

MEETING DATE: 07/09/07

AGENDA ITEM: Public Hearing on Appeal of the Planning Commission's Denial of a Site Plan Review; Administrative Use Permit; and Administrative Modification for a proposed Mixed Use Development of 23 Residential Units with Ground Floor Retail at 9900 Culver Boulevard.

ATTACHMENTS

	<u>Pages</u>
1. Planning Commission Resolution No. 2007-P005.	1-4
2. Applicant's Appeal filed April 30, 2007.	5-6
3. Planning Commission Public Hearing Staff Report Including all Attachments as Listed Below:	7-18
• Project Summary	19-21
• Area Map	22
• Aerial Photo	23
• Draft Initial Study/Negative Declaration dated March 21, 2007	24-40
• <u>Traffic Study For The 9900 Culver Boulevard Mixed Use Project</u> , submitted February 13, 2007.	41-122
• Resolution No. 2007-P005 (GPMA P-2006150, ZMA P-2006149, SPR P-2006147, TTM P-2006148, AUP P-2006146, & AM P-2007034)	123-147
• Development Plans Date Received January 10, 2007	0 Versize (11x17)
4. Draft Minutes to the 04/25/07 Planning Commission Public Hearing.	148-150

RESOLUTION NO. 2007-P005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RECOMMENDING DENIAL TO THE CITY COUNCIL OF GENERAL PLAN MAP AMENDMENT, GPMA P-2006150; ZONING MAP AMENDMENT, ZMA P-2006149; AND TENTATIVE TRACT MAP, TTM P-2006148; AND DENYING APPROVAL OF SITE PLAN REVIEW, SPR P-2006147; ADMINISTRATIVE USE PERMIT, AUP P-2006146; AND ADMINISTRATIVE MODIFICATION, AM P-2007034 FOR THE MIXED USE DEVELOPMENT OF 23 RESIDENTIAL UNITS WITH GROUND FLOOR RETAIL AT 9900 CULVER BOULEVARD IN THE COMMERCIAL GENERAL (CG) AND RESIDENTIAL MEDIUM DENSITY MULTIPLE (RMD) ZONES.

(GPMA P-2006150, ZMA P-2006149, TTM P-2006148, SPR P-2006147, AUP P-2006146, and AM P-2007034)

WHEREAS, on November 1, 2006, SPF: architects, as the applicant of 9900 Culver Boulevard, filed General Plan Map Amendment, Zoning Map Amendment, Tentative Tract Map, Site Plan Review, Administrative Use Permit, and Administrative Modification applications to construct a mixed use development consisting of 23 residential units and ground floor retail, surface level parking, and subterranean parking, the project site described more fully as Lots 1, 2, and 6 of Block 17 of Tract No. 1775, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement said proposed project, approval of the following applications are required:

1. General Plan Map Amendment: For consistency between the land use designation and proposed project, specifically the change of Lot 6 from Medium Density Multiple Family to Downtown,

2. Zoning Map Amendment: For consistency between land use designation and zoning, specifically the change of Lots 1 and 2 from the Commercial General (CG) Zone to the Commercial Downtown (CD) Zone and the change of Lot 6 from the Residential Medium Density Multiple (RMD) Zone to the CD Zone,

1 3. Tentative Tract Map: For the subdivision of the project site into one lot for
2 condominium purposes,

3 4. Site Plan Review: For proposed development project to ensure compliance with the
4 required standards and City ordinances and establish all onsite and offsite conditions of
5 approval to reflect the site features and compatibility of the proposed project with the uses on
6 adjoining properties,

7 5. Administrative Use Permit: For residential tandem parking,

8 6. Administrative Modification: For 10% reduction of the subterranean drive aisle width
9 and the length of one subterranean parking space; and,

10 WHEREAS, on April 25, 2007, the Planning Commission conducted a duly noticed
11 public hearing on these applications, fully considering the application, plans, staff report,
12 environmental information and all testimony presented; and

13 WHEREAS, following conclusion of the public discussion and thorough deliberation of
14 the subject matter, the Planning Commission determined by a vote of 4 to 0 with the absence
15 of one Planning Commissioner, that:

16 1. The General Plan Map Amendment, Zoning Map Amendment, and Tentative Tract
17 Map No. 68277 should not be approved and recommended the City Council not approve said
18 actions,

19 2. The Site Plan Review, Administrative Use Permit, and Administrative Modification
20 should not be approved and denied said actions.

21 3. The Negative Declaration should not be adopted because the Commission did not
22 approve the project;

23 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
24 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

25 SECTION 1. As outlined in CCMC Title 17, Section 17.620.030.A., the following
26 required finding for a General Plan Amendment and Zone Change cannot be made:

27
28 A. The proposed amendment would not be detrimental to the public interest,
29 health, safety, convenience or welfare of the City.

1 The proposed General Plan Land Use Element and Zone Change amendment is
2 detrimental to the public interest, health, safety, convenience and welfare of the City.
3 The proposed level of residential density resulting from the amendment are not in the
4 public interest, health, safety, convenience or welfare of the City.

5 SECTION 2. As outlined in CCMC Title 17, Section 17.540.020, the following required
6 finding for a Site Plan Review cannot be made:

7 **A. The design and layout of the proposed project will not interfere with the use and**
8 **enjoyment of neighboring existing or future development, will not result in**
9 **vehicular or pedestrian hazards, and will be in the best interest of the public**
10 **health, safety, and general welfare.**

11 The site location of the commercial and residential components of the project will
12 conflict with the existing adjacent residential neighborhood because the high density
13 and retail uses of the project will place a burden on local streets. Excess traffic on
14 local streets caused by the project's uses will diminish the potential for local residents
15 to enjoy their neighborhoods.

16 SECTION 3. As outlined in CCMC Title 15, Section 15.10.265, the following required
17 finding for a Tentative Tract Map cannot be made:

18 **A. The site is physically suitable for the proposed density of development.**

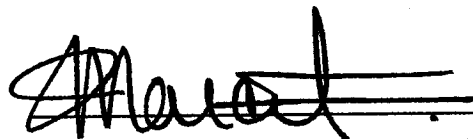
19 The site is not physically suitable for the density of the proposed commercial and
20 residential "mixed use" subdivision in that absent the required General Plan Land Use
21 Element and Zone Change Amendment, the zoning of the site does not permit the
22 proposed residential density.

23 SECTION 4. Due to the findings for the Site Plan Review not being met, the required
24 findings for the Administrative Use Permit and Administrative Modification cannot be made.

