such reviews shall be paid by the applicant.
28. If independent mechanical, electrical, or plumbing reviews are required all such costs shall be paid by the applicant.
29. Any new utilities shall be placed underground or shall be enclosed within the building construction; no new overhead utilities shall be permitted.
30. All exit signage and emergency egress lighting shall have individual battery back-up and/or be self powered in addition to any emergency generator power (if applicable).

- 1 31. The project shall be reviewed under the 2007 California Building Codes.
- 2 32. The left hand (west) exit stair from the third basement parking level shall not exit
- 3 through the second basement parking level but shall exit through the far left (west)
- 4 stair on the second basement parking level.
- 5 33. All shafts shall be constructed with a minimum two hour fire rating at all floor levels
- 6 and all parking areas shall be constructed with a minimum two hour rating to all other
- 7 areas.
- 8 34. All treads and risers and all stair construction within common stairways shall be 100%
- 9 noncombustible construction.
- 10 35. All storage, electrical, service, or trash rooms shall be constructed with a minimum two
- 11 hour fire rating to all other areas.
- 12 36. All exterior walls within five feet of property lines (not fronting on streets) shall be
- 13 constructed with a minimum two hour fire rated reinforced concrete block.
- 14 37. As the project nears completion no partial or grand openings shall be permitted without
- 15 applying for and gaining approval of a Temporary Certificate of Occupancy (TCO);
- 16 further, partial or full openings shall not be scheduled or advertised without proper City
- 17 approval.
- 18 38. Per the Culver City mandatory solar photovoltaic program, the project shall install one
- 19 kilowatt of solar photovoltaic power per 10,000 square feet of new gross building area,
- 20 not including parking areas.
- 21 39. The project will comply with the Culver City green building program and the project
- 22 shall be constructed to a LEED Certified performance or equivalent level; evidence of
- 23 filing the project with the United States Green Building Council and evidence of having
- 24 a LEED Accredited Professional as part of the design team shall be submitted to the
- 25 Building Official. All LEED Certified items on the LEED checklist shall be included on
- 26 the construction drawings. The project will also be required to preserve or replace all
- 27 existing street trees with equal size and type.
- 28 40. The building permit application drawings shall include a schedule of the special
- 29 inspections anticipated, the firm proposed for the special inspections, and the resumes
- of all proposed special inspectors. The Building Official reserves the right to reject any
- special inspector at any time for the duration of the project. All special inspection
- reports shall be made available to the Building Official or to any Culver City Building
- Safety inspector upon their arrival at the project site and all jobsite supervisors,
- contractors, subcontractors, etc. shall give their priority to Culver City Building Safety
- inspectors upon their arrival at the project site. No work shall be covered without a

Culver City Building Safety inspection, whether a special inspection was performed on such work or otherwise.

41. Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted on the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey, Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, 1997. These measures shall be included in the final project designs and prior to Building Permit issuance in a matter meeting the approval of the Building Official. **This is a Mitigation Measure.**

Fire Department:

42. Fire sprinklers shall be provided throughout the building with a minimum density of 0.15 per square foot.
43. All points of access to the building shall have a smooth surface for gurney access.
44. Knox boxes shall be provided at the main entry and rear entry to the building and Knox key switch shall be provided for exterior electronic locks and gate locks.
45. All address(s) shall be viewable from the public right-of- way and all exterior doors shall have keysets and handles; all exterior/interior common area doors shall be labeled for such use.
46. All security hardware for access and egress shall be UL and California State Fire Marshal listed for such use.
47. An automatic fire alarm system and an offsite reporting system compliant to Culver City Fire Department (CCFD) regulations shall be provided. Automatic detection shall include smoke detectors and heat detectors as applicable and approved by CCFD. All required duct detectors shall be system detectors, connected to, powered from, and reset by the building's fire alarm panel.
48. Hood extinguishing systems shall be connected to the offsite reporting system and the elevator capture system shall be connected to the fire alarm system; fire extinguishers shall comply with CCFD regulations.
49. A four inlet recessed Fire Department Connection (FDC) shall be provided on the address side of the building.
50. The Double Detector Check Assembly (DDCA) shall comply with the City of Los Angeles Department of Water and Power-Water Division requirements and CCFD requirements and shall be located to be screened or concealed per the Planning Division requirements.

- 1 51. The applicant/owner shall pay for a Fire Flow Study to be performed for the proposed
2 project and shall comply with the recommendations of the Fire Flow Study; the
3 applicant/owner shall pay for any necessary (fair share) improvements. **This is a
Mitigation Measure.**
- 4 52. Fire sprinkler alarm and tamper switches shall be connected to the fire alarm system
5 and shall be zoned by area and floor with a zoned annunciator in the lobby for CCFD
6 use.
- 7 53. A request to vacate installation of the fire sprinklers in the elevator shaft shall be
8 submitted to CCFD with proof of compliance to ASME, A 17.1 and CCFD shall be
contacted for specific information on the requirements.
- 9 54. Exterior parapets and walls in excess of five feet shall have noncombustible catwalks
10 and ladders as per CCFD requirements.
- 11 55. All exterior walls and fascia shall be constructed of solid materials suitable for
12 suppression operations and the use by firefighters as support for ladders.
- 13 56. Trash areas and bin rooms within five feet of the structure shall have fire sprinklers
14 and trash compactors and associated containers shall have two 2½ - inch fire
15 department connections.

16 **PRIOR TO THE ISSUANCE OF ANY DEMOLITION, GRADING, EXCAVATION, AND/OR
BUILDING PERMIT:**

17 **Planning Division:**

- 18
- 19 57. The applicant and the property owner shall jointly indemnify, defend and hold harmless
20 the City and the City's elected and appointed officials, officers, employees, agents,
21 contractors and consultants from and against any and all claims, demands, lawsuits,
22 judgments, liability, injury or damage which may result from or arise in connection with
23 third party challenges to the City's approval of the Project. Said indemnification shall
be set forth in a written instrument acceptable to the City Attorney, which shall be
signed by the applicant and the property owner prior to a building permit being issued.
- 24 58. Pursuant to CCMC Title 15, a New Development Impact Fee will be required.
- 25 59. The following shall be submitted to the Planning Manager for review and approval:
- 26 A. An exterior light fixture and illumination plan developed pursuant to CCMC
27 Section 17.300, General Property Development and Use Standards. Said plan
28 shall identify the location and type of all exterior light fixtures. All lighting shall
be directed onsite and light sources shall be shielded so as not to be intrusive to
29 surrounding properties;

1 B. A vector/pest control abatement plan prepared by a pest control specialist
2 licensed and/or certified by the State of California. Said plan shall outline all
3 steps to be taken prior to the commencement of any demolition / construction
4 activity so as to insure any and all pests [including, but not limited to, rodents,
5 bees, ants and mosquitoes] that may populate the subject site do not relocate
6 to or impact adjoining residences and/or businesses; and

7 C. A construction workers and contractors parking and equipment staging plan
8 addressing all phases of the construction project and directing all project related
9 vehicles to park onsite or at designated offsite location(s) as may be approved
10 by the City Engineer and Planning Manager following receipt of prior written
11 approval from the offsite property owner(s). The plan shall include, but not be
12 limited to, the staging, storage and parking of all construction related
13 equipment, trailers, materials, trash dumpsters, storage containers and
14 vehicles. Appropriate fencing, screening, signage, illumination and security
15 elements shall also be listed. Said plan shall prohibit the parking of any
16 construction related vehicle, equipment and/or materials within any portion of
17 the public right of way serving the surrounding commercial or residential area.
18 Use of non-residential private property may be permitted if deemed to be in
19 compliance with the CCMC by the Planning Manager. Parking within the newly
20 constructed building parking area may be permitted following written clearance
21 by the Building Official.

22 60. Prior to issuance of a building permit, the applicant/owner shall coordinate with the City
23 to ascertain the existing wastewater capacity of the project site. The applicant/owner
24 will pay for any (fair share) improvements that are required to provide adequate
25 capacity at the project site. **This is a Mitigation Measure.**

26 61. In order to avoid the deposition of materials at solid waste landfills serving the County
27 of Los Angeles, the use of suitable private sites that will accept all fill and earth
28 materials for re-use, shall be investigated. **This is a Mitigation Measure.**

29 62. Prior to issuance of city permits, a solid waste management plan shall be developed
for both the construction phase and operational phase. This plan shall be reviewed
and approved by the City of Culver City Public Works Department and shall identify
methods to promote recycling and reuse of materials, as well as safe disposal of solid
waste; further, space shall be allocated on the project site for collection and storage of
recyclable materials. **This is a Mitigation Measure.**

63. Prior to Building Permit issuance, a Phase 1 Archaeological/Paleontological Survey
shall be completed and submitted to the Planning Manager and Building Official for
review. If the Phase 1 Archaeological/Paleontological Survey indicates the presence
of archaeological and/or paleontological resources, then an archaeological and/or
paleontological professional(s), approved by the City, shall monitor all phases of the
excavation for the project site. In the event that the Phase 1

Archaeological/Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains, or other archaeological/paleontological resources are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the Los Angeles County Coroner's Office must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and Native American representatives have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City. **This is a Mitigation Measure.**

Transportation

64. Not less than ten percent (10%) of the employee parking area shall be located as close as is practical to the employee entrance(s) without displacing handicapped and customer parking needs. These spaces shall be reserved for use by potential carpool or vanpool vehicles. This preferential parking shall be identified on the site plan accompanying the application for a building permit. Spaces shall have signs that designate them for employee carpool and vanpool vehicles.
65. Preferential parking spaces reserved for employee vanpools shall be accessible to vanpool vehicles. When located within a parking structure, a minimum interior vertical clearance of eight (8) feet two (2) inches shall be provided for those spaces and access ways to be used by vanpool vehicles. Adequate turning radii and a minimum parking space dimension of nine (9) feet wide by eighteen (18) feet in length shall be provided for vanpool parking areas.
66. Bicycle racks or other secure bicycle parking shall be provided to accommodate four (4) bicycles for the first fifty thousand (50,000) gross square feet of new development, and one (1) bicycle for each additional fifty thousand (50,000) gross square feet of new development. Calculations which result in a fraction of one-half ($\frac{1}{2}$) or higher shall be rounded up to the nearest whole number. Secure bicycle parking may consist of a fully enclosed space or a locker accessible only to the owner or operator of the bicycle which protects the bicycle from inclement weather. Specific facilities and their location (e.g., provision of racks, bicycle storage lockers or locked room) shall be provided to the satisfaction of the City Planner and Director of Transportation or designee.
67. The applicant must show all CCMC Section 7.05.015 Transportation Demand and Trip Reduction Measures in Building Permit Plans prior to issuance of building permits and the locations of information kiosk, van pool/carpool parking spaces, and bike parking should be clearly identified on the plans.

Fire Department:

68. A construction emergency access plan shall be submitted to the Fire Marshal for review and approval.

1 **Public Works Department/Engineering:**

- 2
- 3 69. Prior to the issuance of any building permits, two sets of Site Improvement and
- 4 Horizontal Control Plans prepared by a civil engineer registered in the State of
- 5 California, shall be submitted to the Engineering Division for review, approval, and
- 6 permitting. Among other things, the Site Improvement Plan shall include detailed
- 7 drainage and grading of the site indicated by topographical lines and spot elevations,
- 8 and indicate all existing utilities and proposed sewer and storm drain lines. This plan
- 9 shall be approved for on-site construction only. Plan check fees shall be submitted
- 10 with the Site Improvement as calculated from the Engineering Division's Fees and
- 11 Charges.
- 12
- 13 70. Separate plans shall be submitted to the Engineering Division for review, approval,
- 14 and permitting of all work required in the public right-of-way. Plan check fees shall be
- 15 submitted with this plan at first plan check.
- 16
- 17 71. A final hydrology and hydraulics report shall be submitted to the City Engineer as part
- 18 of the grading plan for review and approval. The 25-year storm frequency (i.e., urban
- 19 flood) shall be used for the design of the on-site conveyance facilities, as the existing
- 20 site is neither a natural watercourse nor a natural sump. **This is a Mitigation**
- 21 **Measure.**
- 22
- 23 72. A geotechnical report from a State licensed Geotechnical Engineer or a State licensed
- 24 Civil Engineer practicing in Geotechnical Engineering shall be provided, as part of the
- 25 Site Improvement Plan, reporting on the suitability of the onsite soils to support the
- 26 proposed construction. The report shall also include a liquefaction analysis and a
- 27 determination of the adequate pavement and base requirements for the drive aisles
- 28 and parking areas. The report shall also identify any special considerations necessary
- 29 to satisfy California Building Code requirements.
73. Upon completion of rough grading and prior to the issuance of a Building Permit, the
- geotechnical and civil engineers shall submit certifications and final reports in
- accordance with Appendix Chapter 33 of the California Building Code. These
- certifications and reports shall be submitted to the Engineering Division for review prior
- to the issuance of any building permits.
74. All work in the public right-of-way, including but not limited to drainage devices,
- concrete curb and gutter, sidewalk, drive approaches, and roadway pavement shall be
- designed to the latest edition of the American Public Works Association (APWA)
- Standard Plans, in accordance with City standards, and to the satisfaction of the City
- Engineer.
75. Prior to the commencement of any excavation, the applicant shall install a temporary
- construction fence around the site. The height and fence material is subject to
- approval by the City Engineer and Planning Manager.

- 1 76. Due to the change of use and increased density, this project is subject to the City's
2 Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.
- 3 77. A trash enclosure with minimum inside dimensions of 10 feet deep by 12 feet wide, a
4 minimum eight feet wide clear opening with gate, and a six inch high by 6 inch wide
5 concrete curb along the inside perimeter wall shall be provided. The enclosure shall
6 also have a minimum 6 inch thick concrete slab that drains at a one percent gradient
7 out of the enclosure. Final approval for the size, location, and type of equipment
8 needed for the adequate storage and disposal of all solid and recyclable waste
9 generated by the project shall be obtained from the City's Environmental Programs
10 and Operations Manager. A fire suppression sprinkler(s) system shall be provided
11 within any covered trash enclosure area as required by the Fire Marshal.
- 12 78. A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer
13 registered in the State of California. The Construction Traffic Management Plan shall
14 be submitted to the City's Public Works Department and Planning Division for review
15 and be approved by the City Engineer and Planning Manager prior to the issuance of
16 any Project demolition, grading, or excavation permit. The Construction Traffic
17 Management Plan shall also be reviewed by the City's Fire and Police Departments.
18 The Construction Traffic Management Plan shall contain but not be limited to the
19 following:
- 20 a. The name and telephone number of a contact person who can be reached 24
21 hours a day regarding construction traffic complaints or emergency situations.
 - 22 b. An up-to-date list of local police, fire, and emergency response organizations and
23 procedures for the continuous coordination of construction activity, potential delays,
24 and any alerts related to unanticipated road conditions or delays, with local police,
25 fire, and emergency response agencies. Coordination shall include the
26 assessment of any alternative access routes that might be required through the
27 Project Site, and maps showing access to and within the Project Site and to
28 adjacent properties.
 - 29 c. Procedures for the training and certification of the flag persons used in
implementation of the Construction Traffic Management Plan.
 - d. The location, times, and estimated duration of any roadway closures, traffic
detours, use of protective devices, warning signs, and staging or queuing areas.
 - e. The location and travel routes of off-site staging and parking locations.

This is a Mitigation Measure.

- 25 79. If drainage sump pumps are required in the subterranean garage, a civil engineer
26 registered in the State of California shall provide calculations determining the
27 appropriate size and capacities of the proposed sump pumps. A secondary
28 emergency sump pump system shall also be provided.
- 29 80. All utilities that require relocation or new service to the proposed project shall be
completed to the satisfaction of the City Engineer and the applicant shall be

responsible to obtaining the approval from the respective agencies and/or utility company.

Street Improvements

81. Marcasel Avenue shall be narrowed to a distance of fourteen feet from curb face to curb face and be a one-way southbound street beginning at the project's northerly boundary. Traffic on Marcasel Avenue shall only be allowed to make a right turn onto Washington Boulevard and shall not be allowed to enter the project from the Marcasel Avenue project driveway which shall be designed as an exit only/left turn only driveway. No parking shall be allowed on either side of Marcasel Avenue and red curbs shall be painted along the entire length of the one-way portion of the street. The proposed public sidewalk along the project's frontage with Marcasel Avenue shall be a minimum of thirteen feet with an additional five feet of pedestrian setback area on private property that shall be covenanted in perpetuity for public use. The form and content of the covenant shall be approved by the Planning Division and shall include language on decorative paving along the portions of the Marcasel Avenue and Washington Boulevard sidewalks that are adjacent to the project site. The reconstruction of Marcasel Avenue shall include all necessary striping, legends, and signage and any necessary relocation of utilities and street lights. The final design of this narrowing shall be to the satisfaction of the City Engineer.
82. The proposed curb return at the northeasterly corner of Marcasel Avenue and Washington Boulevard (adjacent to the project) shall have a minimum radius of twenty-five feet. A handicap ramp, meeting the American Public Works Association (APWA) standards shall be constructed at this corner and a corner cut-off shall be dedicated to the City.
83. A raised median in Washington Boulevard shall be installed to accommodate a left turn lane for west bound traffic on Washington Boulevard turning southbound on Inglewood Boulevard. A dual left turn lane shall be striped beginning at the east end of the new raised median to allow for left turn movements of east bound traffic into the project's driveway. The raised median shall have a minimum six-inch curb and be surfaced with stamped concrete having a Mission Tile color that matches the color of other stamped concrete throughout the City. This work shall include all striping, raised markers, legends, and signage. The existing crosswalk at the end of the proposed median shall be repainted. All painting shall be thermoplastic.
84. A street vacation request of Marcasel Avenue consistent with the proposed site plan shall be submitted to the Public Works Department/Engineering Division for processing.
85. Decorative paving along the portions of the Marcasel Avenue and Washington Boulevard sidewalks that are adjacent to the project site shall be installed and its design shall be approved by the Public Works Director and the Planning Manager.

Local Stormwater Pollution Prevention Plan

86. Proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State shall be provided. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and available for inspection at all times during construction. **This is a Mitigation Measure.**
87. Concurrently with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved. Plan check fees for the LSWPPP shall be paid at the time of the initial submittal per the most current fee schedule established by the City Council. **This is a Mitigation Measure.**

Standard Urban Stormwater Mitigation Plan

88. Concurrently with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP. **This is a Mitigation Measure.**
89. Prior to the start of design of the site these plans and necessary reports, the applicant shall retain a civil engineer registered in the State of California, who is experienced in designing SUSMP and preparing BMP reports. The civil engineer shall meet with the City's Stormwater Program Manager to obtain information on City Specific SUSMP requirements. (ok to use)

DURING CONSTRUCTION:

1 **Planning Division:**

2 90. Information that includes contact names and telephone numbers of the
3 applicant/property owner, construction contractor(s) and City shall be posted at the
4 project site so as to be visible to the public and of a size and location as approved by
5 the Planning Manager. These names and telephone numbers shall be made available
6 to adjacent property owners and residents.

7 91. All graffiti shall be removed within forty eight (48) hours of its application and said
8 removal standards shall continue once the development becomes operational.

9 92. During all phases of construction, the applicant and property owner shall use their best
10 efforts to assure that all construction workers and contractors park on-site or at
11 designated off-site locations approved by the City and not in the surrounding
12 neighborhood.

13 93. The following noise standards shall be complied with at all times. **These are**
14 **Mitigation Measures:**

15 A. Construction equipment shall be located as far from nearby sensitive receptors,
16 as possible;

17 B. All construction equipment shall be equipped with mufflers and sound control
18 devices (e.g. intake silencers and noise shrouds) no less effective than those
19 provided on the original equipment and no equipment shall have unmuffled
20 exhaust;

21 C. All construction equipment shall be properly tuned and maintained in
22 accordance with manufacturer's specifications to minimize noise emissions and
23 to minimize exhaust emissions;

24 D. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall
25 be setback from any street and other property lines so as to maintain the
26 greatest distance from the public right-of-way and from noise sensitive
27 receptors;

28 E. Noise impacts from stationary sources (i.e., compressors, mechanical
29 equipment, ventilators, and air conditioning units) shall be minimized by proper
selection of equipment and the installation of acoustical shielding as approved
by the Planning Manager and the Building Official in order that compliance with
the CCMC Noise Regulations and Standards is achieved. Further, said
stationary source equipment (i.e., compressors) shall be located so as to
maintain the greatest distance from the public right-of-way and from noise
sensitive receptors.