25 SECTION 5. Pursuant to the foregoing recitations and findings, the Planning
26 Commission of the City of Culver City, California, hereby denies and recommends to the City
27 Council denial of General Plan Map Amendment, GPMA P-2006150; Zoning Map
28 Amendment, ZMA P-2006149; and Tentative Tract Map, TTM P-2006148; and hereby denies
29 Site Plan Review, SPR P-2006147; Administrative Use Permit, AUP P-2006146; and
Administrative Modification, AM P-2007034.

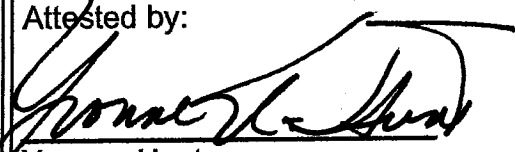
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APPROVED and ADOPTED this 25th day of April 2007.



MARCUS TIGGS, VICE CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:



Yvonne Hunt
Administrative Secretary

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RECEIVED

2007 APR 30 PM 12:49

April 26, 2007

Mr. Christopher Armenta
Culver City Clerk
City Hall
9770 Culver Boulevard
Culver City, CA 90232

CITY CLERK
CITY OF CULVER CITY

RECEIVED

APR 30 2007

Culver City
Planning Division

Dear Mr. Armenta:

This letter shall serve as our application for an appeal of the Planning Commission's decision of April 25, 2007 regarding the project at 9900 Culver Boulevard. The following are the specific items we would like to appeal.

- General Plan Map Amendment, GPMA P-2006150, subject to the Conditions of Approval as stated in Resolution No. 2007-P005
- Zone Map Amendment, ZMAP-2006149, subject to the Conditions of Approval as stated in Resolution No. 2007-P005
- Tentative Tract Map No. 68277, Tentative Tract Map, TTM P-2006148, subject to the Conditions of Approval as stated in Resolution No. 2007-P005
- Site Plan Review, SPR P-2006147, Administrative Use Permit, AUP P2006146, and Administrative Modification, AM P-2007034, subject to the Conditions of Approval as stated in Resolution No. 2007-P005

The basis for our appeal is that we dispute the findings of the commission. Specifically we dispute the following findings:

1. The project's massing and density are not compatible with or complimentary to the surrounding neighborhood.
2. The parking for the project is inadequate.

Our supporting evidence substantiating the basis for the appeal appears below.

The project's massing and density are compatible with and complimentary to the surrounding neighborhood.

The project is situated on the south-west corner of Duquesne Avenue and Culver Boulevard. The corner is in the middle of Downtown Culver City and is populated by City Hall to the east, Kirk Douglas Theater to the north-east, and the Sony office building to the north-west. The building heights of the other three corners are approximately 45 feet, 64 feet, and 100 feet respectively. The proposed project, at its highest point, is

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approximately 56 feet. **It has the third lowest height of the four buildings at the intersection.**

In 2006, the City adopted mixed-use standards for development. These standards allow 65 dwelling units per acre for a mixed-use project. Under the current code, the proposed project could include 26 residential units. The current proposed project is requesting the right to build 23 units. In addition to not proposing the maximum amount of units, the project proposal places all of the commercial uses on the corner of Culver and Duquesne, where they are compatible with the surrounding commercial uses that include City Hall, the Post Office, restaurants, cafes, furniture stores, and the Kirk Douglas Theater.

In order to accommodate the transition from a commercial neighborhood to a multi-family residential neighborhood, the proposed project leaves an approximately 30-foot setback between the south property line and the building. The required setback is 10 feet. In addition to the setback, the proposed project includes a 25-foot high eight-foot wide green screen made of bamboo. This solution was reached through a close collaboration with the neighbors directly to the south and ensures that the massing of the project shows deference to the multi-family neighborhood to its south without turning its back on the commercial neighborhood to its north.

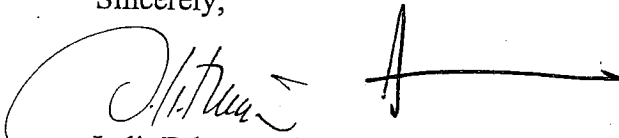
The parking for the project adequate.

The required number of parking spaces for the proposed project is 63 stalls. The current proposal includes 59 on site parking stalls and four pooled parking stalls. The pooled parking solution was suggested by the Redevelopment Agency as a way to increase the retail portion of the project, an important facet of the RFP proposal process. If the Council would like, the applicant can park the entire project on site with no pooled parking by using a portion of the current retail section.

The current parking is completely adequate for the site according to the zoning code and the applicant is open to any suggestions from the Council to make the parking even better.

We request an appeal of the Planning Commission's decision of April 25, 2007 regarding the project at 9900 Culver Boulevard as soon as possible. We look forward to presenting our appeal in the near future.

Sincerely,



Judit Fekete and Joseph Miller

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Meeting Date: April 25, 2007	Item Number: PH-3
AGENDA ITEM: Proposed Mixed Use Development Consisting of 23 Residential Condominiums and 4,750 Square Feet of Retail located at 9900 Culver Boulevard.	
Contact Person/Dept.: Jose Mendivil	Phone Number: (310) 253-5757
Public Hearing: ☒	Action Item: ☐ Attachments: ☒
Public Notification: A notice was published in the Culver City News on March 15, 2007, On March 21, 2007, a sign was posted on the site, notices were mailed to all the property owners and occupants within a 300-foot radius of the site, extended to the end of City block and the notice was emailed to the Master Notification List.	
Planning Approval: Thomas Gorham, Planning Manager 04/18/07	

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Negative Declaration based on the Initial Study finding that the project will not have a significant adverse impact on the environment provided certain mitigations are implemented (Attachment No. 4);
2. Recommend Approval to the City Council of General Plan Map Amendment, GPMA P-2006150, subject to the Conditions of Approval as stated in Resolution No. 2007-P005 (Attachment No. 6);
3. Recommend Approval to the City Council of Zone Map Amendment, ZMA P-2006149, subject to the Conditions of Approval as stated in Resolution No. 2007-P005 (Attachment No. 6);
4. Approve Site Plan Review, SPR P-2006147, Administrative Use Permit, AUP P-2006146, and Administrative Modification, AM P-2007034, subject to the Conditions of Approval as stated in Resolution No. 2007-P005 (Attachment No. 6);
5. Recommend approval to the City Council of Tentative Tract Map No. 68277, Tentative Tract Map, TTM P-2006148, subject to the Conditions of Approval as stated in Resolution No. 2007-P005 (Attachment No. 6).

PROCEDURES:

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.

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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.

BACKGROUND:

Request

The proposed request is a General Plan Map Amendment, Zone Map Amendment, Site Plan Review, Tentative Tract Map, Administrative Use Permit, and Administrative Modification to allow the construction of 5-story, 56-foot high, mixed use development consisting of 23 residential condominiums, ground floor retail (4,750 square feet), 12 surface parking spaces, and 46 subterranean parking. The project site for these applications is located at 9900 Culver Boulevard in the Commercial General (CG) and Medium Density Multiple-Family Residential (RMD) Zones.

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The project site consists of 3 lots, two facing Culver Boulevard and one facing Duquesne Avenue to the south. The two lots facing Culver Boulevard have a Downtown General Plan Land Use designation and are zoned Commercial General (CG). The lot facing Duquesne Avenue has a residential Medium Density Multiple Family General Plan Land Use designation and is zoned Residential Medium Density Multiple (RMD).

The three lots have been owned by the City and the Redevelopment Agency since at least the 1970's and were sold to the project applicant in 2006. The three lots are tied together and are currently developed as a surface level parking lot with 36 parking spaces and two light poles. As a formerly Redevelopment Agency owned parking lot, the site served as informal parking for people wishing to use the Post Office, City Hall, the Kirk Douglas Theatre, and other Downtown establishments.

Project Data

The proposed project will result in a 5-story, 56-foot high, mixed use development consisting of 23 residential condominiums, ground floor retail (4,750 square feet), 12 surface parking spaces, and 46 subterranean parking. The 23

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residential condominiums and the 4,750 square foot retail space are proposed to be located in two structures with one roof. All the residential units will be located in levels 2 through 5 above the ground floor retail and surface parking level. On the fifth level, there will be an exterior, common area, deck. The retail space will front onto Culver Blvd and will partially wrap around onto Duquesne Avenue.

The two structures will be situated mostly on the two lots facing Culver Boulevard. The rear of the project faces south with mixed use setback requirements (for commercial lots facing residentially zoned areas). Only a portion of one of the two structures will be located on the lot facing Duquesne Avenue. The proposed 56 foot height for the project is consistent with, and the maximum height allowed, for the portion of the Commercial Downtown (CD) zone the project site will be in, if the Zone and General Plan map amendments are approved. There will also be an 8 foot high block wall at the south property line and landscaping in the rear of the project site just beyond the rear setback line.

Commercial and residential guest parking will be located in the ground level structure parking area that contains 12 parking spaces. Four of the required commercial parking spaces will be located off-site in one of the Downtown parking structures as part of the Downtown pooled parking for retail uses. All of the 46 subterranean parking spaces will serve as the required parking for the residential condominium units. All on-site parking for the site will be accessed from a common driveway off of Duquesne Avenue with an interior driveway that will lead to a security gated driveway ramping down into the residential parking area. Two stairways and one elevator will serve as the residential access to the underground parking area and to the dwelling units above the ground floor. Since a portion of the surface level parking will serve the ground floor commercial use, no stairways or elevators are needed for access to the commercial space.

The proposed structure meets all setback requirements of the CD zone. Landscaping will consist of some on-site trees, hardscape, and street trees as required by the City's Public Works Department. The project will provide private open space balconies for each residential unit and a common open space deck on the fifth level for the use by all the residents. The open space provided complies with the City's requirement.

In order to facilitate this project General Plan and Zone Map Amendments are required. The proposed General Plan Map amendment includes re-designating the lot facing Duquesne Avenue from a Medium Density Multiple Family General Plan Land Use designation to a Downtown General Plan Land Use designation. The proposed Zone Map amendment includes re-designating the two lots facing Culver Boulevard from CG to CD and re-designating the lot facing Duquesne Avenue from RMD to CD.

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Also submitted with this application is Tentative Tract Map that proposes to take the three lots and create a one lot subdivision for condominium purposes. The one lot is proposed to be subdivided into 23 residential airspace units and one commercial airspace unit.

ANALYSIS:

Land Use and Zoning

The project includes General Plan Map and Zone Map amendments intended to create consistent and current land use regulations across the site because presently General Plan and Zoning would prohibit the project as proposed.

The project site is comprised of 3 lots, two facing Culver Boulevard and one facing Duquesne Avenue to the south. The two lots facing Culver Boulevard are currently zoned CG with a Downtown General Plan Land Use designation. Since at least the 1930's these two lots were used as a gas station and auto repair facility. The lot facing Duquesne Avenue has a residential Medium Density Multiple Family General Plan Land Use designation and a RMD zoning designation. It has been used as a surface parking area for City Hall since at least 1947. Around the 1970's the three lots were resurfaced and improved as a Redevelopment Agency owned surface parking for the Downtown area.

Re-zoning the two lots facing Culver Boulevard from CG to CD will bring them into conformance with the Downtown General Plan Land Use designation. It will also provide added protection to ensure that commercial uses located on the site are consistent with those commercial retail uses allowed and preferred for the Downtown area. For example a mix of office and retail uses could locate on the ground floor of CG zoned areas, however in downtown, ground floor uses are limited non-office retail uses. The zone change from CG to CD will secure the project's ground floor commercial space for retail use as encouraged in the General Plan for the Downtown General Plan Land Use designation.

For the one lot facing Duquesne Avenue its RMD zone does not allow mixed use developments and has a lower density cap (one unit per 1,500 square feet with a cap of 9 units on any lot). Given this density and use restriction, the lot's General Plan Land Use designation and zoning must be changed to Downtown and CD respectively in order for the Project to work as proposed. The one RMD zoned lot is tied to the other two commercial zoned lots and has served as a commercial parking lot for several years. To facilitate the coordinated development of the parking lot site, it is necessary to create consistent General Plan and Zoning designations.

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Architectural Design

The project has been designed to conform to all applicable provisions of the CD Zone and all City development standards including the Mixed Use Development Standards. The project is designed with modern rectangular structures that have various architectural projections and recesses for patios. The site is comprised of two structures with connecting roofs. From both the east and west elevations, the two buildings can clearly be seen with a central courtyard dividing the site. As called for in the Mixed Use Standards of the Zoning Code, building elevations contain a top, middle, and bottom. The top portion includes non-linear lines giving way to translucent shielding and landscaping for a common area open space deck, projections off of the outside wall face, a break in the roof line where the central courtyard is located (the division between the two buildings), and balcony projections. The middle is also characterized with architectural projections and balcony recesses. The bottom is dominated by store front glazing, a canopy just above the ground floor for signage and pedestrian shading, and the side entrance to the parking areas.

Elevation materials provide contrasting materials and colors that compliment each other. These materials include glazing, cement and plaster, aluminum paneling, wood louvers, and wood composite panels. These different materials with their various colors (wood, plaster off white, aluminum, and bright tones of brown, peach, and orange) treat the outer walls in such a manner that no surface is plane, but rather a series of projections different in color from the wall face.