F. The name and telephone number of a developer/applicant contact person shall be posted on-site.

G. Construction vehicles shall not be allowed to travel along adjacent residential streets.

94. All inactive soil stockpiles shall be covered with tarps. **This is a Mitigation Measure.**

95. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. **This is a Mitigation Measure.**

96. Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators, to the extent feasible. **This is a Mitigation Measure.**

97. Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations. **This is a Mitigation Measure.**

98. Dust fabric shall be installed to project perimeter fencing. **This is a Mitigation Measure.**

99. In the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB). **This is a Mitigation Measure.**

Public Works Department / Engineering Division:

100. Construction hours shall be limited to 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM on Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and the afternoon (4 PM to 6 PM) peak traffic periods. **This is Mitigation Measure.**

101. All grading operations shall be terminated if wind conditions exceed 25 miles per hour. **This is Mitigation Measure.**

102. Approved Culver City haul routes (and schedules) must be used by all construction vehicles. **This is Mitigation Measure.**

103. All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.

- 1 104. The construction contractor shall advise the Public Works inspector of the schedule
2 and shall meet with the inspector prior to commencement of work.
- 3 105. Flag persons with certified training shall be provided for work site traffic control to
4 minimize impacts to traffic flow and to ensure the safe movement of vehicles into and
5 out of the Project Site.
- 6 106. Construction vehicles shall not be permitted to stage or queue where they would
7 interfere with vehicular and pedestrian traffic or block access to adjacent businesses.
8 Off-site staging locations shall be approved by the City Engineer and be of sufficient
9 length to accommodate large trucks without being unduly disruptive to traffic
10 operations. The drivers of these trucks shall be in radio or phone communication with
11 on-site personnel who shall advise the drivers when to proceed from the staging
12 location to the site. Construction-related vehicles shall not be permitted to park on
13 public streets.
- 14 107. All existing driveways along the project's frontage with Washington Boulevard and
15 Marcasel Avenue shall be removed and reconstructed as curb, gutter, and sidewalk.
- 16 108. The existing sidewalk along Washington Boulevard adjacent to the subject site shall be
17 removed and reconstructed.
- 18 109. All proposed driveways shall be of an alley type with radius curb returns or constructed
19 to Culver City High Speed standards and shall be designed as van accessible.
- 20 110. Street trees, tree wells, tree grates, and irrigation shall be installed and spaced at 30 to
21 45 feet center to center within the project's frontage along Washington Boulevard and
22 Marcasel Avenue. A separate landscape and irrigation plan shall be submitted to the
23 Engineering Division for review, approval, and permitting. Irrigation within the public
24 right-of-way shall be connected to the private on-site irrigation system. Tree species,
25 size and planting shall be to the satisfaction of the City Engineer.
- 26 111. The existing street light system along the project's frontage Washington Boulevard and
27 Marcasel Avenue shall be converted to low voltage. New street light conduit, wiring,
28 pull boxes, light fixtures, and ballast shall be required.
- 29 112. During construction, dust shall be controlled by regular watering and as directed by the
City inspector; all exposed soils shall be watered, at a minimum, three times daily.
This is a Mitigation Measure.
113. Per the Culver City Municipal Code 5.01.010, Ordinance No. 2001-011 Solid Waste
Management, the Culver City Sanitation Division has the exclusive franchise for all
solid and recyclable waste material handling within the City limits.
114. The applicant/owner shall participate in such onsite and offsite water services
improvements as may be required by the Los Angeles Department of Water and

Power. The installation of all new water services shall be permitted with the Engineering Division.

115. A copy of the Local SWPPP, inspection logs, and training records shall be kept onsite and made available for inspection at all times during construction.

116. All water backflow devices, electrical vaults, and pedestals shall be located on private property and screened from view as required by the CCMC.

PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (C OF O):

Planning Division:

117. All onsite and offsite landscaping and irrigation shall be completed to the satisfaction of the Planning Manager and Parks Manager.

118. All operational routine transport, storage, or disposal of hazardous materials shall be carried out in compliance with all applicable Federal, State, and Local regulations and laws and prior to a Certificate of Occupancy, the applicant shall have received approval by the Culver City Fire Department for the transport, storage, or disposal of hazardous materials and shall have complied with Culver City Fire Prevention Haz Mat regulations. **This is a mitigation measure.**

119. The applicant shall submit to the Planning Manager and Building Official a written record of all green building design, construction and operational elements of the project as defined by the United States Green Building Council (USGBC) or other similar organization as may be determined by the Building Official.

120. All applicable conditions of approval and required onsite and offsite improvements shall be completed to the satisfaction of the Planning Manager.

121. The City's Art in Public Places requirement per CCMC Title 15, Section 15.06.100 shall be fulfilled.

122. Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security such as security cameras; the proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures. **This is a Mitigation Measure.**

123. Pursuant to CCMC Section 7.05.015, Transportation Demand and Trip Reduction Measures, prior to issuance of a C of O, the developer shall provide and continuously maintain the following which shall be met to the satisfaction of the Planning Manager and Transportation Director:

1 A bulletin board, display case, or kiosk displaying transportation information in a
2 prominent area accessible to the greatest number of employees shall be
installed and shall include, but not be limited to, the following:

- 3 1) Current maps, routes and schedules for all public transit providers and
4 routes serving the site;
- 5 2) Telephone numbers for referrals on transportation information including
6 numbers for the regional ridesharing agency(ies), transportation
7 management association(s) and local transit operators;
- 8 3) Ridesharing promotional material supplied by commuter-oriented
organizations;
- 9 4) Bicycle route and facility information including regional / local bicycle
10 maps and bicycle safety information; and
- 11 5) A listing of any other facilities and resources that may be available for
12 carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the
13 site.

14 All information required by this Section shall be regularly stocked and updated on a
15 periodic basis.

16 **Public Works Department / Engineering Division:**

17 124. Prior to the issuance of any Certificate of Occupancy, the applicant shall submit a plan
18 to the City Engineer regarding the repair or replacement of any damage to the public
19 right-of-way that results from the construction of the proposed project. Such repair or
20 replacement is to be completed to the satisfaction of the City Engineer. The
21 applicant/owner shall be responsible for all expenses.

22 125. Prior to issuance of the Certificate of Occupancy, the property owner shall construct all
23 the stormwater pollution control BMPs and structural treatment control BMPs shown
24 on the approved SUSMP or site-specific mitigation plan and submit a stormwater
25 observation report based on forms obtained from the City's Stormwater Program
26 Manager, which shall include a wet-signed and stamped certification statement by the
27 engineer who prepared the SUSMP site plans, confirming that the SUSMP BMPs have
28 been built as designed.

29 126. A covenant, to be effective in perpetuity unless terminated by the approval of the
Public Works Director, shall be recorded in the Offices of the Los Angeles County
Recorder. The recorded covenant shall include provisions requiring the current
property owner and any and all successors-in-interest, transferees and assignees to
maintain all onsite structural stormwater pollution removal devices, including, but not
limited to, Detention/Sedimentation Systems, Filtration Systems, Infiltration Systems,
Oil and Water Separators, Water Quality Inlets and Dry Wells, all in accordance with
the Operation and Maintenance Plan approved by the Public Works Director or his/her
designee. In addition, the specific structural BMPs to be utilized and maintained for
the property shall be set forth in the covenant. The covenant shall be in a form
approved by the City Attorney.

1 127. All Public Works conditions of approval shall be completed to the satisfaction of the
2 City Engineer.

3 SECTION 3. Pursuant to the foregoing recitations and findings, the Planning
4 Commission of the City of Culver City, California, hereby approves Site Plan Review SPR
5 P2008047.
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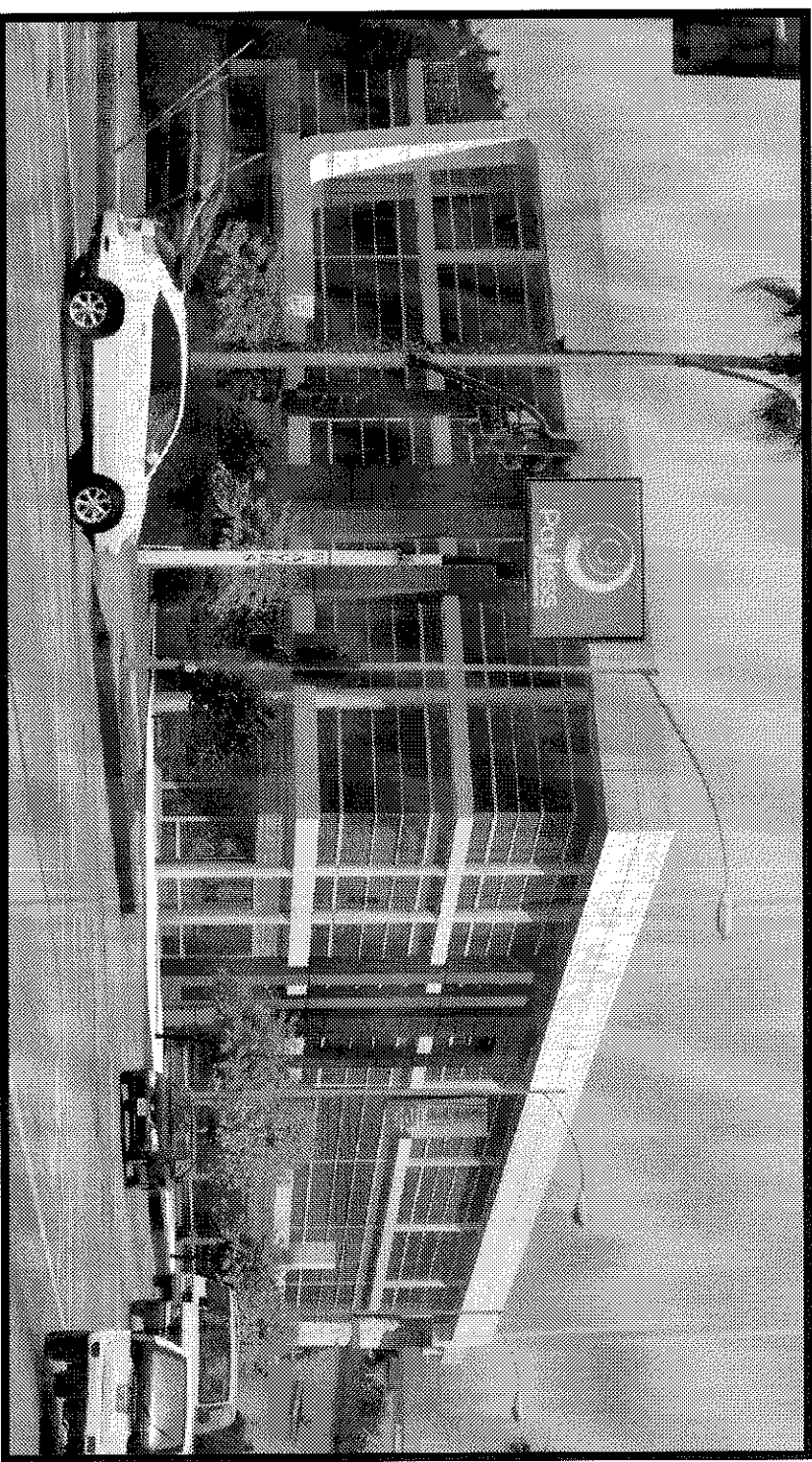
7 APPROVED and ADOPTED this 23rd day of September, 2009.
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10 _____
11 JOHN KUECHLE, CHAIRPERSON
12 PLANNING COMMISSION
13 CITY OF CULVER CITY, CALIFORNIA

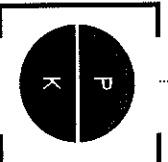
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15 _____
16 Yvonne Hunt, Administrative Secretary
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RECEIVED
JUN 18 2009
Culver City
Planning Division



MARCASEL MULTI-USE BUILDING
11957 WEST WASHINGTON BOULEVARD, CULVER CITY, CALIFORNIA



POLLOVIN KELLOGG DESIGN GROUP
ARCHITECTURE PLANNING | INTERIOR DESIGN
6400 Grand Avenue, Suite 215
Woodside Hills, CA 91367
(P) 818 313 6813 | (F) 818 313 6817

THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES

- [illegible]

1180 E. 9th St. S. #200
 Minneapolis, MN 55404[illegible]

ALSO EXCEPT THAT PERSON INQUIRED WITHIN THE LINES OF THE LAND DESCRIBED IN THE DEED TO THE CITY OF CLEVELAND CITY RECORDED JULY 21, 1975 AS INSTRUMENT NO. 4187. IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

THAT PORTION OF MACCARTHEE, APPROX. 100.00 FEET WIDE, FORMERLY KNOWN AS WEST BOULEVARD; IS SHOWN ON MAP OF PLOT NO. 52B, RECORDED IN BOOK 20 PAGES 34 AND 35 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

[illegible]

LOT 1, BLOCK "B" OF TRACT NO. 7612, IN THE CITY OF OAKRIDGE CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 41, PAGE 92, 93 AND 94 OF MAPS, IN THE OFFICE OF THE CLERK, RECORDER OF SAID COUNTY.

TO: WIDE AREA: 1.00 DEPARTMENTS: 1.00 IN FAVOR OF THE DEPARTMENT OF WATER AND SEWER OF THE CITY OF LOS ANGELES RECORDED JULY 27, 1976 AS INSTRUMENT NO. 20122, O.R.

- [illegible]

SUBSTRUCTURE PLAN INDEX									
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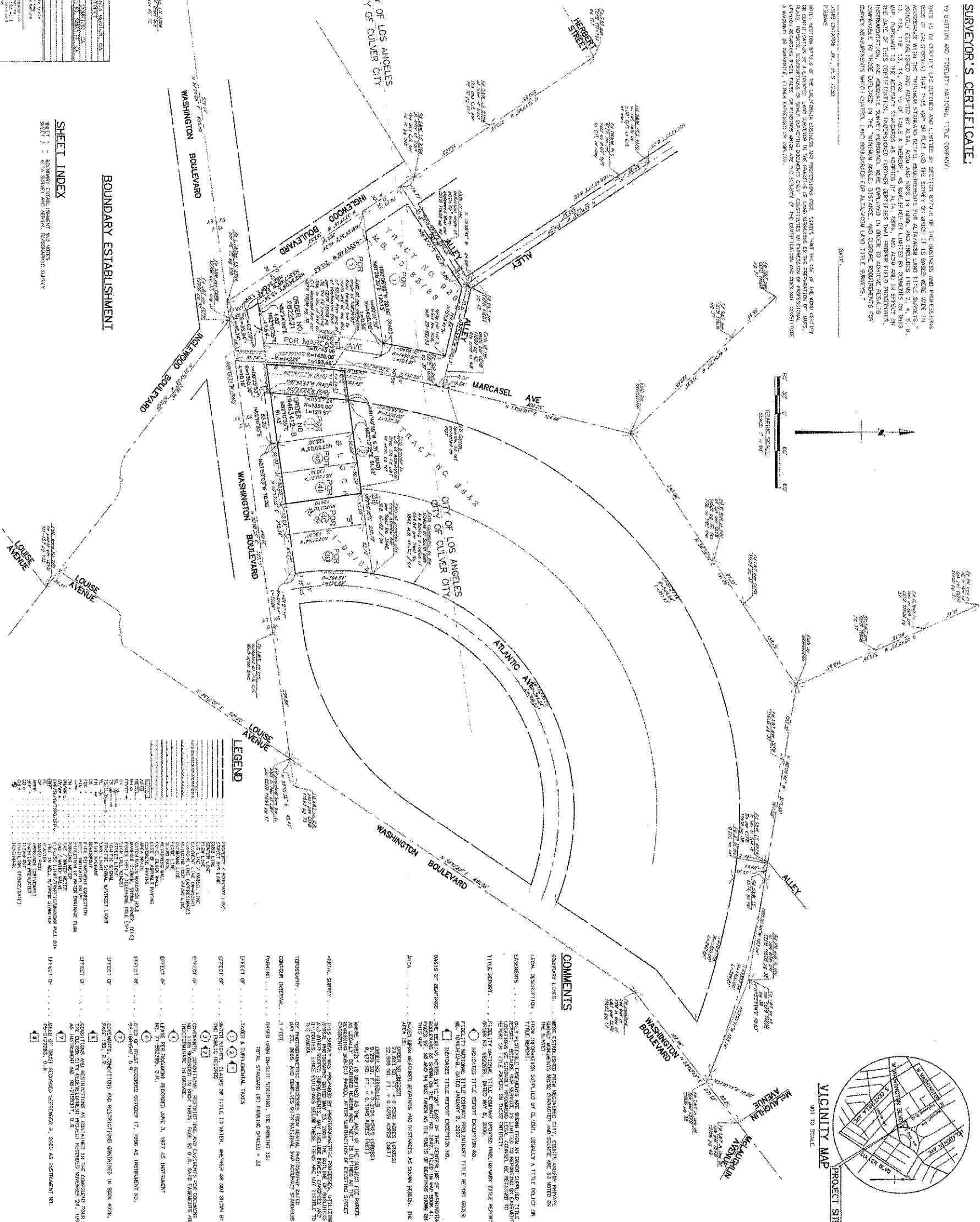
- KROEMER, L. S. AND L. SPEREN: 1960, 'NOTES ON THE KETAS SURVEY AND ABVIL. (PROCEEDINGS) C. SURVEY
- SHUTT, J. -

INDEX

TO EASTMAN AND FIDELITY NATIONAL TITLE COMPANY

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PRIMARY LINES.

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1. INDICATES THE REPORT EXAMINATION NO.

2. FIDELITY NATIONAL TITLE COMPANY, 2001 MAINWAY TITLE REPORT GROUP NO. 1000000000, DATED JANUARY 2, 2007.

3. INDICATES THE REPORT DESCRIPTION NO.

4. BASIS OF RESEARCH

THE BASIS OF RESEARCH WAS A 12 MONTH PERIOD OF RESEARCHING RELEVANT RECORDS ON THE SUBJECT OF THE FIDELITY NATIONAL TITLE REPORTS OF 2006 AND 2007 AND TAKING THE BASIS OF RESEARCH FROM THIS WAY

BASED UPON RESEARCHED EVIDENCES AND OBSERVATIONS AS SHOWN BELOW, THE

[illegible][illegible]

TOTAL STANDARD (7) FILLING GRADES = 33

EFFECT OF TAKES A SUPERFICIAL TURNS

1 2 1

INTERESTING RECORDS ON TRAIL TO BATHEN, WEATHER FOR SOME STORIES BY

2 12

1797171 06
 EFFECT OF
 1. LEADS PER DOCUMENT REFERENCES JUNE 3, 1977 AS INSTRUCTIVE
 2. 77-98289, O.R.
 3. 1.181, RECORDED IN BUREAU, 1977, PAGE 8, O.R. SAID EVIDENCE IS
 INCORPORATED IN ABOVE.
 4. 56-18844-2, O.R.
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 173. 56-1

EFFECT OF
PAGE 103, 2-20

7. CONCLUSIONS AND RESTRICTIONS CONTAINED IN BOOK 4020.
PAGE 103, 2-20

4. COMMENTS AND RESTRICTIONS AS CONTAINED IN THE COMMENTS PAGE
OF EACH REPORT NUMBERED SUCCESSIVELY 2, 1, 100
AS INDICATED NO. 401015317, 0-0.

7.

EFFECT OF DEER OF HASTI RECORDING SEPTEMBER 9, 2002 AS HASTI/DAWT VN
09-1127833 9, H.