Parking

All project parking is located on-site except for 4 retail spaces. These 4 parking spaces will be located in one of the City owned Downtown parking lots and will be part of the Downtown pooled parking system which is a code allowed method of complying with commercial parking requirements for the CD zone. In addition as a condition of approval the retail employees will be required to use these four spaces. The remainder of the commercial and guest parking spaces are located on the surface level parking accessed from Duquesne Avenue. All residential parking is located in the subterranean parking level, also accessed off of Duquesne Avenue. With the 4 pooled retail parking spaces, the project meets all required parking that includes: 46 residential spaces in the subterranean level, 5 residential guest spaces in the surface level, and 8 retail spaces in the surface level. Two of the three required handicap parking spaces are located in the surface level parking area and the third handicap parking space is located in the subterranean residential parking area. Along with the pooled parking the

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development has adequate commercial, residential, visitor, and handicapped parking.

The applicant has submitted an application for an AUP for tandem parking spaces provided in the subterranean garage; all tandem parking is for the residential units. Title 17 (Zoning Code) of the Culver City Municipal Code (CCMC) allows for required parking to be configured in tandem pairs. All residential tandem parking is segregated from the commercial uses and there is no commercial tandem parking. Further each pair of tandem spaces is assigned to one residential unit and because of this allocation, no attendant parking is necessary. With a nine (9) foot wide by 36 foot long dimension per tandem pair there is sufficient space for two vehicles to maneuver into and out of the tandem spaces.

Driveway widths and parking space dimensions are compliant with code standards and the circulation for both residential and commercial parking into and out of the project is adequate. However, one subterranean parking space and the subterranean drive aisle width will be reduced by 10% as allowed per the Zoning Code Administrative Modification process. The non-standard shape of the lot does not allow for a standard aisle width and as the site narrows from south to north, only one parking space will have to be shortened in length. Given the geometry of the site, requiring a standard aisle width would result in the elimination of numerous parking spaces, reducing the number of residential units by a significant amount. Because the modifications will effect the residential portion of the parking area, potential conflicts in accessing parking spaces will be minimized (the nature of residential parking does not lend itself to constant in and out as characterized by retail parking. Also with 9 foot wide parking spaces, maneuverability is further aided regardless of the 10% modification to the aisle width.

Traffic and Circulation

A traffic study was conducted for the project that determined the added traffic generated by the proposed mixed-use project will not create significant traffic impacts. The traffic study evaluated potential traffic impacts at four study intersections – Madison Avenue and Culver Boulevard, Madison Avenue and Braddock Drive, Duquesne Avenue and Culver Boulevard, and Duquesne Avenue and Braddock Drive. The study concluded the expected amount of trips generated as a result of the proposed development will not exceed the threshold for significance for levels of service (LOS).

Using the Institute of Traffic Engineers (ITE) Trip Generation Information Guide 7th Edition handbook, the estimated average trip rate per condominium unit is

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expected to be 5.86 daily trips and for the retail the estimated average trip rate is expected to be 42.94 daily trips per 1,000 square feet of retail. Based on this trip rate the traffic study estimated that the project would generate the following:

	Daily Vehicle Trips	AM Peak Hour Trips	PM Peak Hour Trips
Residential	135	10	12
Retail	204	5	18
Total	339	15	30

In any one hour during the AM or PM peak traffic periods, trips generated by the project are not expected to be greater than the numbers noted above. In reality, all these trips cannot be expected to all occur at the same time every day; they are expected averages based on surveys conducted for the ITE Trip Generation Information Guide.

For example, the average daily 5.86 residential trips can be imagined to result from a two car household where two people leave in the morning for work, each in their own car and come home in the evening (4 trips). After coming home, they use one car for an errand (2 trips). But this is not happening every day.

In any residential neighborhood people do not all leave for work and come home at the exact same time. There is staggering depending on the nature of work. Also every body does not go to shopping or on errands at the same time every day. For the commercial portion of the mixed use project, we can also surmise that not everyone will patronize the ground floor retail at the same time every day. What may occur is that residents living above the retail will shop on the ground floor thereby producing no vehicle trips. The key conclusion is that the Traffic Study expects that in the AM and PM peak hours when overall traffic is anticipated to be the heaviest, not more than 15 and 30 trips respectively are expected for this project.

Further, increase in traffic at various street intersections as a result of the project will be below the City's criteria for significant impacts. Traffic impacts at intersections measured as volume to capacity ratios (V/C or the number of actual cars to the amount of cars the intersection can accommodate) must increase beyond a threshold given the Level of Service measured for the intersections in order to be considered a significant impact. At the four study intersections noted above the increase in the V/C ratios resulting from the project given the Level of Service for those intersections were below what the City establishes as a significant impact. In other words, added traffic resulting from the project to the areas studied is expected to be small enough so as to not create significant traffic problems.

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Area Compatibility

The proposed mixed-use development is consistent with the CD Zone development standards and the Mixed Use Development Standards. The project site is located along a Downtown commercial boulevard that includes the Sony multi-story office building and single story Kirk Douglas Theatre to the north, the 3-story City Hall to the east, multi-family housing to the south, and the Post Office and single story commercial buildings to the west.

The proposed elevations with contrasting materials and colors such as glazing, cement and plaster, aluminum paneling, wood louvers, and wood composite panels as well as the series of different colored projections along the exterior walls provide a compatible contrast to the immediate surroundings and uses noted above. Its modern architectural style along with the modern style of City Hall balances the terraced Sony Building and historic Kirk Douglas Theatre. The location of the project with its ground floor retail acts as an anchor or entrance to the west end of Downtown and provides for retail uses that could be utilized by the residents, office workers, and Downtown workers/patrons in the immediate area.

The site location of the commercial and residential components of the project will minimize conflicts these uses may have with the existing adjacent residential neighborhood and commercial area. The commercial use is located along an existing commercial corridor with pedestrian access off of the commercial sidewalk (that can also be accessed from the surface level parking by walking north on Duquesne Avenue). Access to the residential units is secured by elevators accessed in the subterranean residential parking or lobby areas off of commercial sidewalk entrances. Both the residential and commercial parking areas have a driveway off of Duquesne Avenue. With these entry points, the need to traverse adjoining residential and commercial areas will be minimized. The orientation of vehicular access to the site avoids the creation of vehicular hazards. Pedestrian hazards will not result from the design and layout of the proposed project.

The project requires that along the southern boundary of the property the building meet a 60 degree clear-zone angle after clearing a 10 foot setback off the property line for a vertical distance of 15 feet. The project meets and exceeds these setbacks by placing the structure approximately 30 feet from the rear property line. These increased setbacks result in a less perceived massing to the residential neighborhood to the south.