DATE: MAY 30, 2008	1" x 60"	1
TIME: 10:50 AM	100	2

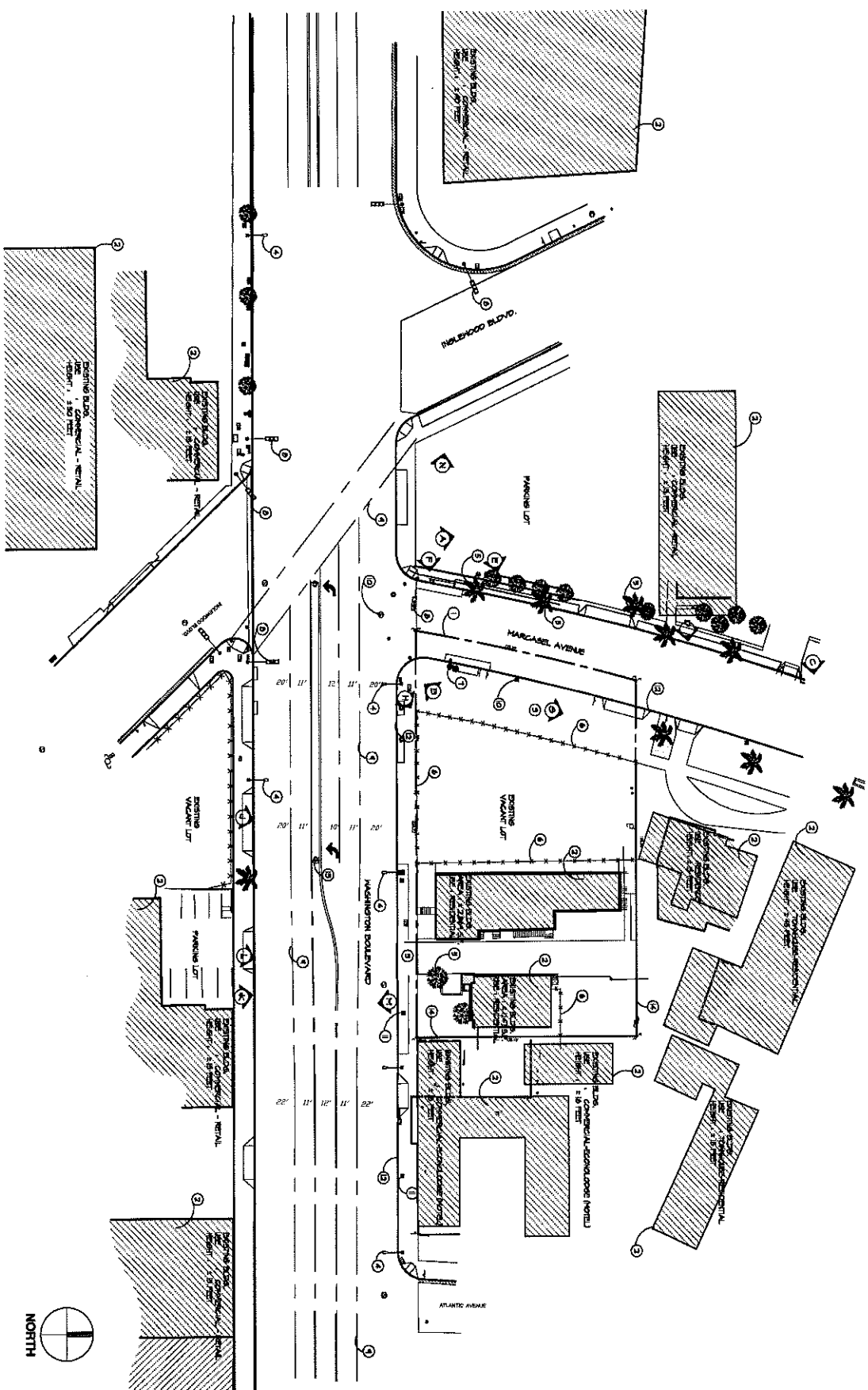
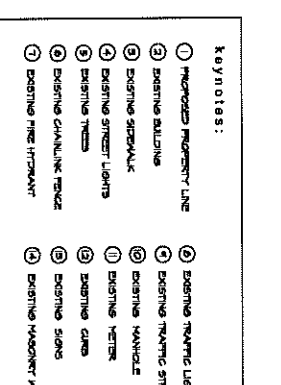
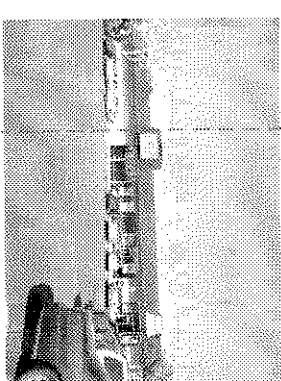
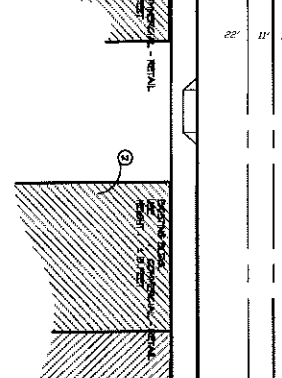
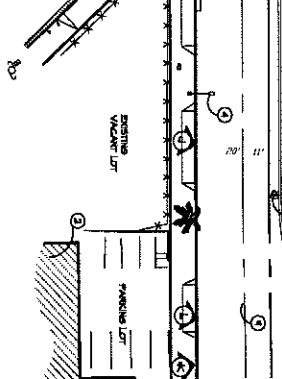
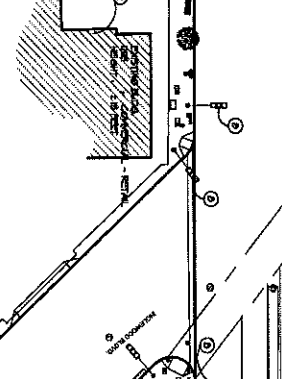
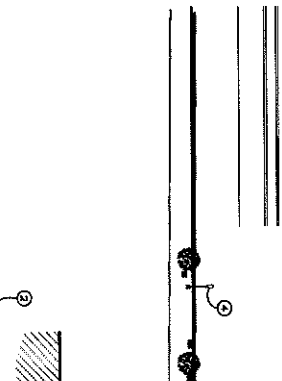
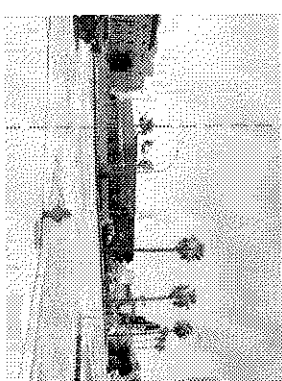
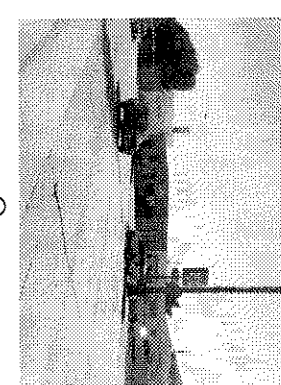
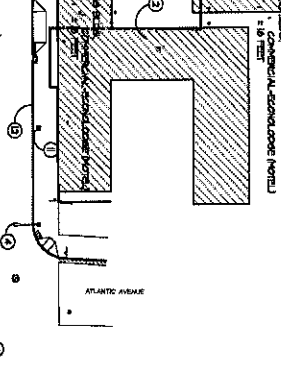
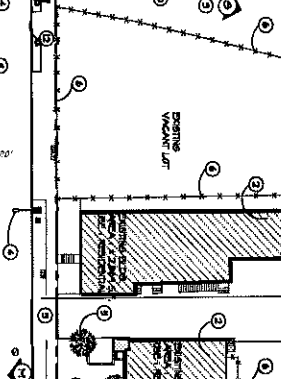
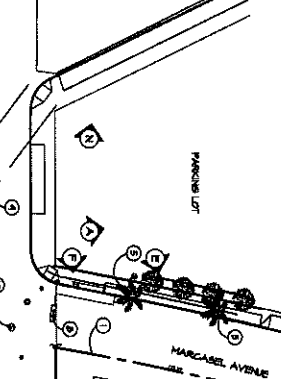
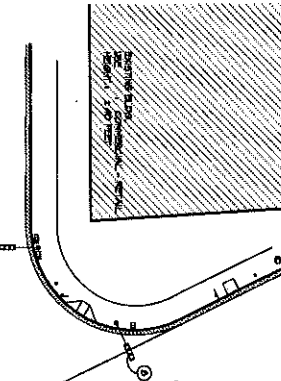
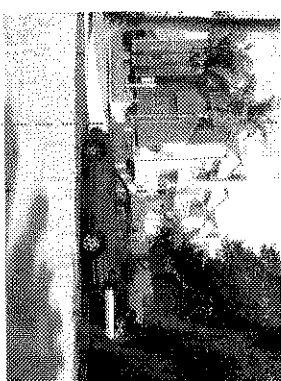
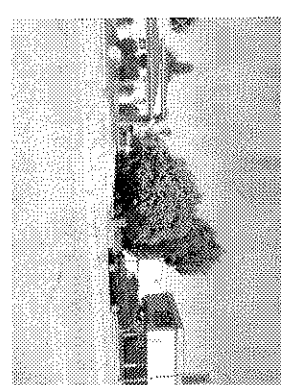
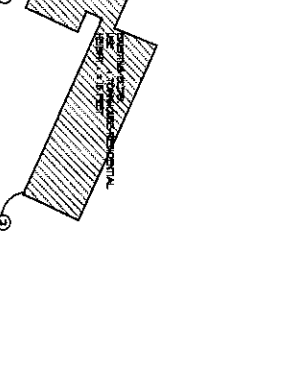
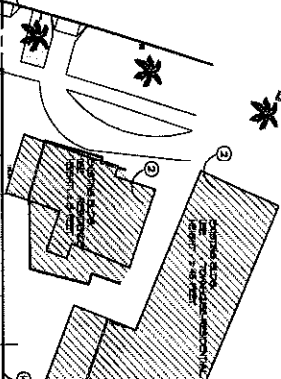
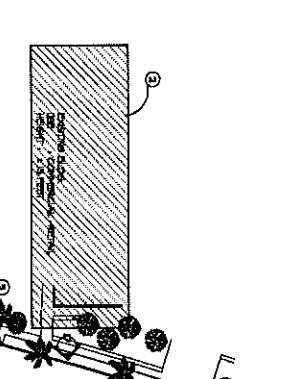
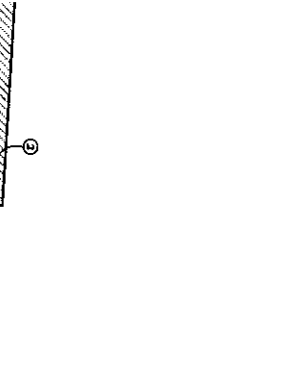
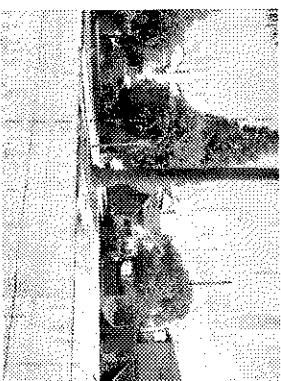
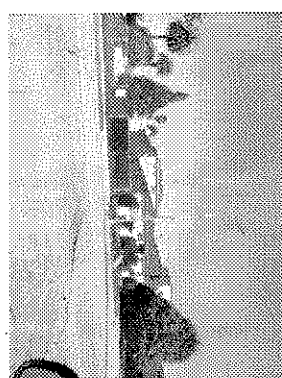
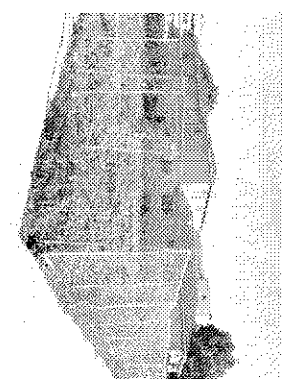
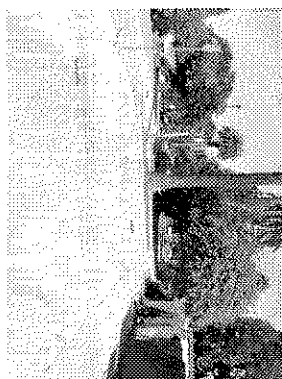


proposed site - aerial view



3-20-06

AO



- keynotes:
- 1) PROPOSED PROPERTY LINE
 - 2) EXISTING BUILDING
 - 3) EXISTING DRIVEWAY
 - 4) EXISTING STREET LIGHTS
 - 5) EXISTING TREES
 - 6) EXISTING DRIVEWAY POCKET
 - 7) EXISTING FIRE HYDRANT
 - 8) EXISTING TRAFFIC LIGHTS
 - 9) EXISTING TRAFFIC SHIELDING
 - 10) EXISTING MANHOLE
 - 11) EXISTING VENT
 - 12) EXISTING SIGN
 - 13) EXISTING DRIVE
 - 14) EXISTING WALKWAY WALL



POLLOUM KELLOGG DESIGN GROUP
ARCHITECTURE PLANNING INTERIOR DESIGN

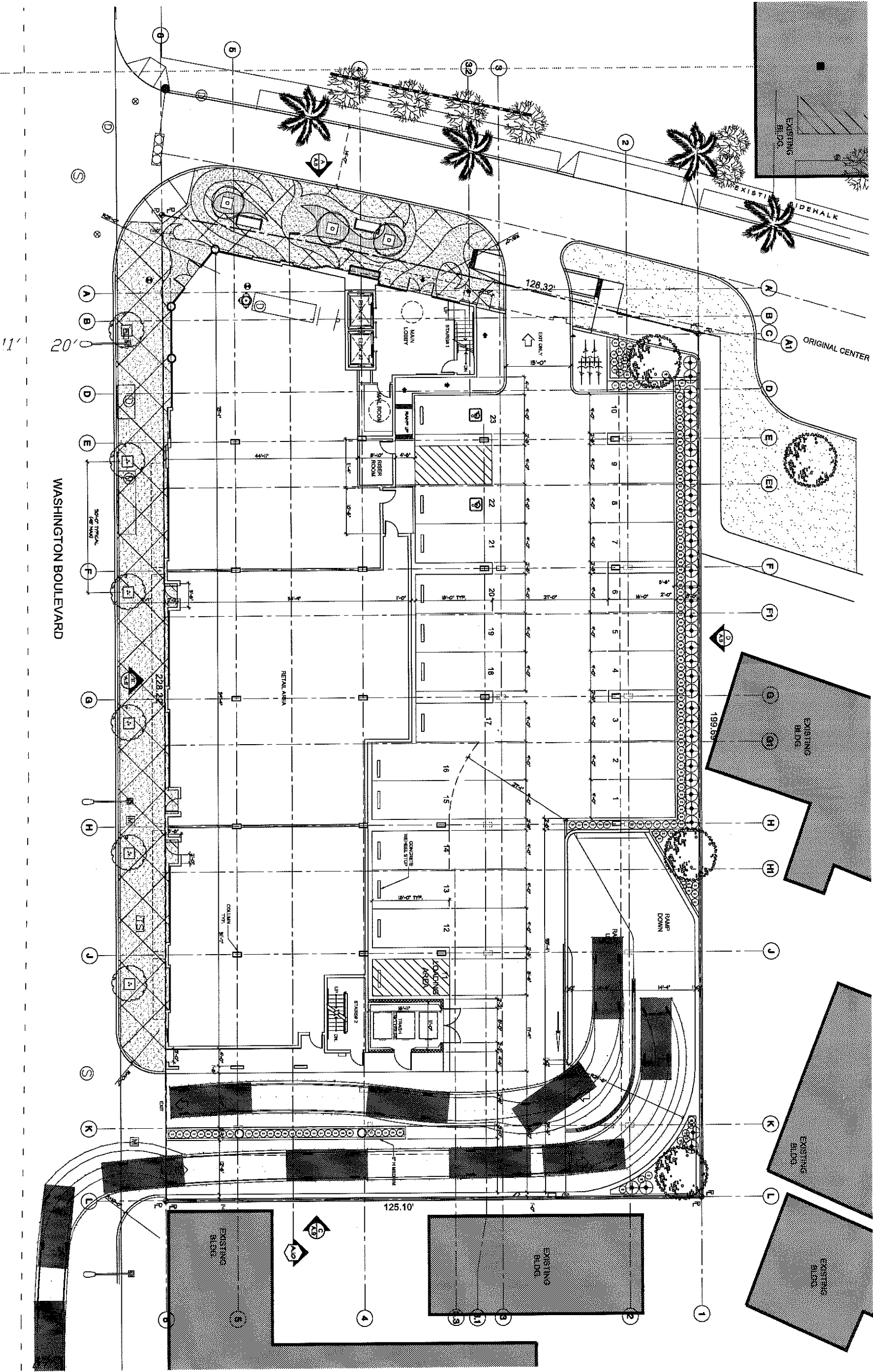
5400 Carnegie Avenue, Suite 215
Woodland Hills, CA 91367
[P] 818 313 6812 [F] 818 313 6817

existing site plan

434 - Special

MARCASEL MULTI-USE BUILDING
11857 WASHINGTON BLVD. CULVER CITY, CA.

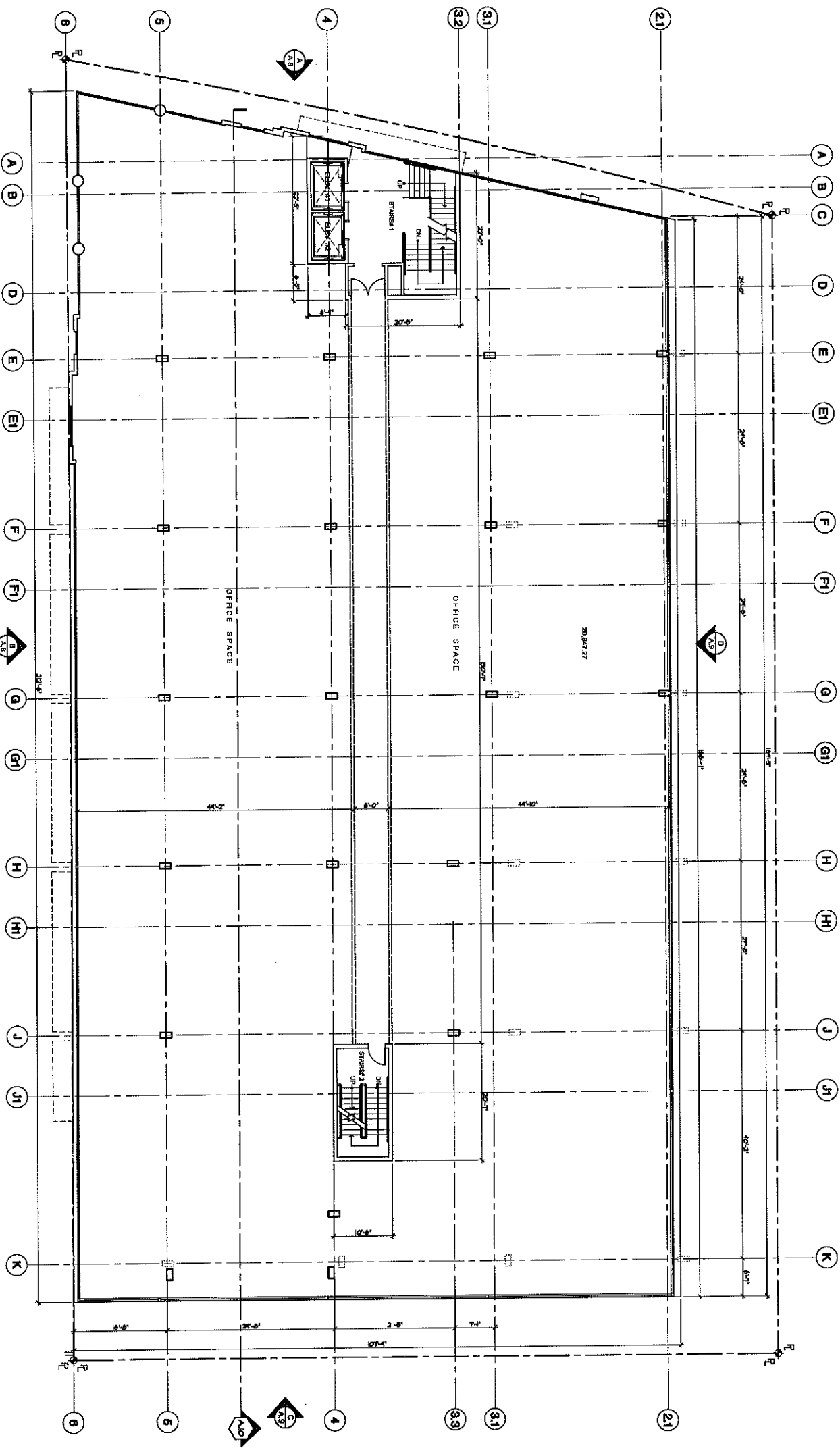
3-26-08 **A1.0**



POLIOUIN KELLOGG DESIGN GROUP
ARCHITECTURE PLANNING | INTERIOR DESIGN
6400 Canoga Avenue, Suite 215
Woodland Hills, CA 91367
(818) 315-5815 | (818) 315-5817