Landscaping along the rear wall will be achieved with tall bamboo and with

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planter areas along rear balconies and at the south end of the common area open deck. This landscaping along with an 8 foot high rear wall will further buffer the residences south of the site. Additionally, the applicant will plant street trees as required by the Public Works Department that will assist in providing an aesthetic compliment to the ground floor. This will further the mixed use development goal of a pleasant pedestrian experience. Through these landscaping techniques visual relief of the site will be achieved.

Further compatibility will be achieved through mixed use performance standards. These standards require that walls, floors, and ceilings to be insulated to protect the project's residential users from potential noise impacts created by the ground floor commercial uses. The performance standards do not allow commercial uses to be operated in such a manner that they produce noise and vibrations that are detrimental to both the residential and commercial uses. Other aspects of the Performance Requirements include security code access for elevators or separate commercial and residential elevators, cross ventilation and high quality HVAC systems for residential units, illumination of parking areas, residential protection from commercial loading areas, and adequate sidewalk pedestrian lighting.

Height

The project will have a maximum height of 55 feet, 8 inches never exceeding the 56 foot height limit. Originally the applicant was developing a design that exceeded this height limit and would have required Height Exception. After input from the General Design Review Committee that included concerns of over development of the site with a Height Exception, the applicant decided to scale down the project to accommodate massing that was compliant with height limits. This included a reduction in the number of units by 3. The increased rear setback of the building which faces the multi family neighborhood to the south and as described above will help in reducing the perceived massing of height. Overall, the proposed height for this project is consistent with the character of the surrounding commercial uses that includes City Hall at 56 feet in height and the multi-story Sony office building.

Noise

A mixed use development with a retail component is expected generate some noise, consistent with commercial and multi-family residential areas. The ground floor retail uses envisioned for this development are not considered to be a significant noise generator. The residential uses above the commercial uses are also not associated with significant noise generation.

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The Culver City Mixed Use development standards include performance requirements that aim to minimize impacts to residential and commercial uses located within close proximity to each other or located within the same building. Staff reviewed these performance requirements with the applicant who has agreed to comply with them. Where appropriate, the requirements have been incorporated into the development plans or as a condition of approval to the project. One of the performance requirements will require that walls, floors, and ceilings be insulated to protect the project's residential uses from potential noise impacts created by the ground floor commercial uses. Additionally, the performance requirements do not allow commercial uses to be operated in such a manner that they produce noise and vibrations that are detrimental to both the residential and commercial uses on site. This requirement will also benefit the surrounding residential and commercial uses.

During construction, the project will be subject to hours of allowed construction as established by the Building Official. The project will be conditioned to require the use of construction equipment with state-of-the-art noise shielding and muffling devices. Both the applicant and City contact information will be posted on the project site to direct individuals wishing to report noise and other construction activity complaints.

Landscaping and Walls

As mentioned above, the rear of the project provides visual relief to the multi-family neighborhood to the south by way of a new eight foot high wall and tall bamboo along the wall. At the rear balconies and next to the common area open deck on the fourth level there are planters to further soften this elevation. The central courtyard dividing the two buildings also has planter areas. Along the west elevation walkways that provide access to units along that portion of the site, there are trees. These landscaping techniques with the street trees that will be required of the project will provide an aesthetic compliment to the modern style of architecture for this project.

Subdivision

Because the project is for condominium purposes, a one lot subdivision for condominium purposes is required. There will be 23 residential condominium units and one commercial condominium unit. The Public Works Department has reviewed the proposed condominium subdivision and found it to be in compliance with State and local regulations.

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Community Meeting

The Planning Division requested the project applicant hold an informational community meeting for the neighbors of the project. The applicant complied with this request and held the first meeting on December 14, 2006, at the SPF building. A follow-up meeting was held on March 21, 2007, wherein the applicant provided an overview and update on the project.

At both meetings, the community expressed concern about the design, massing and potential traffic impacts of the development. They also expressed concerns over potential land uses on the ground floor (specifically, they do not want a 24 hour convenience store type of use), potential noise from the project, trash pick-up times, building materials, and potential conflicts during construction. Staff believes that these concerns have been addressed as outlined herein and/or through the conditions of approval.

CONCLUSION:

Based on the above analysis staff believes the findings for a General Plan Map and Zoning Map amendment, Site Plan Review, Administrative Use Permit, Administrative Modification, and Tentative Tract Map, can be made as outlined in proposed Resolution No. 2007-P005 (Attachment No. 6).

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines a Negative Declaration has been prepared; the project has been determined to have less than significant impacts on the community. The project is consistent with Mixed Use development standards, other 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.

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Planning Commission Agenda Item Report

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.

ATTACHMENTS:

1. Project Summary
2. Area Map
3. Aerial Photo
4. Draft Initial Study/Negative Declaration dated March 21, 2007
5. Traffic Study For The 9900 Culver Boulevard Mixed Use Project, submitted February 13, 2007.
6. Resolution No. 2007-P005 (GPMA P-2006150, ZMA P-2006149, SPR P-2006147, TTM P-2006148, AUP P-2006146, and AM P-2007034)
7. Development Plans Date Received January 10, 2007

Attachment No. 1
PROJECT SUMMARY

APPLICATION TITLE & CASE NO:	
General Plan Map Amendment, GPMA P-2006150; Zoning Map Amendment, ZMA P-2006149; Site Plan Review, SPR P-2006147; Tentative Tract Map, TTM P-2006148; Administrative Use Permit, AUP P-2006146; and Administrative Modification, AM P-2007034 to allow the construction of a 5-story, 56-foot high, 23-unit mixed used development consisting of 23 residential condominiums, 4,750 square feet of retail, 12 surface parking spaces, and 46 subterranean parking, located at 9900 Culver Boulevard in the Commercial General (CG) & Residential Medium Density Multiple (RMD) Zones.	
PROJECT ADDRESS/LOCATION:	APPLICANT INFORMATION:
9900 Culver Boulevard, Culver City, CA 90232	SPF: Architects/ Uptown Lofts, LLC 8609 Washington Boulevard Culver City, CA 90232 (310) 558-0902
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: Administrative Modification
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

PROJECT SUMMARY

PUBLIC NOTIFICATION:		
Mailing Date: 3/29/07	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 300' foot radius ☒ w/in 300' foot radius / Extended ☐ Other:
Posting Date: 3/29/07	☒ Onsite ☐ Offsite	☐ Other:
Publication Date: 3/15/07	☒ Culver City News	☐ Other:
Courtesy Date: 3/29/07	☒ City Council ☒ Commissions ☒ Master Notification List ☐ Culver City Website ☐ Cable Crawler	☐ Press Release ☒ HOA /Neighborhood Groups ☐ Culver City Organizations ☒ Other: Chamber of Commerce, Tom Camerella, Marta Zaragoza, & Downtown Business Association.
GENERAL INFORMATION:		
General Plan Downtown & Medium Density Multiple Family	Zoning Commercial General (CG) & Residential Medium Density Multiple (RMD)	
Redevelopment Plan Area #3	Overlay Zone/District NA	
Legal Description Lots 1, 2, and 6 of Block 17 of Tract No. 1775	Existing Land Use Surface Parking Lot	