Ground floor plan
1/8" = 1'-0"

MARCASEL MULTI-USE BUILDING
1957 WASHINGTON BLVD., CULVER CITY, CA
5-28-08 A12

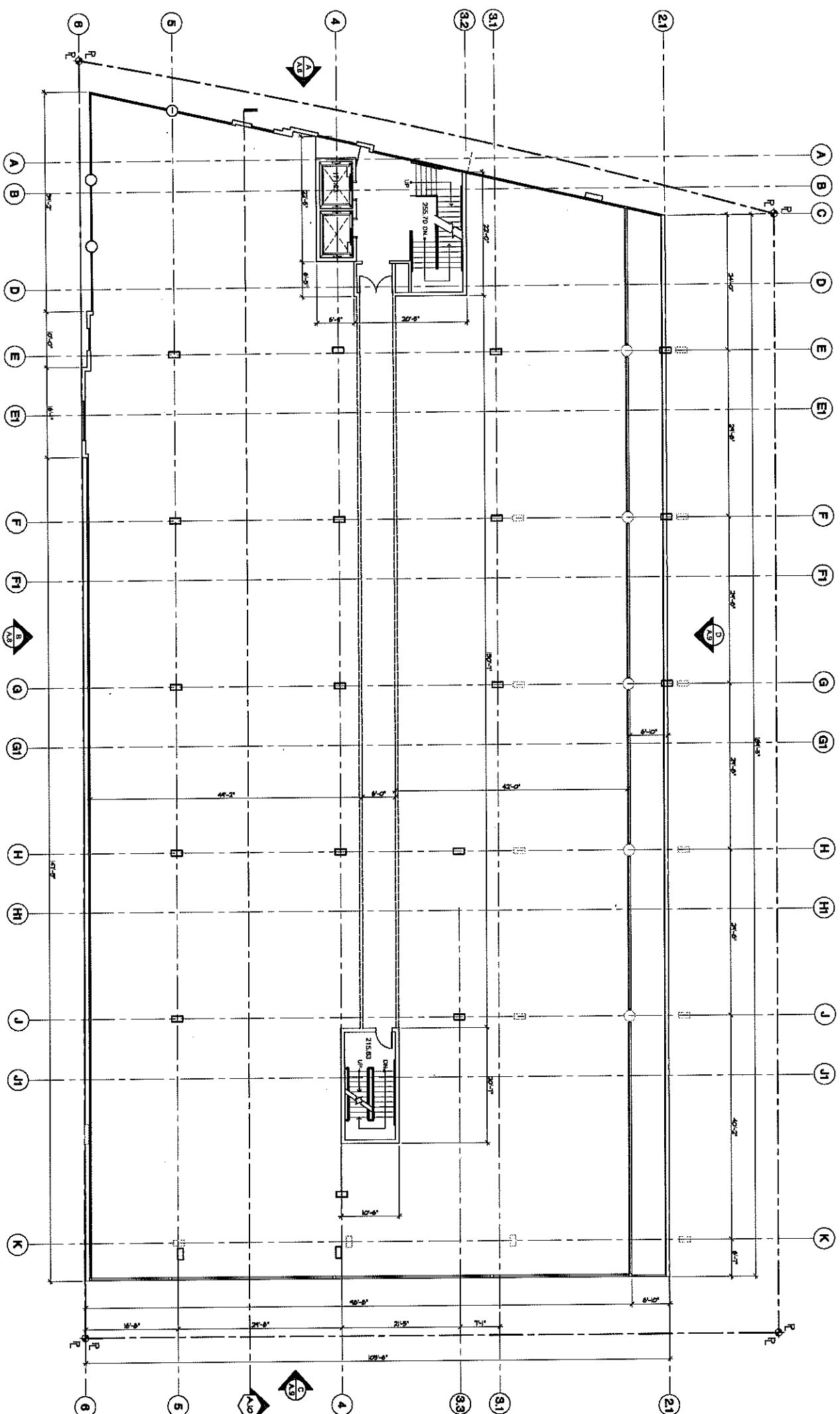


POLYQUIN KELLOGG DESIGN GROUP
ARCHITECTURE PLANNING INTERIOR DESIGN
5400 Campus Avenue, Suite 210
Woodland Hills, CA 91367
Tel: 818 315 6813 Fax: 818 315 6817

Second floor plan
10-1-10

MARCASSEL MULTI-USE BUILDING
1867 WASHINGTON BLVD. CULVER CITY, CA
5-28-08

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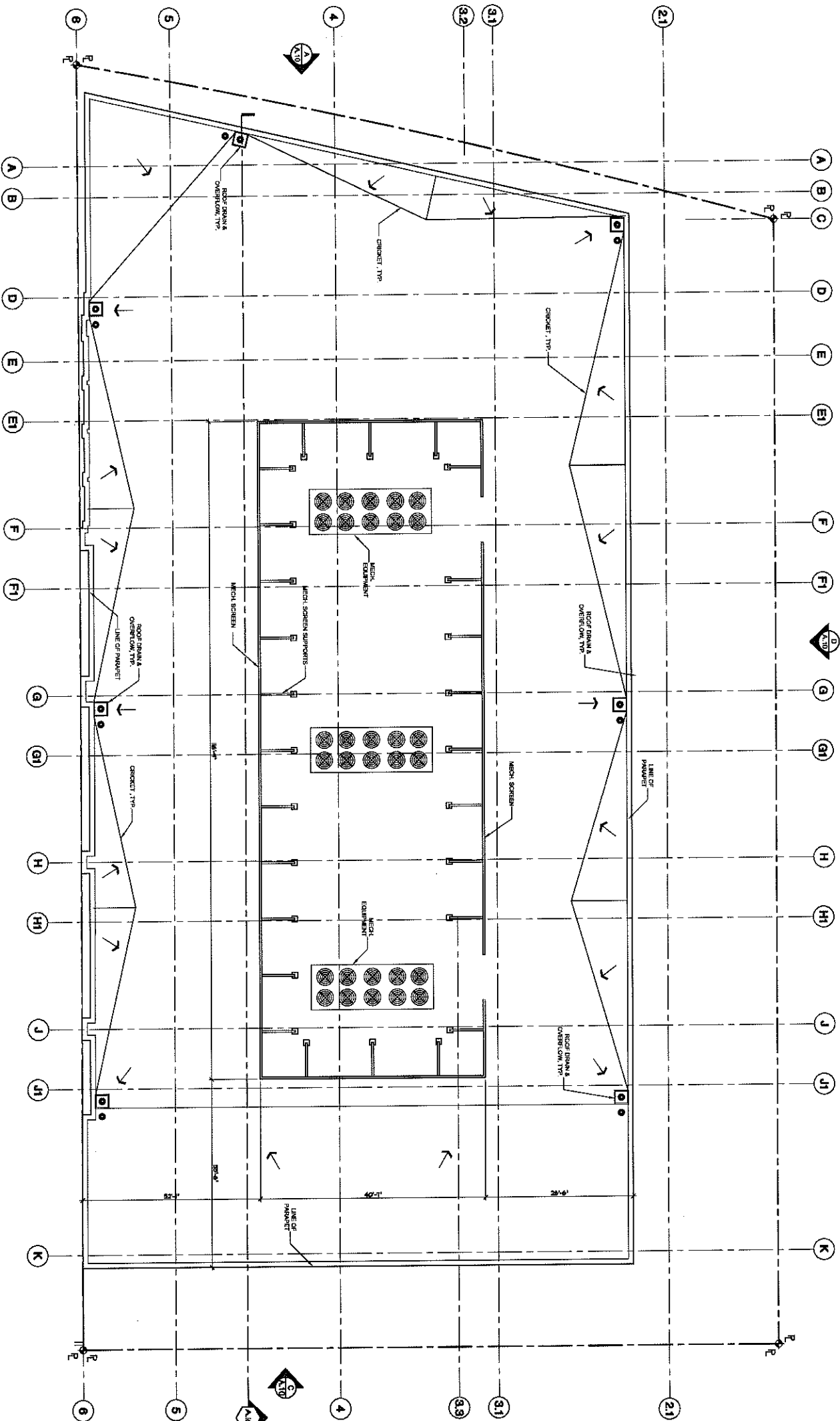


POLLIQUIN KELLOGG DESIGN GROUP
ARCHITECTURE PLANNING INTERIOR DESIGN
6400 Carnegie Avenue, Suite 215
Woodland Hills, CA 91367
[P] 818 313 6813 [F] 818 313 6817

third floor plan

MARCASEL MULTI-USE BUILDING
11957 WASHINGTON BLVD. CULVER CITY, CA.

A3

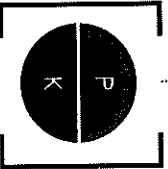


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roof plan
VP-140

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2-28-08
A4



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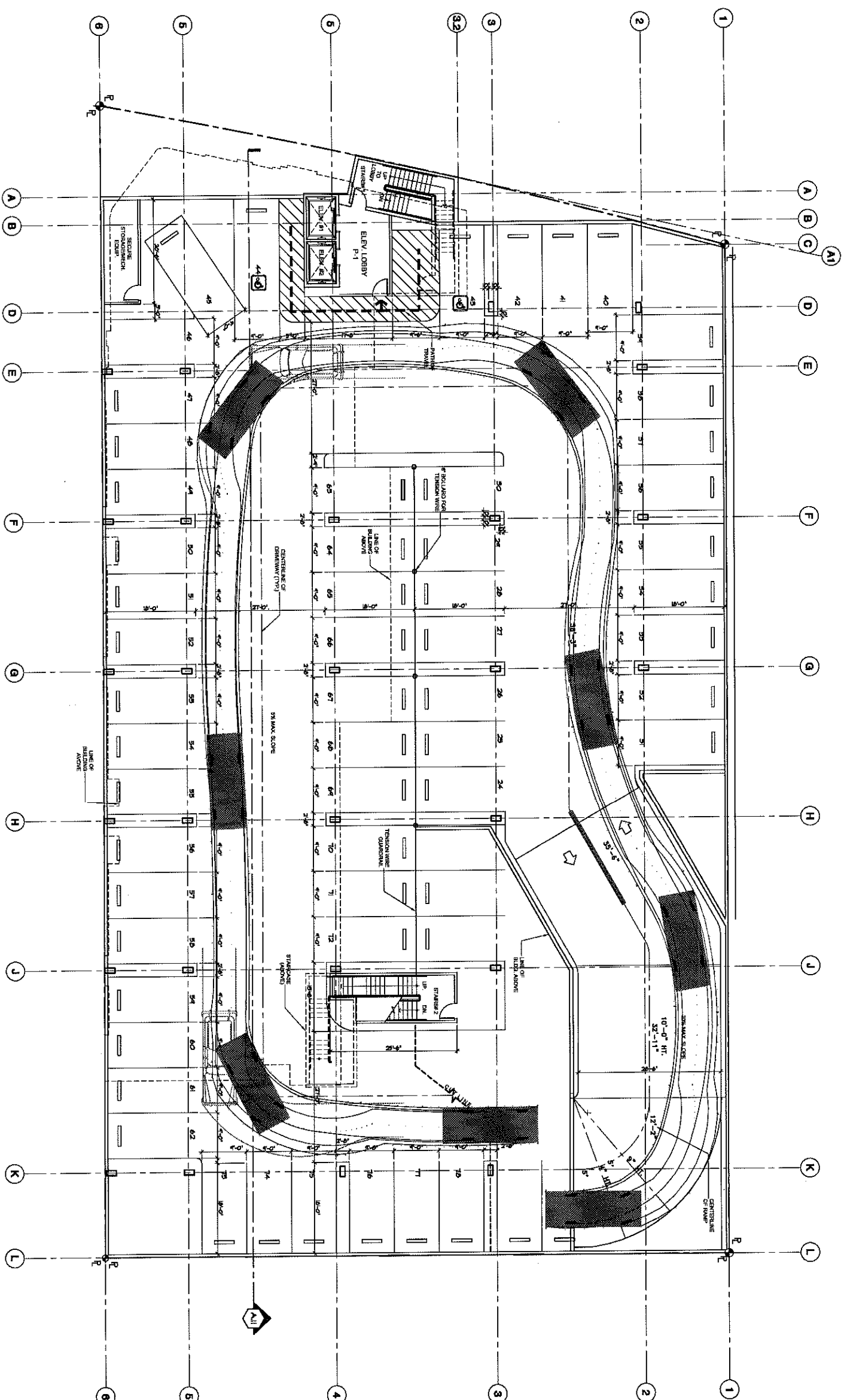
6400 Canoga Avenue, Suite 215
Woodland Hills, CA 91367
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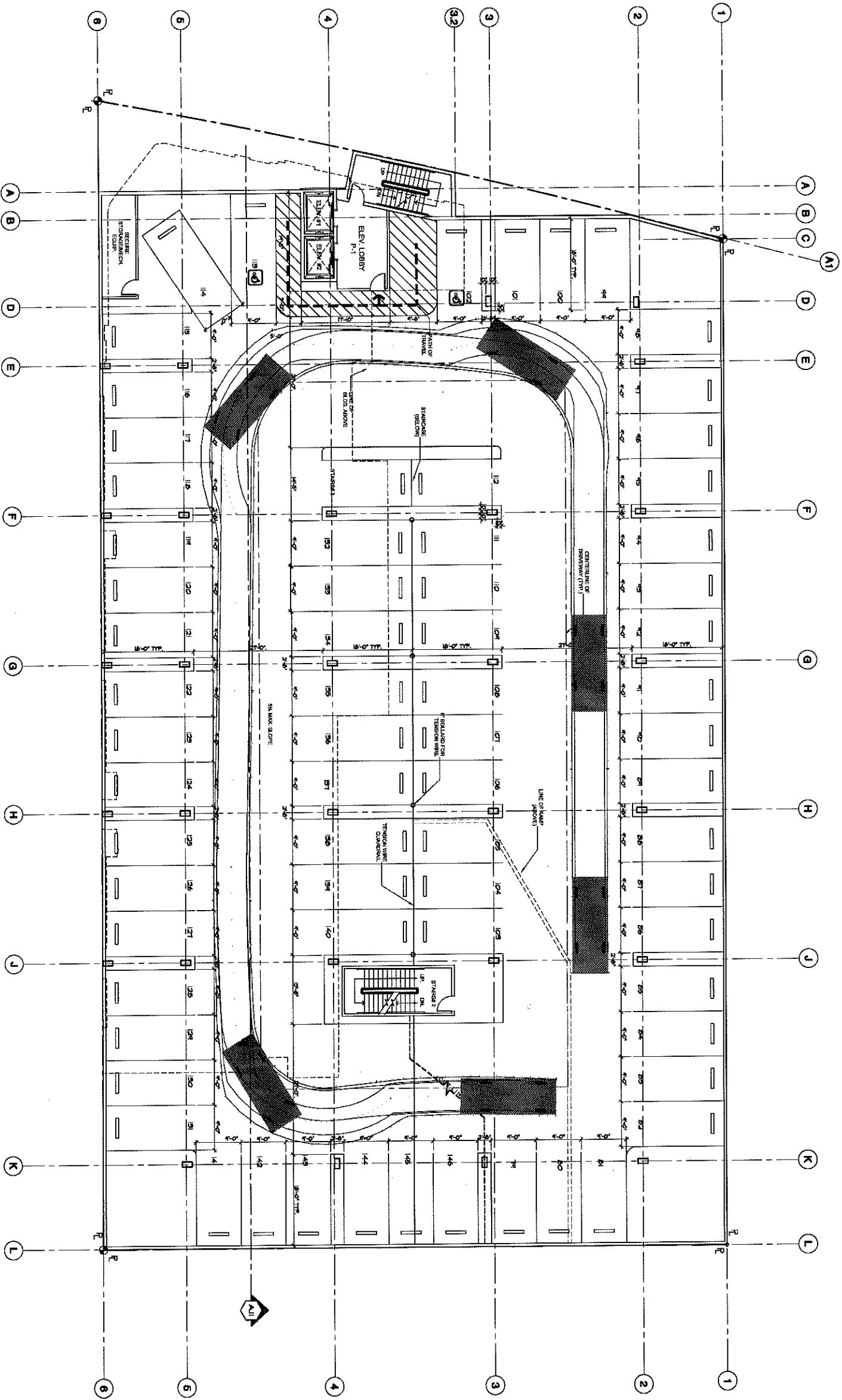
first basement parking plan

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3-20-00

A5





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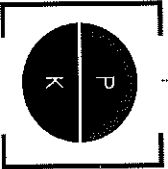
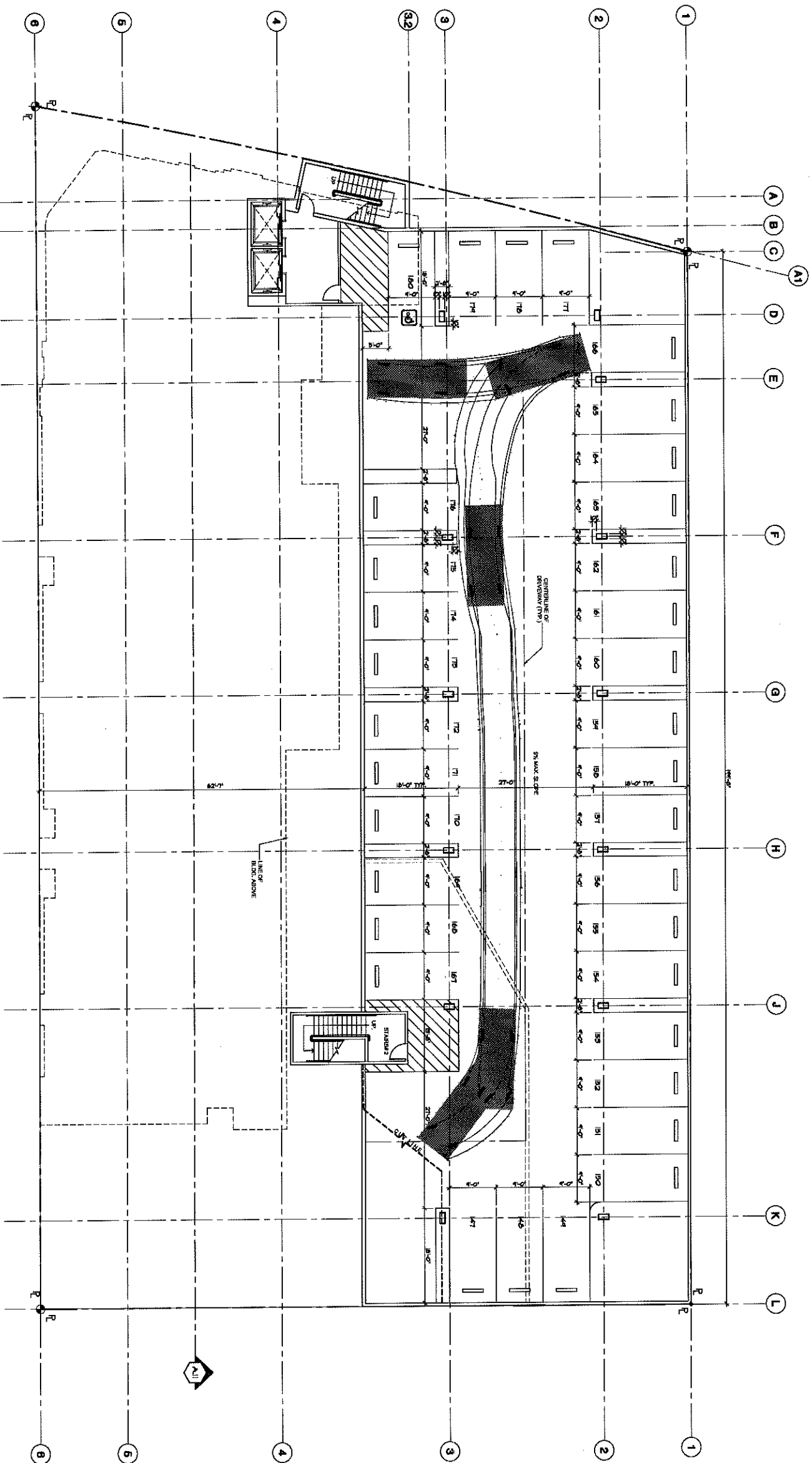
second basement parking plan
VP-100

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2-20-08

A6





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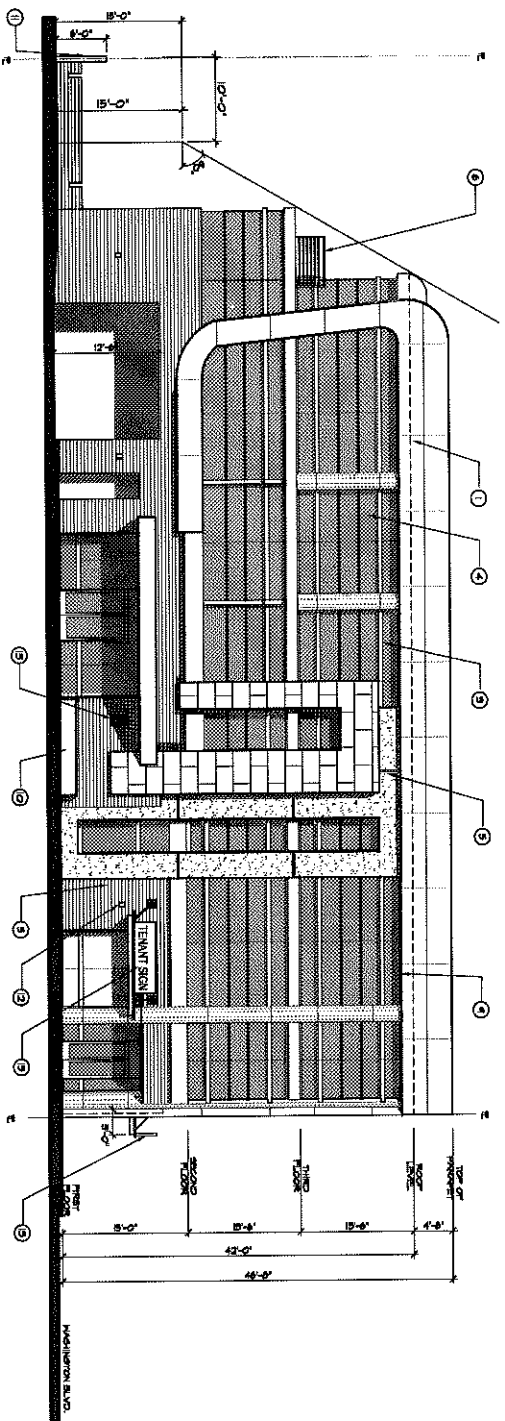
third basement parking plan

1/8" = 1'-0"

MARCASEL MULTI-USE BUILDING
11857 WASHINGTON BLVD, CULVER CITY, CA

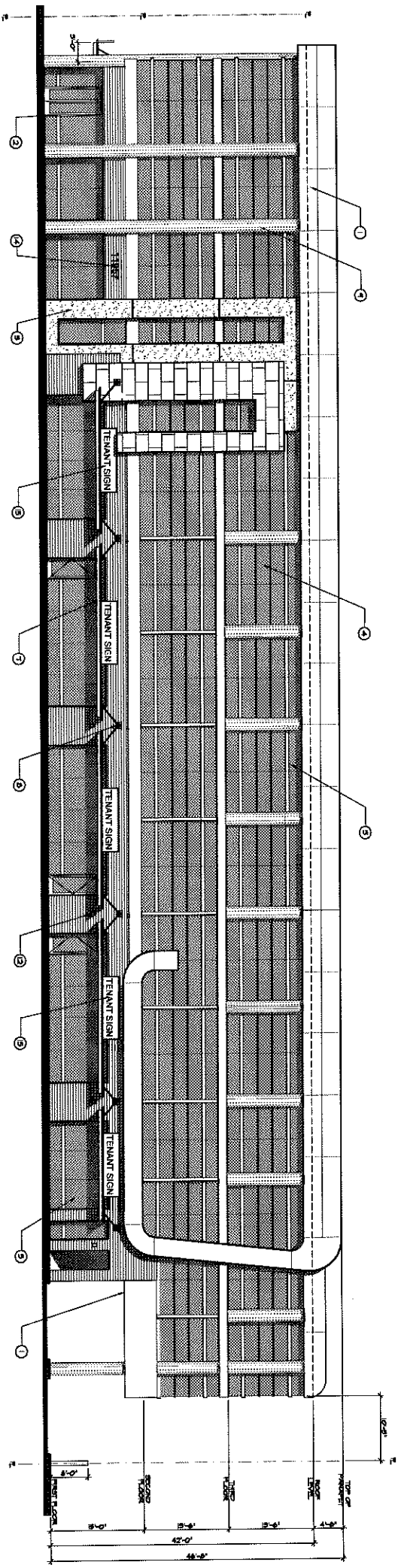
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A7



- finish notes:
- 1 ALUMINUM PANELING
 - 2 ALUMINUM STOREFRONT SYSTEM
 - 3 ALUMINUM BREAK METAL
 - 4 NON-REFLECTIVE GLASS - TINT.
 - 5 POURED IN PLACE CONCRETE WITH EXTENDING RISBS
 - 6 STEEL QUADRANT
 - 7 STEEL CANOPY
 - 8 STEEL STREET CANOPY SUPPORTS WITH CONCRETE BASE
 - 9 ALUMINUM CLAD COLUMNS
 - 10 24" PLANTER
 - 11 PERIMETER WALL - SPLIT FACE CONCRETE BLOCK - COLOR T/M
 - 12 LIGHT FIXTURE - DELTA LIGHT RUBIX H-C10
 - 13 LIGHT FIXTURE DELTA LIGHT BE-COOL X 114
 - 14 STAINLESS STEEL CUT OUT NUMBERS - STREET ADDRESS
 - 15 TENANT SIGNAGE ON CANOPY

A west elevation
1/8" = 1'-0"



B south elevation
1/8" = 1'-0"

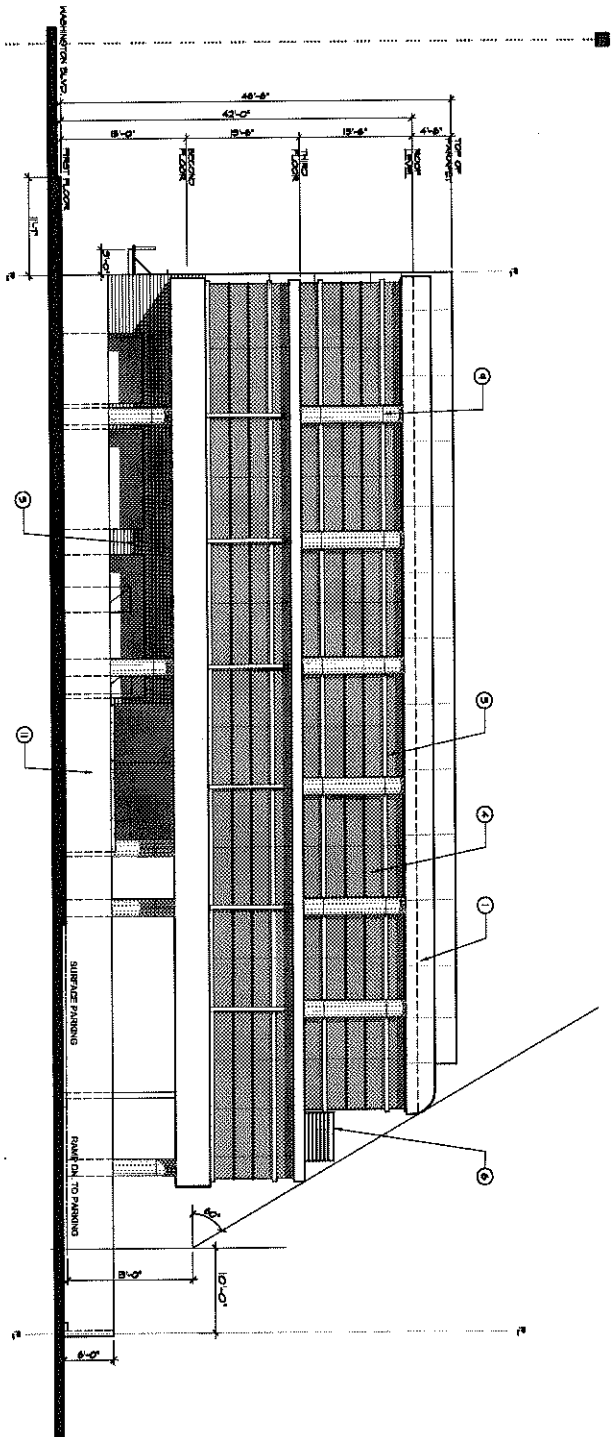
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MARCASEL MULTI-USE BUILDING
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8-25-06

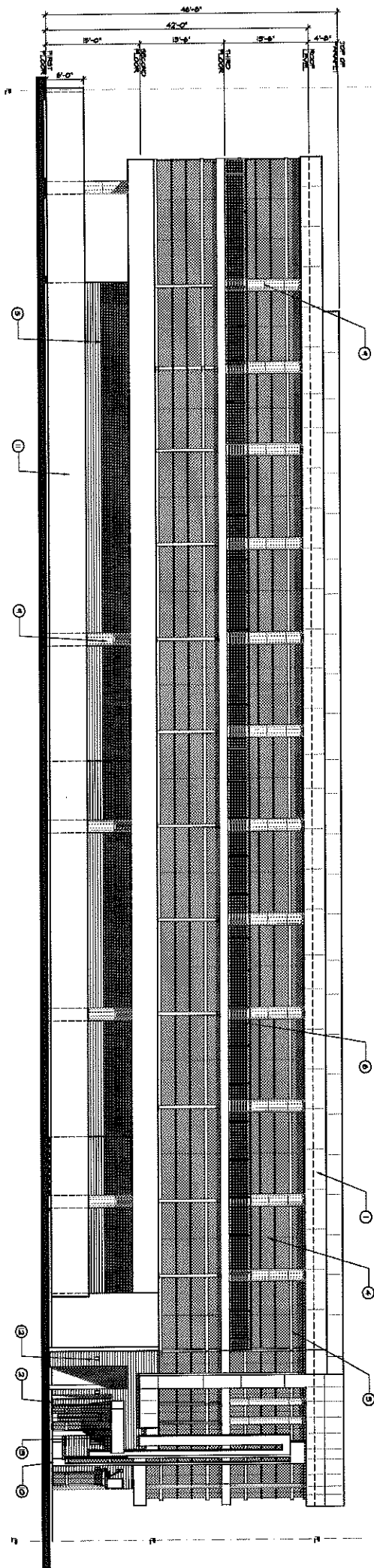
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P
K

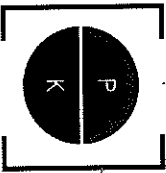


C east elevation
1/8" = 1'-0"

- finish notes:
- 1 ALUMINUM PANELING
 - 2 ALUMINUM STOREFRONT SYSTEM
 - 3 ALUMINUM BREAK METAL
 - 4 NON-REFLECTIVE GLASS - 1/8"
 - 5 POURED IN PLACE CONCRETE WITH EXTENDING REB
 - 6 STEEL GLAZING
 - 7 STEEL CANOPY
 - 8 STEEL STRUCT CANOPY SUPPORTS WITH CONCRETE BASE
 - 9 ALUMINUM CLAD COLUMNS
 - 10 24" FLANTER
 - 11 PERIMETER WALL - SPLIT FACE CONCRETE BLOCK - COLOR TYN
 - 12 LIGHT FIXTURE - DELTA LIGHT KUBIK 14-10
 - 13 LIGHT FIXTURE DELTA LIGHT DE-COOL X 1/4
 - 14 STAINLESS STEEL CUT OUT NUMBERS - STREET ADDRESS
 - 15 TENANT SIGNAGE ON CANOPY



D north elevation
1/8" = 1'-0"

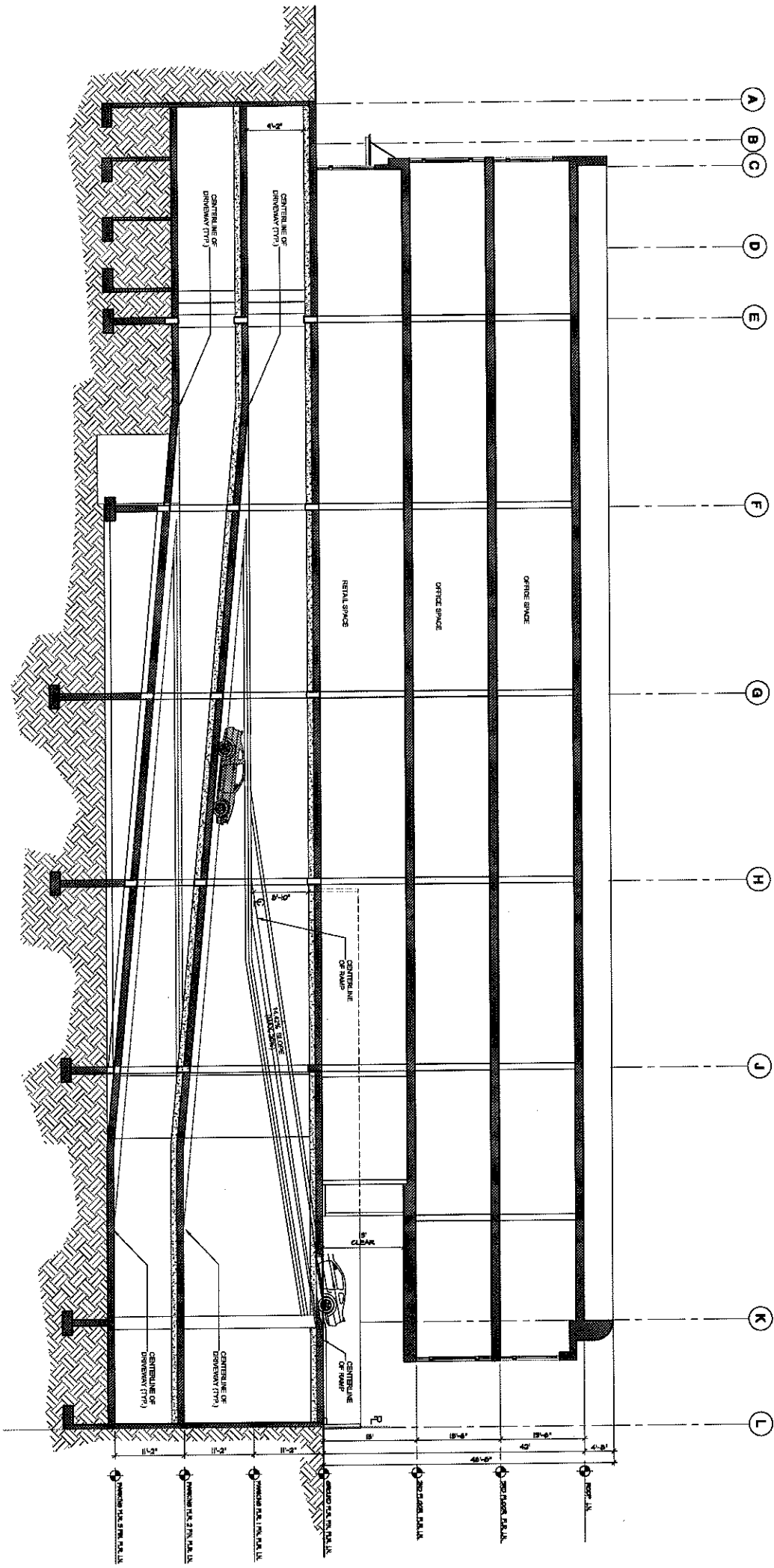


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11957 WASHINGTON BLVD. CULVER CITY, CA.