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>	
North:	CG/CD	Sony Studios Office Building/Kirk Douglas Theatre	
South:	RMD	Single Story Residential Building	
East:	CV/RMD	City Hall	
West:	CG	Post Office	
<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Lot Area	17,929 S.F.	No Change	N/A
Building Coverage:	0 S.F.	16,205 S.F.	N/A
Landscaped Area:	0 S.F.	1,945 S.F.	No min.
Dwelling size:	N/A	1,375 S.F. to 1,770 S.F.	700 S.F. min. for one bedroom 900 S.F. min. for two bedroom
Density:	N/A	23 residential units	Max. Allowed 26 units

PROJECT SUMMARY

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Parking:			
Residential	0	46	46
Retail	35	8	12 (4 Pooled Parking spaces)
Handicapped	1	3 (part of Res/Retail)	3 (part of Res/Retail)
Resd. Guest	0	5	5
Total:	36	59	63
Building Height:	0'	56'	56'
Building Setbacks:			
Front	0'	0'	0'
Rear	0'	30' from rear PL	10' & 60 dgr clear angle after vertical 15'
Side (East)	0'	0'	0'
Side (West)	0'	0'	0'

ESTIMATED FEES:

☒ New Development Impact: <u>TBD</u>	☒ School District: <u>TBD</u>	☒ Plan Check: <u>TBD</u>
☒ In Lieu Parkland: <u>TBD</u>	☒ 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

Attachment No. 2
9900 Culver Boulevard Mixed Use Project
 Area Map



0 125 250 ft.

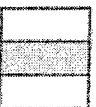
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**9900 Culver
 Boulevard**

GPMA P-2006150;
 ZCA P-2006149;
 SPR P-2006147;
 TTM P-2006148;
 AUP P-2006146; AM
 P-2007034

Legend



Selected Properties

City of Culver City
 Planning Division
 Map Created: Mar 2, 2007

Attachment No. 3
9900 Culver Boulevard Mixed Use Project
 Aerial Map



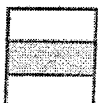
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**9900 Culver
 Boulevard**

GPMA P-2006150;
 ZCA P-2006149;
 SPR P-2006147;
 TTM P-2006148;
 AUP P-2006146; AM
 P-2007034

Legend



Selected Properties

City of Culver City
 Planning Division
 Map Created: Mar 2, 2007



Culver CITY

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	General Plan Map Amendment, GPMA P-2006150; Zoning Map Amendment, ZMA P-2006149; Site Plan Review, SPR P-2006147; Tentative Tract Map, TTM P-2006148; Administrative Use Permit, AUP P-2006146; and Administrative Modification, AM P-2007034.		
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:	9900 Culver Boulevard, Culver City, CA 90232		
Nearest Cross Street:	Duquesne Avenue	APN:	4207-009-900, 4207-009-902, 4207-009-903
Project Sponsor's Name & Address:	SPF: Architects/ Uptown Lofts, LLC 8609 Washington Boulevard Culver City, CA 90232 (310) 558-0902		
General Plan Designation:	Downtown & Medium Density Multiple Family	Zoning:	Commercial General (CG) & Residential Medium Density Multiple (RMD)
Redevelopment Project Area:	Component Area No. 3		
Overlay Zone/Special District:	N/A		
Project Description and Requested Action: Proposed 5-story, 56-foot high, 23-unit mixed used development consisting of 23 residential condominiums, 4,750 square feet of retail, 12 surface parking spaces, and 46 subterranean parking. Approval of a General Plan Map Amendment, Zoning Map Amendment, Site Plan Review, Tentative Tract Map, Administrative Use Permit, and Administrative Modification are required.			
Existing Conditions of the Project Site: The site has no structures and is paved for surface parking.			
Surrounding Land Uses and Setting: <i>(Briefly describe the project's surrounding)</i> North: Sony Studios multi story office building & the Kirk Douglas Theatre South: Single story residential building/garage West: Surface parking & U.S. Post Office building East: 3-story Culver City City Hall.			
Other public agencies whose approval is required: <i>(e.g., permits, financing approval, or participation agreement)</i> Culver City City Council and Redevelopment Agency			

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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 | |

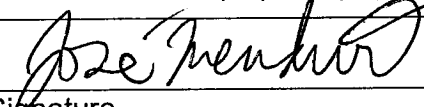
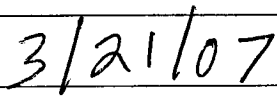
ENVIRONMENTAL DETERMINATION:

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.

FISH AND GAME FEE (AB 3158)

- ☒ I find that the proposed project **WILL NOT** have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend. I find that the proposed project **IS EXEMPT** from the Fish and Game fee. A 'Certificate of Fee Exemption' will be prepared for this project.
- ☐ I find that the proposed project **IS NOT EXEMPT** from the Fish and Game fee.

	
Signature	Date

Jose Mendivil, Associate Planner

Case Manager/ Title

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?	☐	☐	☒	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
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
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
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?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS (continued)					
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?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY - Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. 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)?	☐	☐	☐	☒
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
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

XVIII. EARLIER ANALYSES:

Not Applicable

XIX. DISCUSSION:

Discussion of Initial Study Checklist responses:

I. AESTHETICS

- a) & b)
No Impact The project is not located in or near a scenic vista or along a state scenic highway; no impacts relative to scenic vistas and scenic resources along state scenic highways are expected of this project.
- c) & d)
Less Than
Significant
Impact As a new multi-story project replacing a surface level parking area that already has two light poles, the project is not expected to create lighting impacts for neighboring residences. Currently the site's two light poles have no shielding or directional control that results in light spread throughout the site. This will not occur with the project's residential and commercial lighting that will be directed into the site and away from surrounding private properties and public rights-of-way. The development will conform to all applicable City zoning standards and design guidelines that include a requirement that all lighting not project onto, or create a nuisance for, adjacent public rights-of-way and private properties. The amount of lighting emanating from the site shall be in accordance with the Culver City Municipal Code (CCMC). Through these code and design requirements, the impact will be less than significant. In addition, development of the site will be subject to architectural review by the Planning Commission to insure compliance with all applicable standards and to further insure the project does not degrade the site and its surroundings. Staff will require as a condition of approval, installation of landscaping at the south end of the project site to minimize the massing and any lighting impacts of the development for the adjacent residential building.