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A9



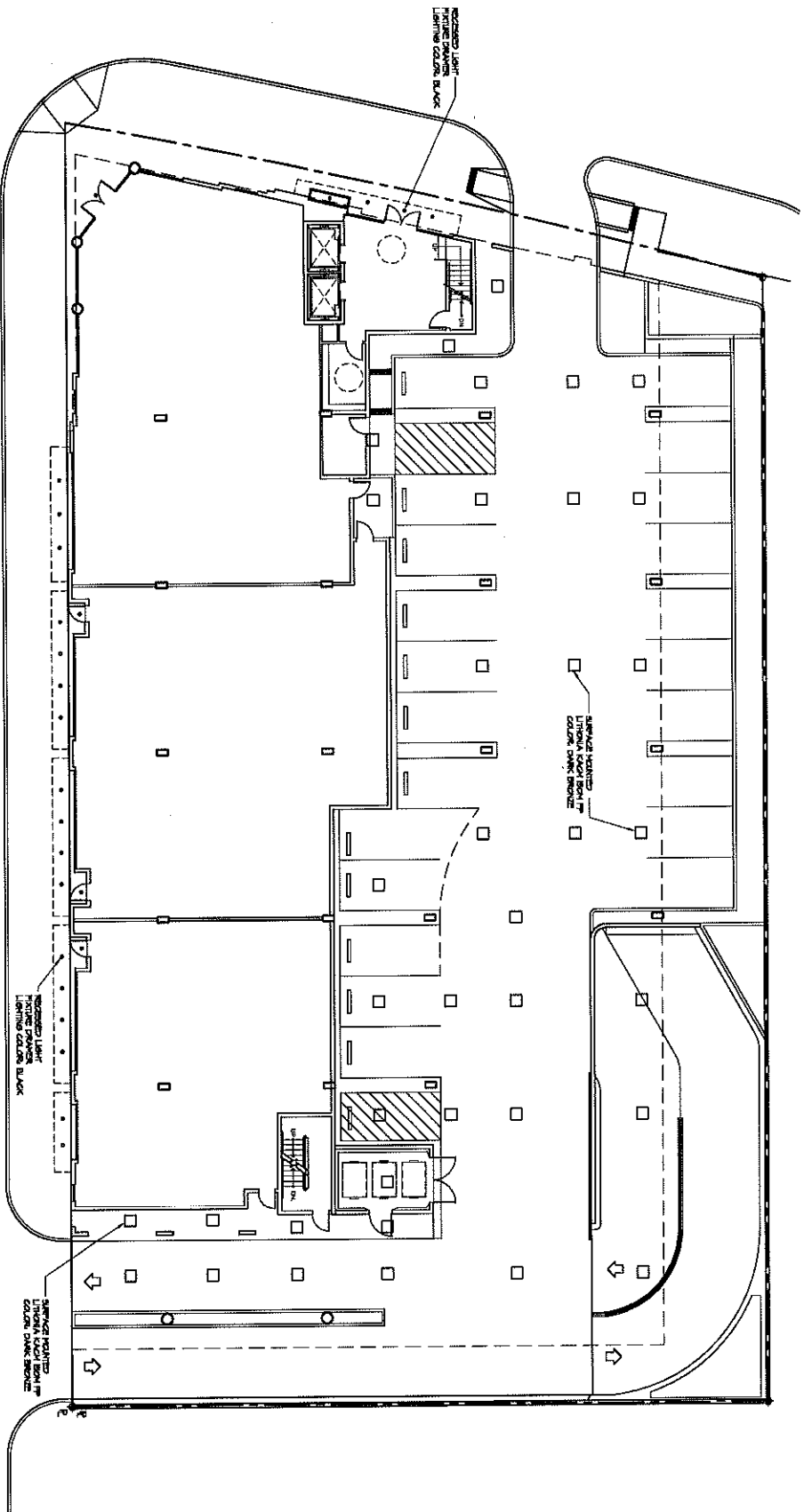
A B C D E F G H J K L



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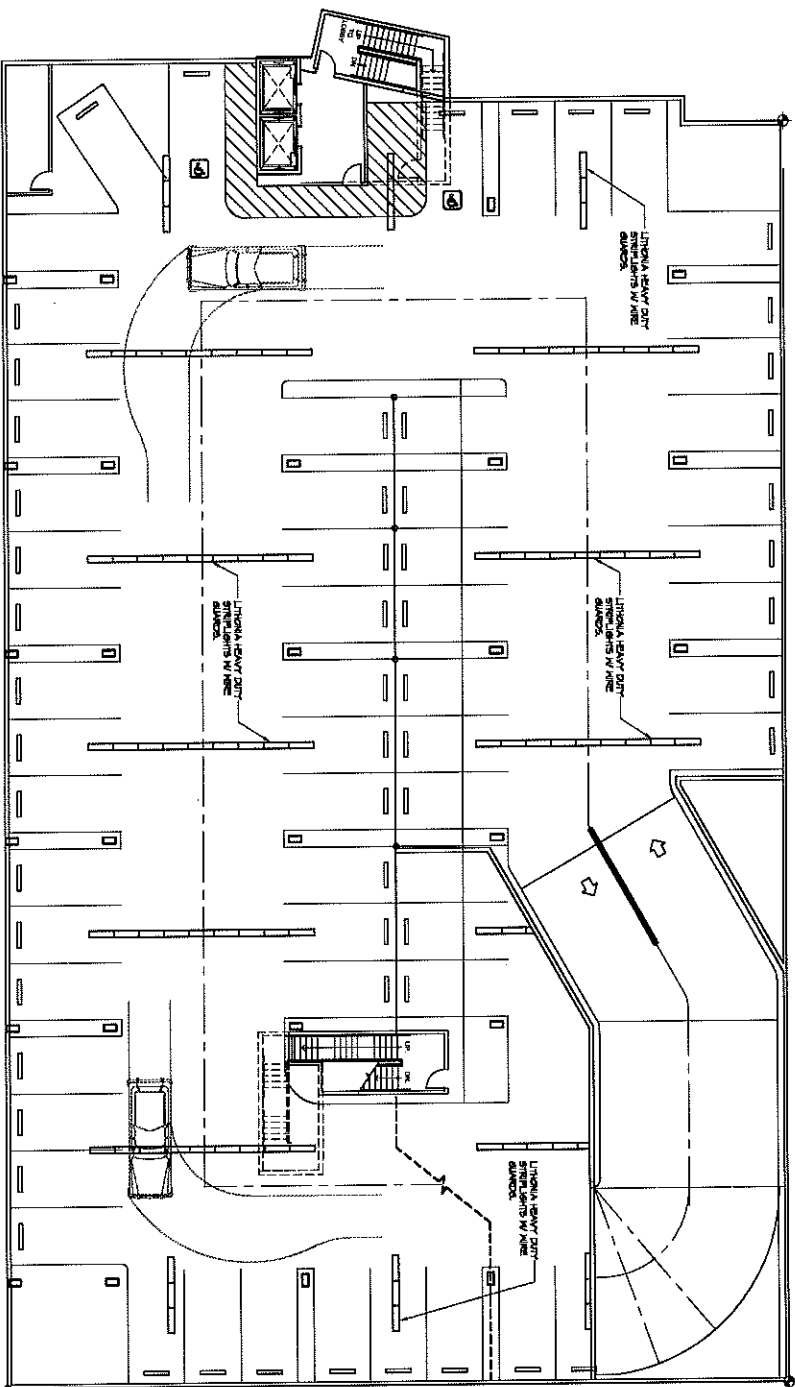
Longitudinal section
1/8" = 1'-0"

MARCASEL MULTI-USE BUILDING
11857 WASHINGTON BLVD. CULVER CITY, CA
S-20-00 A10



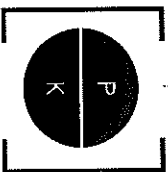
lighting layout @ ground floor

DATE - 1-10



lighting layout @ basement parking - typical

DATE - 1-10



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A11

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September 9, 2009

GATEWAY NEIGHBORHOOD MULTI-FAMILY RESIDENTIAL PROJECT DESIGN GUIDELINES

(REVISED 9/9/09)



ACKNOWLEDGEMENTS

Culver City Planning Commission

John Kuechle – Commission Chair
Linda Smith-Frost – Commission Vice Chair
Anthony Pleskow - Commissioner
Linda Shahinian - Commissioner
Scott Wyant - Commissioner
Marcus Tiggs - Commissioner
David Rockwell – Past Commission Chair

City Staff

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Heather Baker – Assistant City Attorney

Gateway Neighborhood Members

Karen Kurokawa
Elinor Osgood
John Andersen-Miller

GATEWAY NEIGHBORHOOD MULTI-FAMILY RESIDENTIAL PROJECT DESIGN GUIDELINES

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GATEWAY NEIGHBORHOOD MULTI-FAMILY RESIDENTIAL PROJECT DESIGN GUIDELINES

I. INTRODUCTION / PURPOSE

The Gateway Neighborhood Multi-Family Residential Project Design Guidelines (“Guidelines”) are intended to encourage the compatibility of new residential projects (“Project” or “Projects”) with, and the preservation of the unique character of, the Gateway neighborhood (the “Neighborhood”). These Guidelines are intended to promote desirable design qualities and to guide change in ways that are compatible with the most predominate Neighborhood development pattern, while maintaining the diversity and vitality of the Neighborhood and the City as a whole. For purposes of these Guidelines, “predominant” refers to the most frequently found or common condition in the Neighborhood or most frequently occurring average condition on a block. It is not the intent of the Guidelines to require any particular style of architecture, but rather to respect the variety of architectural styles in the Neighborhood and encourage interesting design that is integrated with the Neighborhood.

While Title 17, Zoning, of the Culver City Municipal Code (the “Zoning Code”) sets the minimum standards to address neighborhood consistency issues relative to setback, building height, lot coverage and other development requirements, it does not account for the nuances that occur at the block or neighborhood level. To address such concerns, these Guidelines reflect a more fine grained understanding of the Neighborhood. The Guidelines are not a substitute for the requirements of the Zoning Code, but are to be used by City staff, developers, designers and the local community in understanding how new developments can more appropriately respond to Neighborhood conditions. Although these Guidelines do not constitute mandatory requirements, Projects that are consistent with these Guidelines will further the City’s goals of encouraging the compatibility of new Projects with the existing surrounding neighborhood, promoting high quality developments and enhancing the quality of life and property values within the City and adjacent communities. These Guidelines are intended to apply to both single family and multi-family developments.

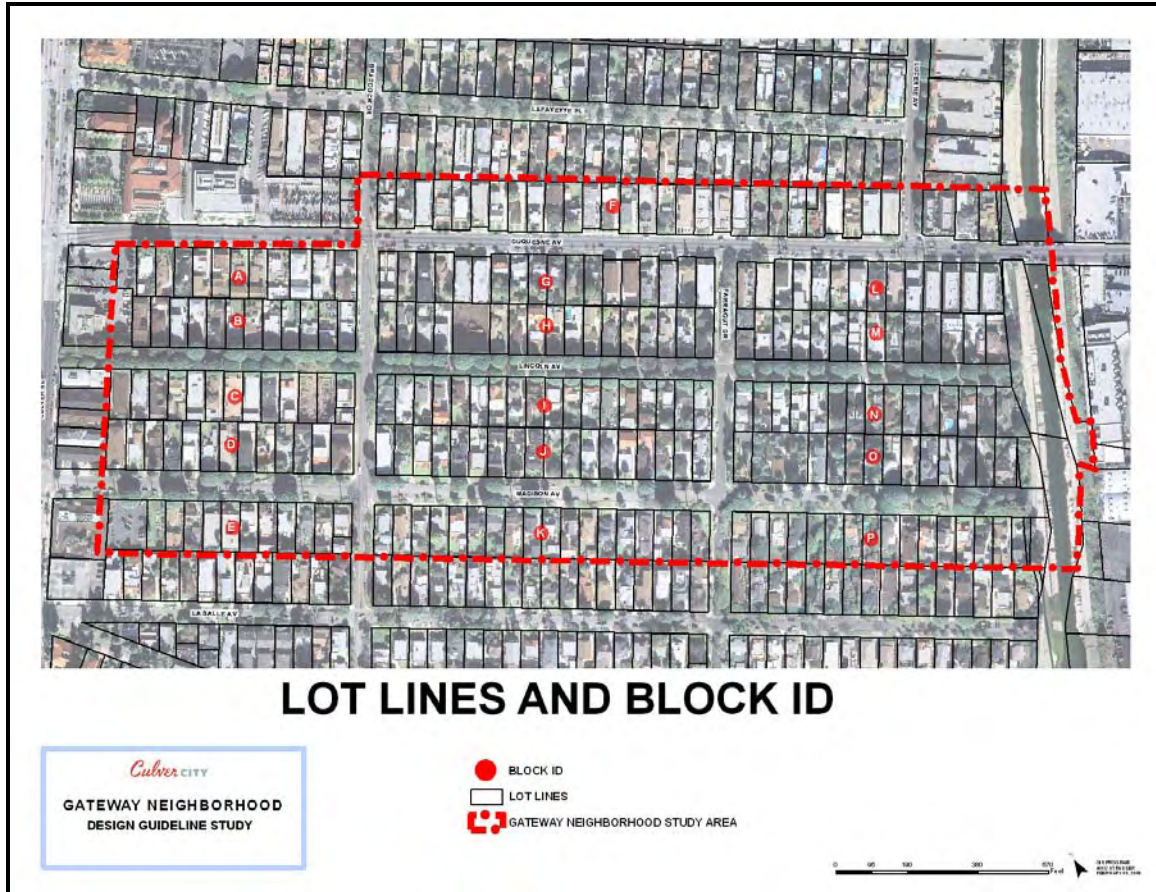
II. GATEWAY NEIGHBORHOOD SURVEY

These Guidelines are based upon a detailed survey of Neighborhood characteristics using the City’s Geographic Information System (GIS) and field observations for verification. The GIS survey method uses aerial photography to quickly examine building setbacks, lot coverage and other existing built conditions on a block by block basis in order to help determine the character of a neighborhood. In some cases recognizable development patterns emerge

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through the survey. These patterns are called block or neighborhood level “typologies”. The Neighborhood typologies have provided useful information in preparing the Guidelines and will help inform decision making regarding new development by providing a data base of development in the Neighborhood.

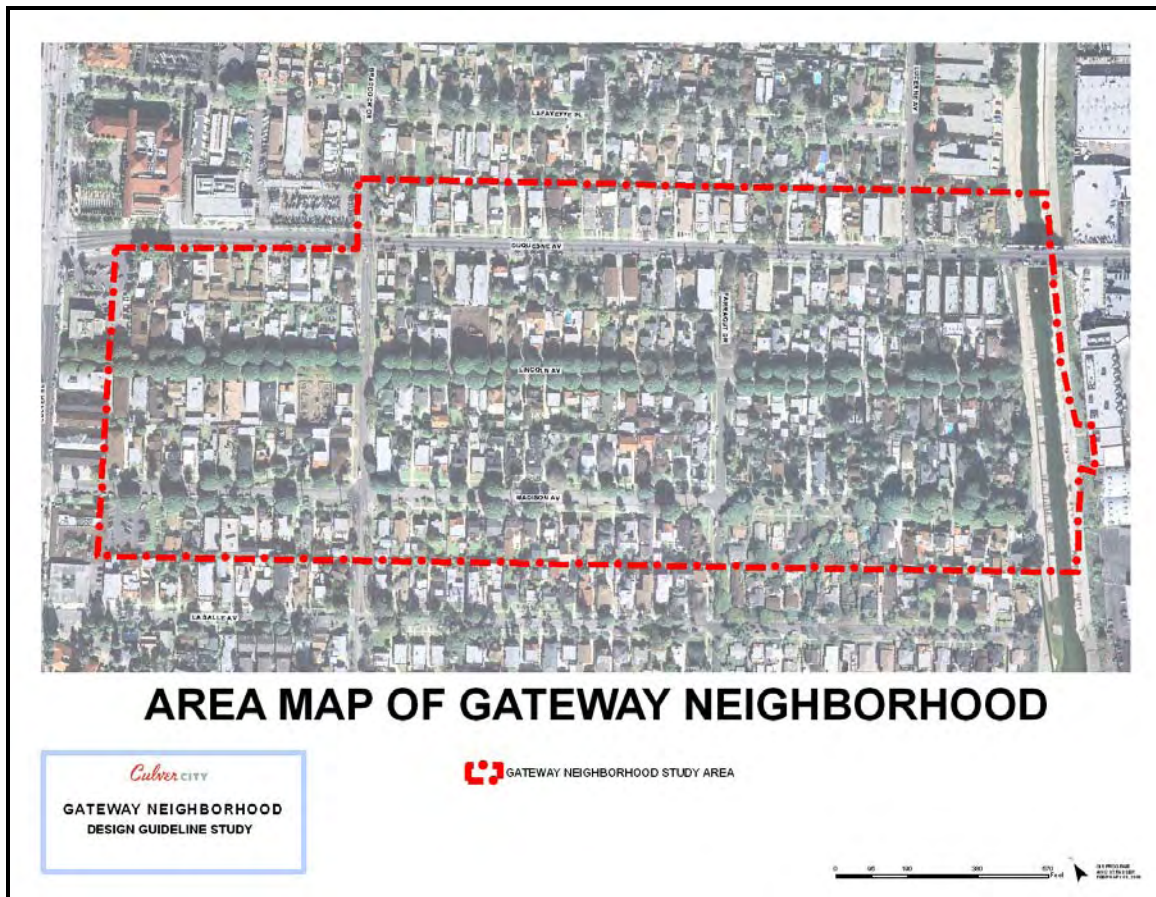


The map surveys contained within these Guidelines portions the Neighborhood into 16 blocks which are labeled as blocks A through P. For the purposes of these Guidelines, a “block” consists of a group of lots located on one side of a street. For example, block J consists of the lots on the eastern side of Madison Avenue (between Braddock Drive and Farragut Drive). Block K consists of lots on the western side Madison Avenue.

Blocks A through G and L are zoned Residential Medium Density (RMD). The RMD zoned lots are located on either side of Duquesne Avenue, and also on Lincoln Avenue and Madison Avenue, immediately south of Culver Boulevard. Blocks H through K and blocks M through P are zoned Residential Two Family (R-2). However, it should be noted that there is one corner lot in Blocks H, I, J and K, specifically located on the south side of Braddock Drive, where the zoning is RMD, consistent with the zoning on the north side of Braddock Drive. Lots zoned R-2 are located on Lincoln Avenue and Madison Avenue, south of Braddock Drive and North of Ballona Creek.

III. NEIGHBORHOOD TYPOLOGIES

The Gateway Neighborhood is a major portion of Tract #1775, filed in 1912 by the Washington Improvement Company. For the purpose of these Guidelines, the Neighborhood is bounded by Duquesne Avenue to the east, Madison Avenue to the west, Culver Boulevard to the north, and Ballona Creek to the south. Within this Neighborhood is a diversity of housing types and architectural styles. The earliest single and duplex houses date back to the 1900's through the 1920's, and some are City-designated with historic status.



Development Typologies:

The Neighborhood development typology is characterized by single family, two family and four to eight unit multi-family properties and is divided into two zoning districts, Residential Medium Density (RMD) and Residential Two Family (R-2). Many Neighborhood dwellings date from the 1930's through the 1950's, and often include later additions and renovations. Though relatively small in number, the infill developments that have taken place from the 1980s to present tend to have larger buildings that take up a large portion of the lot.

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The RMD portion of the Neighborhood, while still containing some single family and two family developments, is primarily made up of a mix of larger three to eight unit buildings, sometimes on double wide lots, and older small courtyard apartments with up to six units arranged around an interior court with significant amounts of landscaping. The Zoning Code allows one unit per 1,500 square feet of lot area with a maximum of nine units in the RMD zone. For example, on a 6,000 square foot lot, a maximum of four units are allowed ($6,000/1,500 = 4$ units). The R-2 zone allows up to two units per lot.

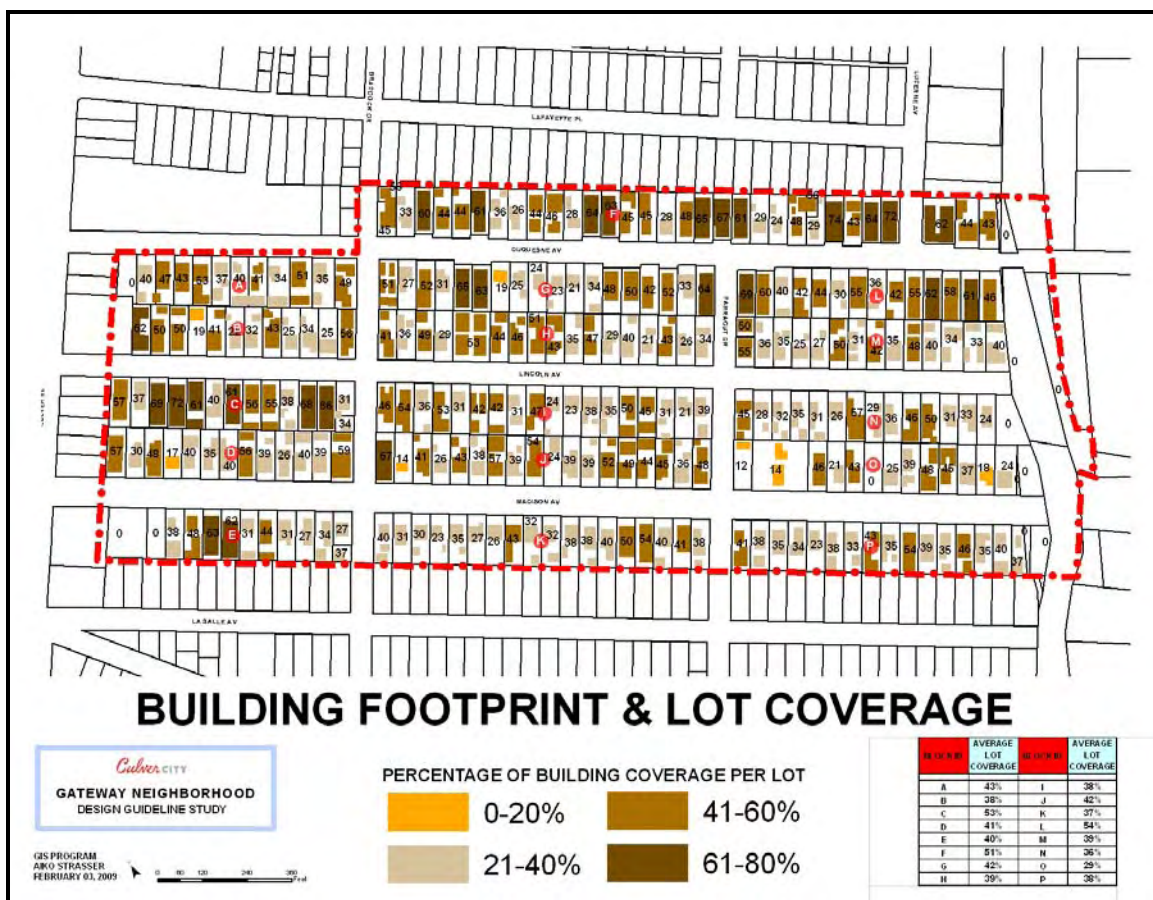
Predominant Lot Size:

The most frequently occurring lot size in the Neighborhood is approximately 6,750 square feet in area with a dimension of 50' (width) x 135' (length). Out of the 258 lots within the Gateway neighborhood, 214 lots (approximately 84%) are 6,750 square feet in area. There are approximately 19 lots that measure 6,250 square feet in area. There are nine smaller sized lots ranging in size from 2,000 to 5,000 square feet and sixteen larger sized lots ranging in size from 8,500 to 10,900 square feet. The largest lot size (20,250 square feet) is located in Block O (R-2 Zone). The non-typical sized lots are usually corner lots, reverse corner lots, or double wide lots. The corner lots adjacent to the Ballona Creek tend to be larger in size as compared to the rest of the Neighborhood.