MITIGATION MEASURE(S): None Required.

II. AGRICULTURE RESOURCES:

- a) through c)
No Impact The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site.

MITIGATION MEASURE(S): None Required.

III. AIR QUALITY:

- e)
No Impact Future new development in any portion of Culver City will contribute both at the project level and cumulatively, to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. A traffic study was required and prepared for this project and it was 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. If a proposed project is consistent with the city's General Plan and Zoning Code, the project's operational impacts are considered to be factored into the SCAQMD's regional air quality models and are therefore consistent with regional air quality plans. This project, as proposed and if approved, is consistent with Culver City's General Plan and Zoning Code. Per the SCAQMD CEQA Handbook, the project does not meet the threshold of significance for the *operations* of 23 residential condominium units and a small shopping center (4,750 square feet of retail use). Also, the project does not reach the threshold of significance for *construction* of 23 residential condominium units and a small shopping center (4,750 square feet of retail use). By their nature, both condominiums and retail uses do not create objectionable odors. Air quality impacts resulting from construction and operation of this project will not be significant. Additionally, because the project's operations are factored into regional air quality models, the cumulative air quality impacts are less than significant. The project applicant will be required to comply with SCAQMD Rule 403, which provides specific control actions to be implemented during construction activities to control fugitive dust.
- a) through d)
Less Than
Significant
Impact

MITIGATION MEASURE(S): None Required.

IV. BIOLOGICAL RESOURCES:

- a) through f)
No Impact
- There is no impact to biological resources because the project is located in an urbanized area surrounded by existing disturbed land and development. Existing conditions at the project site indicate that there are no biological resources, as identified by the California Department of Fish and Game or US Fish and Wildlife Service, or federally protected wetlands, as defined by the Clean Water Act. There is no identifiable, migratory wildlife corridors on the project site; the project site is not subject to a City policy/ordinance protecting biological resources and is not subject to a habitat conservation plan.
- MITIGATION MEASURE(S): None Required.

V. CULTURAL RESOURCES:

- a) through d)
No Impact
- The project site is located in an urbanized area surrounded by existing disturbed land and development. Information on existing conditions of the project site, submitted by the applicant with project application materials, indicates no identified cultural resources exist on site, and no significant adverse impacts relative to cultural resources are associated with the project.
- MITIGATION MEASURE(S): None required.

VI. GEOLOGY AND SOILS:

- a.i), a.iii), a.iv)
and b)
through e)
No Impact
- The project site is not located near land subject to landslides, is not subject to soil erosion or loss of topsoil due to the site's urbanized development, is not located on expansive soil, and will be adequately serviced by the City's existing sewer system. The site is not located on soil subject to liquefaction. The project will be constructed to meet all Uniform Building Code requirements and will be required to be reinforced to comply with City and state seismic standards. Information on existing conditions of the project site, submitted by the applicant with application materials, indicates the site is considered suitable for the proposed development relative to geotechnical concerns.
- a.ii)
Less Than
Significant
Impact
- The project site is not located near earthquake faults but is in an area of seismic activity (Southern California). However, the project will be constructed to meet all Uniform Building Code requirements and will be required to be reinforced to comply with City and state seismic standards.
- MITIGATION MEASURE(S): None required.

VII. HAZARDS AND HAZARDOUS MATERIALS:

- a) through h)
No Impact
- The project, a mixed use development with commercial ground floor uses and residential above, will not include use of and disposal of significant hazardous materials other than volumes normally found in commercial and residential areas. Environmental information submitted by the applicant with the project plans and application materials indicates that the site is not on a list of hazardous materials sites compiled per Government Code Section 65962.5, is not located within an airport land use plan or within the vicinity of a private airstrip, is not located in a wildland area, and will not impair implementation of an emergency evacuation plan. Further any permitted use of hazardous materials for the types of uses and the zoning for this project will have to comply with Fire Code standards and regulations.
- MITIGATION MEASURE(S): None required.

VIII. HYDROLOGY AND WATER QUALITY:

- g) through j)
No Impact
- The project will not place housing or structures within a 100-year flood hazard area; it is not within a dam inundation zone or subject seiches, tsunamis, or mudflows.
- a) through f)
Less Than
Significant
Impact
- Grading and building plans will be reviewed and approved by the City's Building Safety and Engineering Divisions to assure that on and off-site drainage will not create significant impacts to drainage facilities, groundwater quality and quantity. The project will require the preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP) along with a Maintenance Agreement and Transfer. The SUSMP plan must be prepared by a registered civil engineer and reviewed by the Engineering Division for approval prior to the issuance of any permits. The City will require the project to be designed to effectively prohibit the entry of pollutants from the construction site into the public street and storm drain system. The construction contractor will be required to comply with the 'California Storm Water Best Management Practice Handbook'.
- MITIGATION MEASURE(S): None Required

IX. LAND USE AND PLANNING:

- a) & c)
No Impact The project will not physically divide an established community and the project site is not subject to a habitat conservation plan or natural community conservation plan.

MITIGATION MEASURE(S): None required.

- b)
Less Than
Significant
Impact The proposed project will not conflict with any approved Land Use Plan, policy or regulation adopted for the purposes of avoiding or mitigating an environmental impact. The proposed project is subject to the mixed use performance standards of the Zoning Code which is intended to ensure land use compatibility as well as environmental protection from potential noise and vibration, light, and odor impacts. The required performance standards have either been incorporated as part of the site design or are conditioned as part of the project.

The mixed use project will be conditioned to require walls, floors, and ceilings to be insulated to protect the project's residential users from potential noise impacts created by the ground floor commercial uses. The performance standards do not allow commercial uses to be operated in such a manner that they produce noise and vibrations that are detrimental to both the residential and commercial uses. Other aspects of the performance standards include security code access for elevators or separate commercial and residential elevators, cross ventilation and high quality HVAC systems for residential units, illumination of parking areas, residential protection from commercial loading areas, and adequate sidewalk pedestrian lighting.

The project includes General Plan Map and Zone Map amendments intended to create consistent and current land use regulations across the site because presently General Plan and Zoning would prohibit the project as proposed. Upon approval by the City of the General Plan and Zone map amendments and incorporation of the performance standards, project will be consistent with the City's General Plan and Zoning Code and there will be no impacts relating to Land Use and Zoning.

MITIGATION MEASURE(S): None Required

X. MINERAL RESOURCES:

a) & b)
No Impact Materials submitted with the application and City records indicate that there are no mineral resources on or within the project site.