Predominant Lot Coverage:

Lot coverage refers to the amount of building structure footprint developed on the lot or parcel. Although building lot coverage varies significantly in the Neighborhood, the most frequently occurring lot coverage is in the medium range of 21-40%. Approximately 56% of the blocks in the Neighborhood (nine out of the sixteen blocks) average 21-40% lot coverage. For example, blocks B, I, & P have average lot coverage of 38% and Lot O has 29% lot coverage. The next most frequently occurring lot coverage ranges in the 61 - 80% level with approximately 44% of the blocks in the Neighborhood within this range (seven out of sixteen blocks). For instance, blocks F, C, and L have average lot coverage of 51%, 53% and 54% respectfully, while blocks A & G have average lot coverage of 42% each. There are six (6) lots within the Neighborhood that have building coverage of 20% or less.

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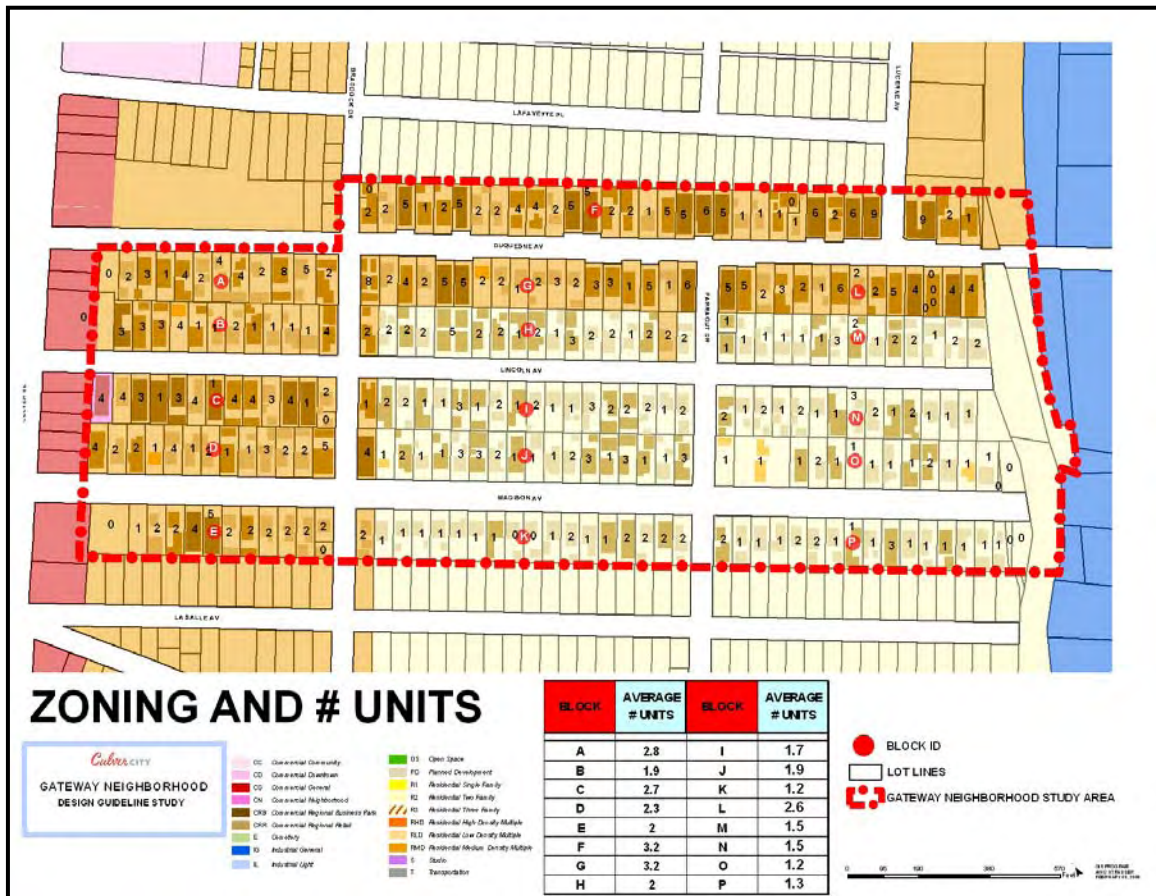


Predominant Use Pattern:

Although the Neighborhood is zoned for higher density (up to two units in R-2 zone and up to four to nine units in the RMD zone depending on the size of the lot), there are many single family residential developments. The lots containing single family developments have reduced or smaller amounts of building lot coverage. Single family developments occur on lots in the R-2 zoned area and in particular those blocks located south of Farragut Drive (blocks M, N, O, and P). The blocks in the RMD zoned area have slightly increased lot coverage and have two family or multi-family developments. However, even in RMD zoned areas, such as Duquesne Avenue, there are mix of single family homes with additions as well as newer apartments. The two most frequently occurring use patterns in the Neighborhood are single family (one unit) and two family (two units) residential development. Refer to summary table below.

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Block/Zone	Avg. #Units	Predominant (Most Frequent)	Block/Zone	Avg. #Units	Predominant (Most Frequent)
A (RMD)	2.8	2 units	I (R2)	1.7	1 & 2 units
B (RMD)	1.9	1 unit	J (R2)	1.9	1 unit
C (RMD)	2.7	4 units	K (R2)	1.2	1 unit
D (RMD)	2.3	2 units	L (RMD)	2.6	2 units
E (RMD)	2	2 units	M (R2)	1.5	1 unit
F (RMD)	3.2	2 units	N (R2)	1.5	1 unit
G (RMD)	3.2	2 units	O (R2)	1.2	1 unit
H (R2)	2	2 units	P (R2)	1.3	1 unit



Predominant Lot Pattern:

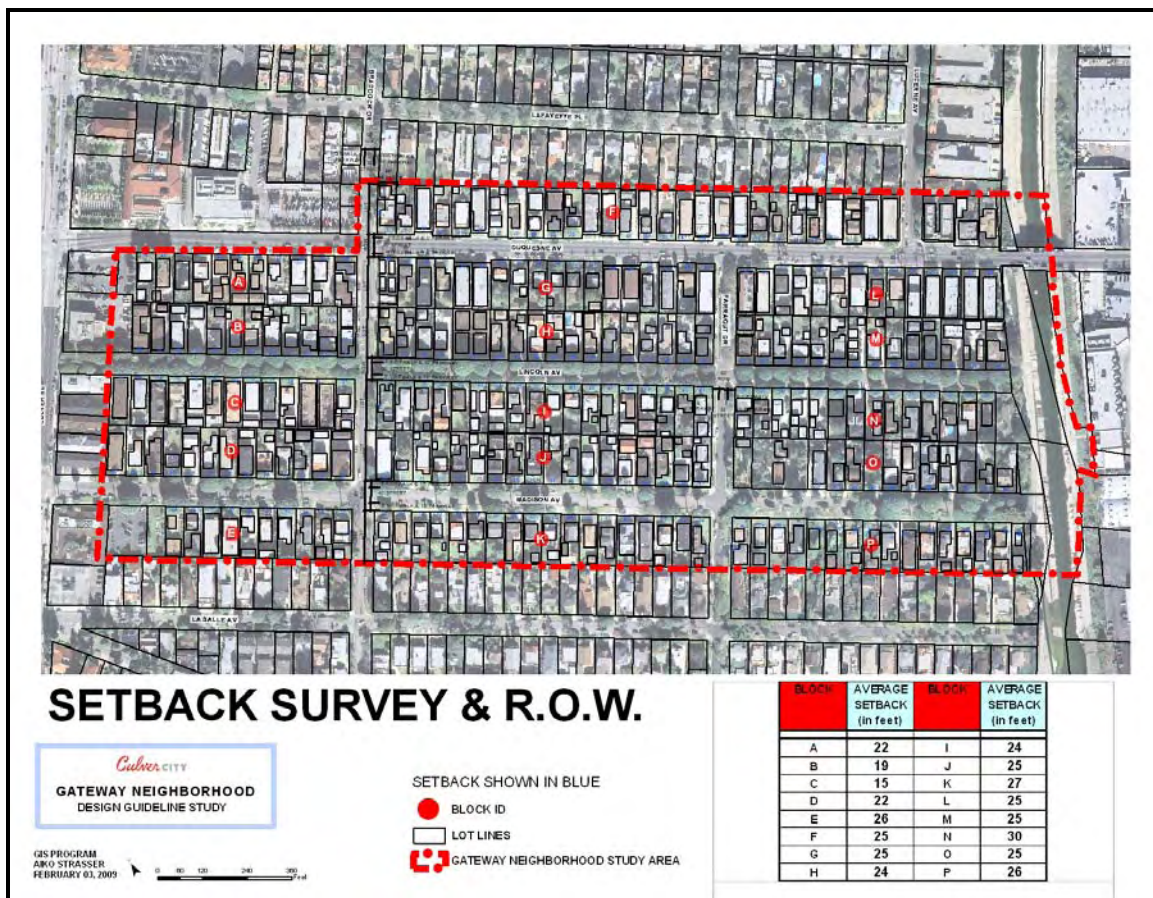
The Neighborhood contains rectangular shaped lots located along a linear grid street pattern. There are no cul-de-sacs or alleys within the Neighborhood. However, Lincoln Avenue and Madison Avenue dead end where the streets abut

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the Ballona Creek. The front portion of a residence typically faces the street except for some units that are located on corner lots and/or reverse corner lots. The most predominant lot pattern throughout the Neighborhood is consistent with the standard rectangular shaped lots (50' wide and 135' long) as in most cities. There are a few double-wide lots and small reverse-corner lots at the corners of blocks M, C and E. The properties backing and/or adjacent to the Ballona Creek are more irregular in shape with some lots slightly larger than the rest of the block and Neighborhood. The lots on Duquesne Avenue, south of Braddock Drive have varying lot lengths or depths. Of the 63 lots on Duquesne Avenue, south of Braddock Drive, 16 lots have a lot depth of 125' (a majority of those located on blocks F and G). The remainder of the lots are 135' in length. This varying lot depth is largely due to the City's street right-of-way requirement of 70' for Duquesne Avenue. Where the lots are shorter in depth (125'), a 10' dedication has been required and the street width is 60'. There are still portions of Duquesne Avenue with a street width of 70'.

Predominant Building Setbacks:

The Neighborhood is comprised of two distinct zoning districts; however the districts share common traits such as generous setbacks, extensive landscaping, open courtyards and uninterrupted landscaped parkways that exceed the Code requirements of the zone. The most frequently occurring average setback (on a block by block basis) is 25' (six out of sixteen blocks surveyed resulted in an average setback of 25'). The next most frequently occurring average setback is 24' and 26' (two out of sixteen blocks surveyed resulted in an average setback of 24' and 26'). The majority of the blocks, 87.5% of the blocks (fourteen out of the sixteen blocks) in the Neighborhood have front setbacks of 20' or more. There are only two blocks, block B and C, that average less with 19' and 15' respectively.



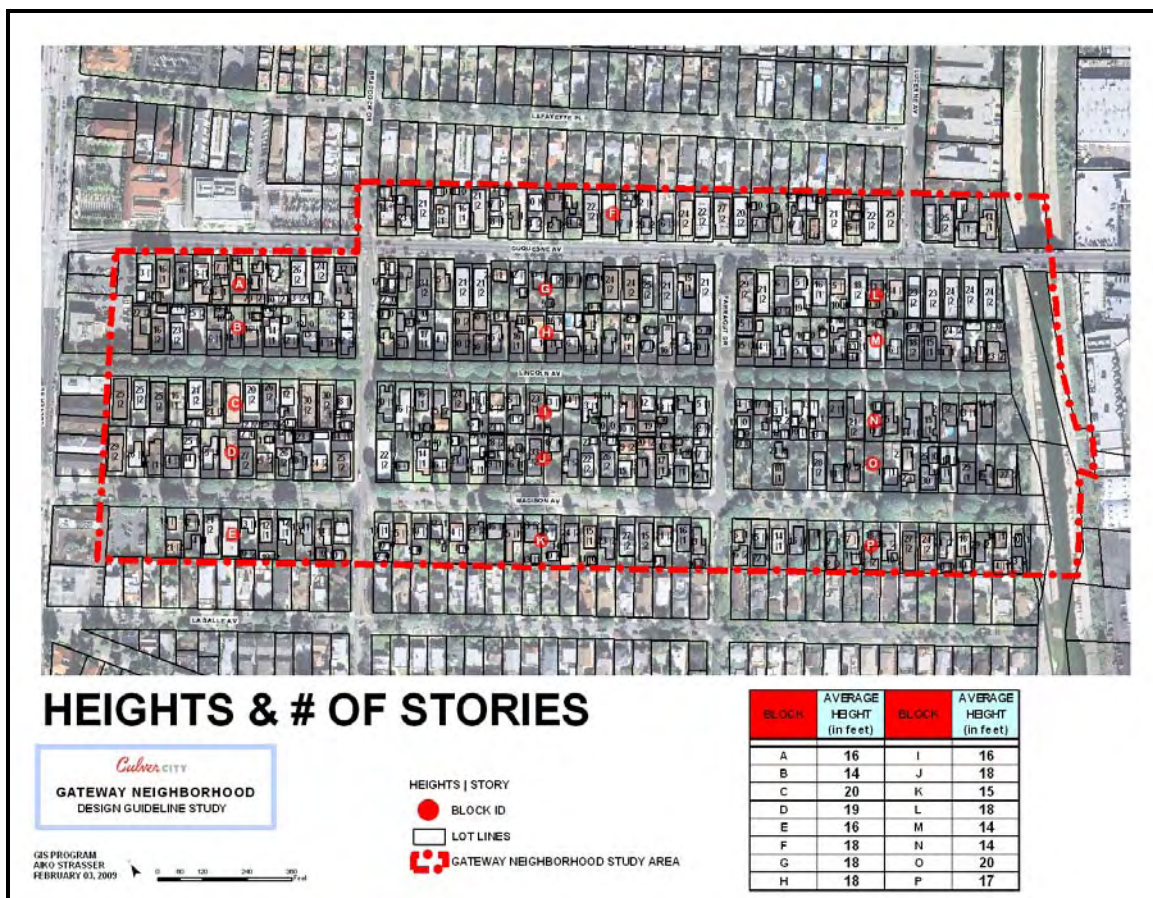
In the R2 portion of the Neighborhood, most blocks have an average front setback ranging from 24' to 30'. In the RMD portion, the front yard setbacks are slightly smaller with most varying from 15' to 26'. The Zoning Code requires a 15' front setback in the R-2 zone and a 10' (or ½ the building height whichever is greater) front setback, in the RMD zone.

Predominate Building Height

Both the RMD and R2 zones in the Neighborhood allow for a building height of up to 30 feet and two stories. Although there are some buildings that are 30 feet in height, the majority of the buildings in the Neighborhood are smaller scale one and two story buildings ranging in height from 14-20 feet. The buildings in the RMD zone are predominately 2 stories, while those in the R2 zone are predominately 1 story. Refer to summary table below:

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Block/Zone	Avg. Height	Predominant # of stories	Block/Zone	Avg. Height	Predominant # of stories
A (RMD)	16 ft.	1&2	I (R2)	16 ft.	1
B (RMD)	14 ft.	1	J (R2)	18 ft.	1
C (RMD)	20 ft.	2	K (R2)	15 ft.	1
D (RMD)	19 ft.	2	L (RMD)	18 ft.	2
E (RMD)	16 ft.	1	M (R2)	14 ft.	1
F (RMD)	18 ft.	2	N (R2)	14 ft.	1
G (RMD)	18 ft.	2	O (R2)	20 ft.	1
H (R2)	18 ft.	1	P (R2)	17 ft.	1



Parkways:

The Neighborhood is characterized by broad parkways with a canopy of mature trees lining both sides of the street. The front yards of the Neighborhood are notably generous with large planted yards that join the parkway to create a continuous landscape effect along the street frontage. Neighborhood parkways generally average 5 feet in width.

Architectural Styles:

There is a wide mix of architectural styles in the Neighborhood including Craftsman, Bungalow, Spanish, Mediterranean, Tudor, Contemporary, and Modern styles. The Neighborhood's best architectural examples have interesting façades and are scaled and massed to create visual interest no matter what the style. For example, there is a Gothic styled home on the N block, a few courtyard style apartments on block G, some Traditional style apartments on blocks F & L, and a few Spanish styled homes on blocks D & J. Newer housing developments are located within blocks E & J that do not have a distinct architecture or have a mix of varying styles.

IV. APPLICABILITY

These Guidelines are intended to complement the applicable provisions of the Zoning Code, inform the decision making of the Planning Commission, City Council and staff, and to encourage the compatibility of Projects with the Neighborhood. These Guidelines are to be applied on a block by block basis and apply to all new Projects including additions. Generally, a block is defined in urban planning as a small area that is surrounded by streets. Blocks form the basic unit of a neighborhood. For the purposes of these Guidelines, the definition of "block" also includes all parcels fronting a common street and where there is no discernable change in the type of development or land use pattern. The Guidelines have been developed by studying, cataloging and mapping the Neighborhood on a block by block basis in order to understand the development patterns at the block level and to define the characteristics of the Neighborhood as a whole.

V. GENERAL DESIGN OBJECTIVES

The objectives of these Guidelines are to encourage new Projects to:

- A.** Reflect the development patterns and respect the character of the Neighborhood on a block by block basis, relative to prevailing lot size, building orientation, building setbacks, yards, open space and lot coverage.
- B.** Harmonize building bulk and mass with the scale of the block.
- C.** Minimize disruptions to parkways and street frontage.
- D.** Protect the privacy of abutting existing residential uses.

- E. Preserve existing parkways, mature landscaping and street trees to maintain the character of the neighborhood and minimize disruptions to the street frontage.
- F. Integrate the placement of landscaping to complement building architecture.
- G. Minimize the percentage of lot area devoted to parking and driveways and locate parking so as to reduce visual impacts and maximize open space and landscaping as defined in the Zoning Code.
- H. Include lighting that is functional and aesthetically pleasing while providing a sense of security.

VI. GUIDELINES

A. Site Design

1. **Building Location.** To further the goal of respecting neighboring properties and views from the public rights-of-way from the visual impact of a proposed development, new Projects are encouraged to:
 - a. Establish setbacks that are consistent with the predominant setbacks along the block where the Project is located.
 - b. Orient buildings towards the street and consistent with buildings and street frontage along the block.



~ Orient building towards the street with entry facing the street ~

- c. Locate the primary entry for each residential unit so that it faces the public street or courtyard and relates to the pedestrian scale of the neighborhood.

- d. Locate new structures or additions in areas that minimize impacts on existing adjacent neighboring structures and respect the traditional development patterns of the block.
- e. Establish building lot coverage that is consistent with the predominant lot coverage for the block.
- f. Consider neighboring properties' views and access to sun light.

2. Building Privacy. In order to further the goal of maintaining privacy and minimizing the disruption of outdoor activities of adjacent sites, new Projects are encouraged to:

- a. To the extent feasible, place windows where they will not directly align with existing neighboring windows.
- b. To the extent feasible locate windows away or screen windows from direct views of private outdoor areas of abutting properties.
- c. Locate second floor balconies and decks in areas that minimize the loss of privacy for abutting properties.
- d. Provide landscaping along rear and side property lines.

3. Parking. In order to further the goal of locating parking to reduce visual impacts and maximize open space and landscaping through minimizing the percentage of lot area devoted to parking and driveways, new Projects are encouraged to:

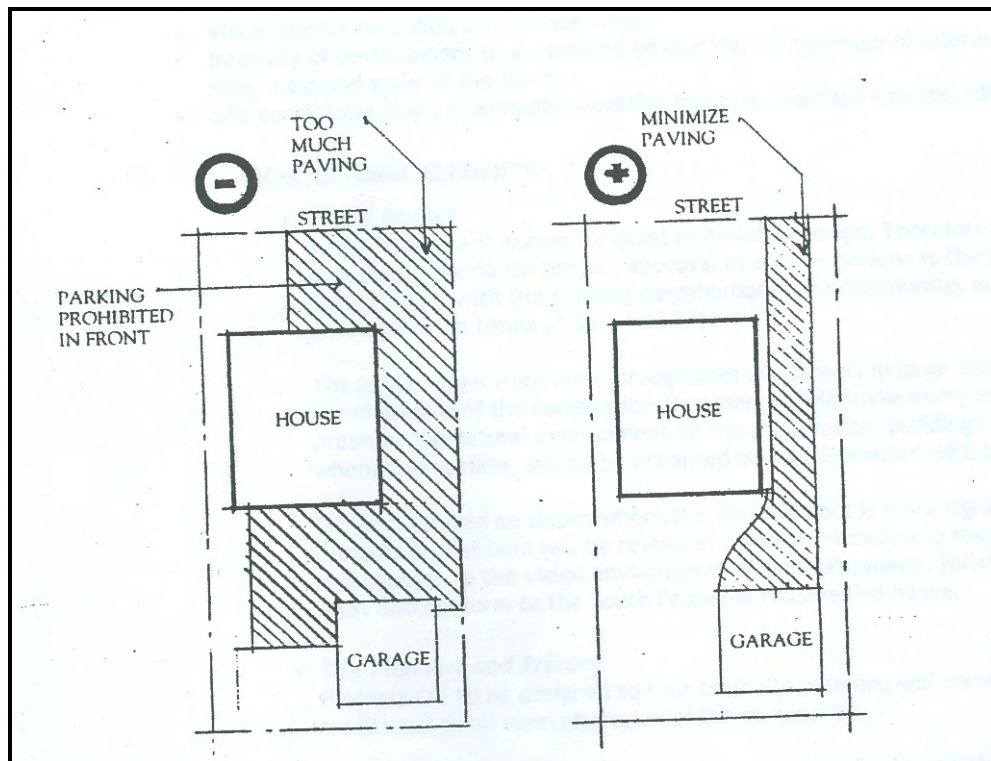
- a. Avoid adversely affecting the character of residential streets by the visual impact of parking areas and garage openings. Examples of negative visual impacts are: expansive blank walls, garage doors, driveway openings that dominate the street frontage, and parking areas located in the front yard.

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September 9, 2009



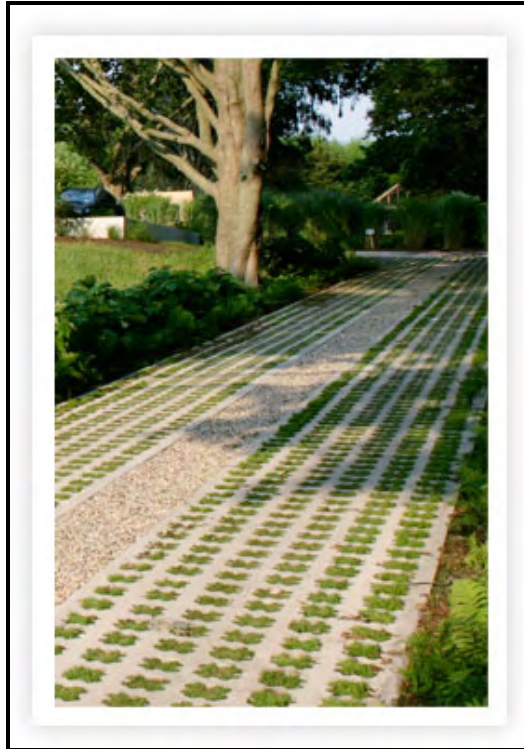
~ Driveway and garage doors dominate the street frontage
creating negative visual impact ~

- b. If feasible, locate on-site parking at the rear of the site.
- c. Minimize driveway apron size and driveway and paved areas.



~ Minimize Paved Areas and Provide Parking at Rear of Site ~

- d. Design carports and garages as an integral part of the project architecture and relate them to the primary building in terms of materials, color and detail.
- e. Whenever possible, integrate permeable surfaces through the use of open-air driveways and other outdoor vehicle-maneuvering areas.



~ Permeable Surface ~

- f. Locate driveways on the side of the project lot so that the driveway is not the central feature visible from the street. However, if a mature tree or mature landscaping is located in the parkway, an alternate driveway location other than on the side of the project may be appropriate. Where feasible, the retention of existing driveways and landscaping is also encouraged. The location of driveways at locations that will require the removal of trees is discouraged.
- g. Use landscaping to screen driveways from view from the street.
- h. Where subterranean parking is used, locate it entirely below grade with the driveway located to the side of the lot. In order to allow opportunities for landscaping on grade rather than over a structure, subterranean parking utilizing more than 3/4 of the site is discouraged. Exposed portions of the subterranean structure,

including grills and ventilation openings, which are visible from the street are also discouraged.

- i. Minimize the parking footprint to allow for more on-grade landscaping.

4. Landscaping and Open Space. Landscaping and open space are an integral part of any project. Landscaping can be used as a unifying element within a project to obtain a cohesive appearance and to help achieve compatibility of a new project with its surroundings. In order to further this goal, new Projects are encouraged to:

- a. Utilize landscaping that includes a variety of drought tolerant plant materials and items such as walls, gates, sun shelters, lighting, fountains, and decorative paving materials. Desirable landscape elements include the use of color and contrast, pedestrian-scaled lighting, plant materials and structures that provide shade and seating opportunities, such as raised planters and walls.
- b. Utilize landscape elements that complement the architectural style of the primary structure and landscape materials that are proportional to the size of the primary structure.
- c. Develop landscaping to contain a combination of low, medium and tall plant materials as appropriate. For example, low planting may be used in the foreground, proceeding back to the tallest in the background.



~ Appropriate combination of low, medium, and tall plant materials ~

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- d. Reduce paving and use permeable surfaces in all yards.
- e. Landscape all unpaved surfaces on the building site, such as building and property edges and spaces between structures, with trees, shrubs, ground-cover, gravel or decomposed granite, or other appropriate surfacing material.
- f. When limited space is available, use raised planters, window boxes, potted plants and the installation of vines.
- g. Use planting to soften or screen parking areas, alleyways, trash, and service areas.



~ Soften or screen parking areas, alleyways, trash, and service areas ~

- h. Include fence and wall materials, colors and detailing that is consistent with the architectural style of buildings on the site.
- i. Accommodate and retain existing mature street trees and on-site trees, when feasible. Removal of existing street and on-site trees is discouraged.
- j. Locate landscaping on grade rather than over structure to facilitate the use of large trees and shrubs.
- k. Integrate and connect the design of public and private open space areas to maximize the open feel of the development.
- l. Use courtyard design or other designs that increase open space and landscaping.



~ Courtyard design ~

- m. Design common open space to be open to the sky. Patio covers, building projections and similar enclosures that block sunlight and air in the courtyard or front setback are discouraged.

5. Lighting. Lighting can be used to complement and enhance the architecture and landscape of projects. In order to further this goal, new Projects are encouraged to:

- a. Avoid lighting that spills, reflects, or produces glare onto adjoining properties or into windows, or public rights-of-way, and screen and reflect illumination away from adjacent properties.
- b. Design exterior lighting to contribute to the aesthetic quality of the project, reinforce the architecture and blend into the landscape. Lighting of a building façade that washes out architectural features is discouraged.



~ Lighting that is compatible with the architectural style and landscaping of the project ~

- c. Include lighting of pedestrian pathways, building entrances, driveways, and parking areas.
- d. Utilize lighting fixtures that are compatible with the architectural style, materials, and color of the project and utilize solar power.

B. Building Design and Architecture

1. **Mass and Scale.** A structure that is out of scale with its site and the other buildings on the block tends to be incompatible with its surroundings. New Projects are encouraged to:
 - a. Harmonize building scale with the existing prevailing scale of the block to facilitate compatibility with abutting houses in terms of proportion, size, mass, and height.
 - b. Reduce the apparent height and bulk of multi-story buildings by dividing the building mass into smaller-scale components. In addition features such as projecting eaves, dormers porches, balconies, and other detail appropriate to the proposed architecture aesthetic are encouraged.

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~ Discourage Single Massing ~



~ Encourage Multiple Massing ~

- c. Anchor the base of the building in order to establish a strong visual connection to the ground and the site and design the upper story of the building to appear less massive than the buildings' base. Tools for achieving this include stepping back the upper floor and eliminating exposed podium parking.
- d. Incorporate the lower portions of multi-story buildings adjacent to streets and public pedestrian areas with sufficient small-scale elements (such as entry ways, stoops, steps, windows, canopies, etc.) to relate them to pedestrians. Large entries that dominate the front façade and appear to be two-stories are discouraged.

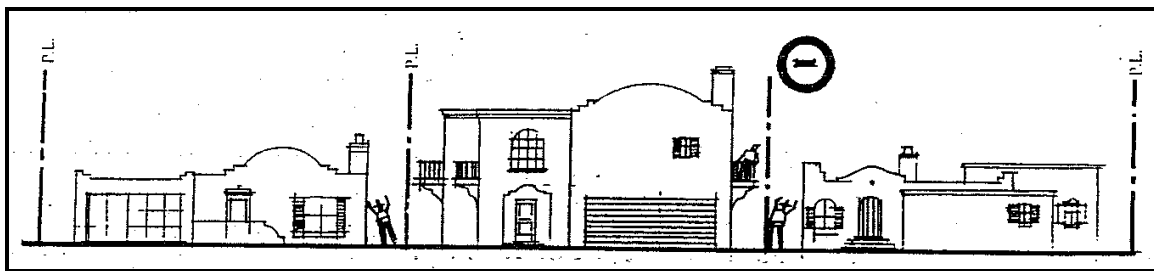


~ Pedestrian oriented design elements ~

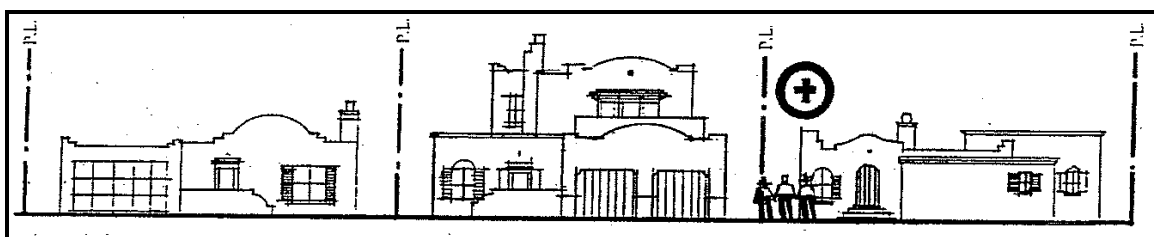
- e. Design the upper stories of a building to exhibit a lighter character than the base, possibly by reducing floor area and building mass

and using stepbacks, and scale architectural details on the upper story to relate to the overall building composition.

- f. Design building height to be consistent with the prevailing height of the other buildings on the block. For example, when the prevailing structures of the block are one story, a multi-story project design consisting of a one story building height along the street frontage at the front building setback and a step back of the upper floor is encouraged.



~Two story building out scale with adjacent buildings ~



~ Two story building with up floor stepped back ~

- 2. **Building Façade.** Façade treatment and building details provide visual interest and can contribute to the overall architectural quality of a building. It is not the intent of these design guidelines to require any particular style of architecture, but rather respect the diversity of architectural styles in the neighborhood and encourage interesting design that is integrated into the neighborhood. Thoughtful, considerate design can provide for the needs of the project while maintaining existing qualities of adjacent properties and the neighborhood. In order to further this goal, new Projects are encouraged to:

- a. Design façade treatments to be consistent with the building's architectural style and carry through the entire structure and any accessory structures. For additions or alterations to an existing structure, materials and finishes that compliment and relate to the original structure and new windows or doors that relate to those of the existing structure are encouraged.

- b. Achieve articulation of the building façade by utilizing reveals, changes in surface texture and variations in the building plane. These techniques can help divide a wall plane into smaller components that relate to human size and scale. Areas of flat, blank walls and lack of architectural treatment, especially on street facades, are discouraged.



~ Changes in surface texture and variation in the building ~

- c. Avoid the use of surface materials or treatments that produce excessive reflected glare which could adversely affect the comfort or safety of pedestrians, drivers or neighbors.
- d. Use appropriate and consistent architectural details and materials. Random mixing of decorative details and the use of too many exterior materials is discouraged.
- e. Enhance building design by use of appropriate architectural details and materials including: porch columns, decorative moldings, door and window designs, porch and balcony railings, dormers, roof overhangs, fascia boards, gables, awnings, steps and stairs. Examples of appropriate accent materials include but are not limited to: stone, brick, metal, wood and contrasting finish treatments.

- f. Consistently apply architectural details and exterior materials on all sides of the structure and consider the use of details and exterior materials in relation to all possible views of the building. Visual conflicts between the street facade and side or rear views are discouraged.
- g. Design accessory structures to be consistent in material and color with the primary structures on the site.

VII. ATTACHMENTS

- 1) Neighborhood Area Map
- 2) Lot Lines and Block ID Map
- 3) Building Footprint and Lot Coverage Map
- 4) Zoning and # of Units Map
- 5) Setback Survey and Right of Way Map
- 6) Height and # of Stories Map



AREA MAP OF GATEWAY NEIGHBORHOOD

 GATEWAY NEIGHBORHOOD STUDY AREA

Culver CITY
GATEWAY NEIGHBORHOOD
DESIGN GUIDELINE STUDY



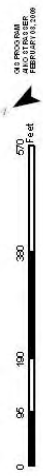


LOT LINES AND BLOCK ID

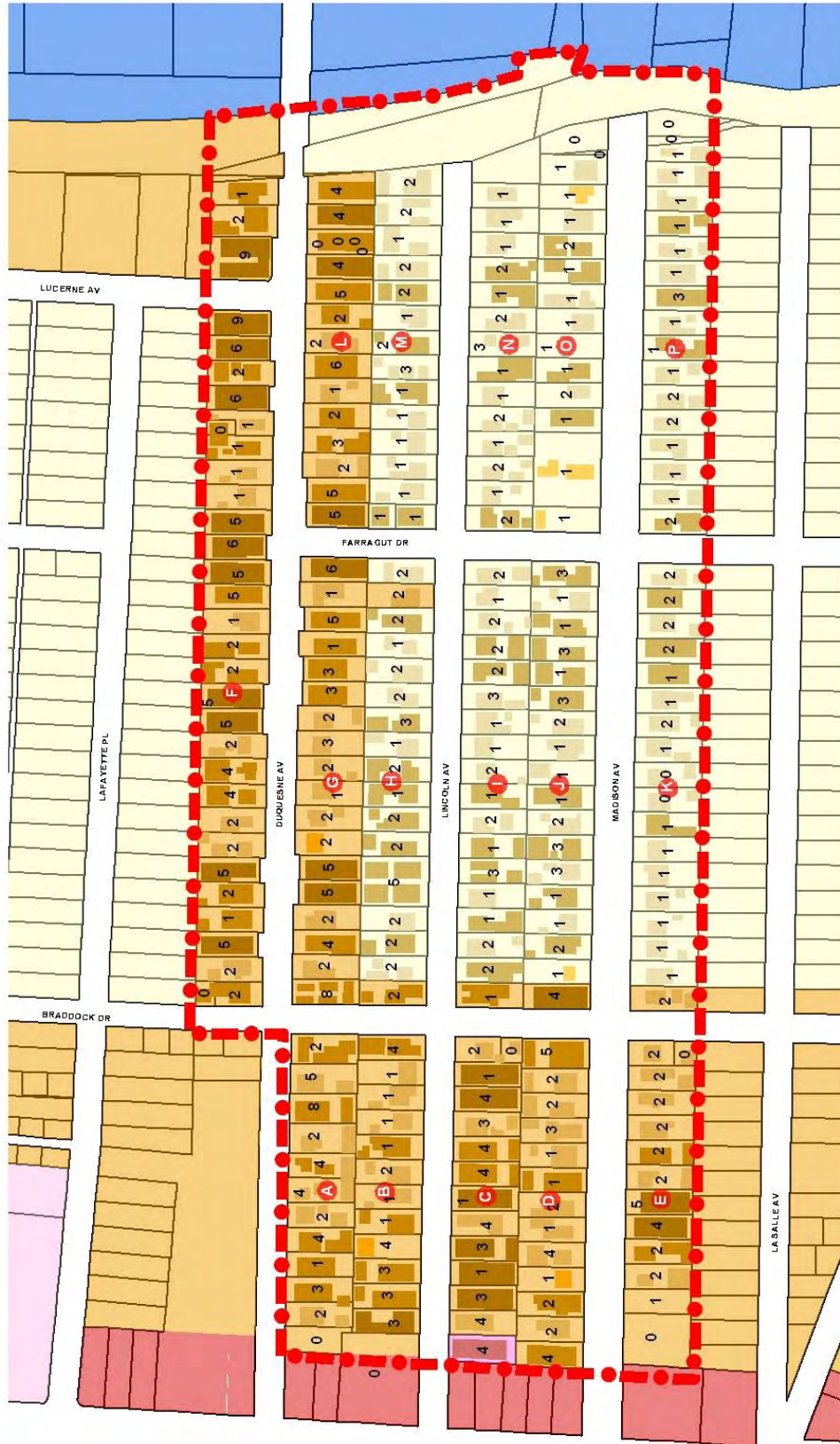
-  BLOCK ID
-  LOT LINES
-  GATEWAY NEIGHBORHOOD STUDY AREA



GATEWAY NEIGHBORHOOD
DESIGN GUIDELINE STUDY







ZONING AND # UNITS

Culver CITY
GATEWAY NEIGHBORHOOD
DESIGN GUIDELINE STUDY

- CC Commercial Community
- CD Commercial Downtown
- CG Commercial General
- CM Commercial Medium Density
- CRB Commercial Regional Business Park
- CRP Commercial Regional Professional
- E Office
- IG Industrial General
- IL Industrial Light

- OS Open Space
- PD Planned Development
- R1 Residential Single Family
- R2 Residential Two Family
- R3 Residential Three Family
- R4 Residential Four Family
- R5 Residential Five Family
- R6 Residential Six Family
- R7 Residential Seven Family
- R8 Residential Eight Family
- R9 Residential Nine Family
- R10 Residential Ten Family
- R11 Residential Eleven Family
- R12 Residential Twelve Family
- R13 Residential Thirteen Family
- R14 Residential Fourteen Family
- R15 Residential Fifteen Family
- R16 Residential Sixteen Family
- R17 Residential Seventeen Family
- R18 Residential Eighteen Family
- R19 Residential Nineteen Family
- R20 Residential Twenty Family

- BLOCK ID
- LOT LINES
- GATEWAY NEIGHBORHOOD STUDY AREA



BLOCK	AVERAGE # UNITS	BLOCK	AVERAGE # UNITS
A	2.8	I	1.7
B	1.9	J	1.9
C	2.7	K	1.2
D	2.3	L	2.6
E	2	M	1.5
F	3.2	N	1.5
G	3.2	O	1.2
H	2	P	1.3



SETBACK SURVEY & R.O.W.

Culver CITY

GATEWAY NEIGHBORHOOD

DESIGN GUIDELINE STUDY

SETBACK SHOWN IN BLUE

● BLOCK ID

□ LOT LINES

GATEWAY NEIGHBORHOOD STUDY AREA

GIS PROGRAM
AIKO STRASSER
FEBRUARY 03, 2009

0 60 120 240 360 Feet

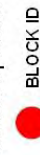
BLOCK	AVERAGE SETBACK (in feet)	BLOCK	AVERAGE SETBACK (in feet)
A	22	I	24
B	19	J	25
C	15	K	27
D	22	L	25
E	26	M	25
F	25	N	30
G	25	O	25
H	24	P	26



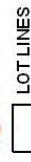
HEIGHTS & # OF STORIES

Culver CITY
GATEWAY NEIGHBORHOOD
DESIGN GUIDELINE STUDY

HEIGHTS | STORY



BLOCK ID



LOT LINES

GATEWAY NEIGHBORHOOD STUDY AREA

GIS PROGRAM
AIKO STRASSER
FEBRUARY 03, 2009



BLOCK	AVERAGE HEIGHT (in feet)	BLOCK	AVERAGE HEIGHT (in feet)
A	16	I	16
B	14	J	18
C	20	K	15
D	19	L	18
E	16	M	14
F	18	N	14
G	18	O	20
H	18	P	17