MITIGATION MEASURE(S): None Required

XI. NOISE:

e) & f)
No Impact The project site is not within an airport land use plan and is not within the vicinity of a private airstrip.

a) through d)
Less than
Significant
Impact The proposed project is not expected to generate significant noise levels during operations. Noise caused by the project will be consistent with the surrounding urbanized area. Ambient noise potentially affecting users of the project will be minimized by Building Code required construction for office buildings and residences. Grading and construction activities will be conducted during the appropriate hours as allowed by the Culver City Municipal Code. The project will be conditioned to require the applicant's contractor to use construction equipment with state-of-the-art noise shielding and muffling devices to alleviate potential noise impacts. Both applicant and City contact information will be posted on the project site to direct individuals wishing to report noise and other construction activity complaints. During construction, the project will be subject to both the noise element and to restricted hours of construction as noted in the Culver City Municipal Code.

Performance Requirements, including those relating to noise, as outlined in the Mixed Use development standards, are a part of any mixed use development. They are a means of minimizing impacts to residential and commercial uses that are within close proximity to each other and located within the same building. These Performance Requirements will be incorporated as a Conditions of Approval to the project and/or incorporated into the design of the project plans. One of the Performance Requirements will necessitate that walls, floors, and ceilings are insulated to protect the project's residential uses from potential noise impacts created by the ground floor commercial uses. Additionally, the Performance Requirements do not allow commercial uses to be operated in such a manner that they produce noise and vibrations that are detrimental to both the residential and commercial uses on site.

Further, three site design aspects of the project may contribute to minimizing and shielding potential noise impacts to the residence directly south of the site. They include construction of an 8 foot high block wall along the project site's south property line and a glass wall along the south side of the common area fourth floor open deck. The wall and glass wall will help to muffle sounds emanating from the ground floor parking, rear residential units, and noise produced when the deck is in use. These design features are incorporated into the plans. Once completed, the proposed project is not expected to generate significant noise levels in excess of the standards established in the General Plan Noise Element.

MITIGATION MEASURE(S): None Required

XII. POPULATION AND HOUSING :

b) through c)
No Impact The site is currently surface parking area with no existing housing. No significant impacts to population or housing are associated with the project.

a) Less than
Significant
Impact The proposed mixed use project which includes 23 residential units will have an increase of people. However impacts to the community by this population increase are expected to be less than significant because City services are able to adequately serve this new population increase. For example an in-lieu Parkland fee will be collected based on the number of units prior to building permits being finalized. This fee will be used to maintain City parks. Existing public service facilities such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities that are necessary to accommodate the increase in population are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process. Furthermore, the project is within the mixed-use density as allowed under the mixed-use guidelines of the zoning code. No extension of roads or infrastructure other than the necessary laterals to connect to City mains will be required of this project.

MITIGATION MEASURE(S): None Required

XIII. PUBLIC SERVICES:

- a) Less Than Significant Impact The proposed mixed use project which includes 23 residential units will have an increase of people that may use the park system. Given such, an in-lieu Parkland fee will be collected based on the number of units prior to building permits being finalized. There are existing public service facilities necessary to accommodate the project such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process. No extension of roads or infrastructure other than the necessary laterals to connect to City mains will be required of this project. Both Fire and Police protection can adequately service the project as proposed.

MITIGATION MEASURE(S): None Required

XIV. RECREATION:

- a) & b) Less Than Significant Impact The proposed project is for a mixed-use project with commercial and residential units that will intensify the site with increased square footage. An increase in households could potentially increase use of local parks; however, this increase in this population is not expected to be significant and impacts to recreational facilities are expected to be less than significant. Also, the project will be required to pay an in-lieu Parkland fee which is used to maintain the park system. The project does not require the expansion/construction of new recreational facilities however a common area roof top deck for passive recreational use with potential visibility to the residential unit south of the site may create a privacy impact. Incorporated into the Site Plan Review plans and made as a Condition of Approval is installation of frosted glazing at the south end of the roof top deck in order to maintain the privacy for the adjacent residential property.

MITIGATION MEASURE(S): None Required

XV. TRANSPORTATION/TRAFFIC:

- c), d) & g) No Impact The project is not within the vicinity of an airport and the nature of its operations (residential/retail) will not result in increased air traffic patterns. The project will be located wholly within private property along developed Culver Boulevard with no requirements for roadway changes or elimination of current emergency access routes. Current roadway design features in the project site area are compatible with this project and surrounding uses. The project does not conflict with alternative transportation policies and does not require elimination of bus stops/turnouts.

- a), b), e), & f) Less Than Significant Impact A traffic study was conducted for the project and the study determined that the added traffic volume generated by the proposed mixed-use project will not significantly impact any of the study intersections. The focus of the traffic study was to evaluate the potential traffic impacts created by the proposed development at four study intersections – Madison Avenue and Culver Boulevard, Madison Avenue and Braddock Drive, Duquesne Avenue and Culver Boulevard, and Duquesne Avenue and Braddock Drive. The study concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS). Therefore no traffic mitigations are required.

Using the Institute of Traffic Engineers (ITE) Trip Generation Information Guide 7th Edition handbook, the traffic study estimated that the project would generate 339 daily vehicle trips with 15 morning and 30 afternoon peak hour trips (135 daily trips with 10 AM peak hour and 12 PM peak hour trips for the condominium units and 204 daily trips for the 4,750 square feet of retail with 5 AM peak hour and 18 PM peak hour trips). The estimated average trip rate per condominium unit is expected to be 5.86 daily trips and for retail the estimated average trip rate is expected to be 42.94 daily trips per 1,000 square feet of retail. In any one hour during the AM or PM peak traffic periods, trips generated by the project are not expected to be greater than the numbers noted above. In reality, all these trips cannot be expected to all occur at the same time every day; they are expected averages based on surveys conducted for the ITE Trip Generation Information Guide. For example, the average daily 5.86 residential trips can be intuitively viewed as resulting from a two car household where two people leave in the morning for work, each in their own car and come home in the evening (4 trips). After coming home, they may go to the market in one car and come home after shopping (2 trips).

XV. TRANSPORTATION/TRAFFIC (continued):

a), b), e), & f)
Less Than
Significant
Impact
(continued)

In any residential neighborhood people do not all leave for work and come home at the exact same time. There is staggering depending on the nature of work. Also every body does not go to the market at the same time every day. For the commercial portion, a similar postulation can be made wherein not everyone arrives for shopping at the same time every day. The key conclusion is that the Traffic Study expects that in the AM and PM peak hours when overall traffic is anticipated to be the heaviest, not more than 15 and 30 trips respectively are expected for this project.

Further, increase in traffic at various street intersections as a result of the project will be below the City's criteria for significant impacts. Traffic impacts at intersections measured as volume to capacity ratios (V/C or the number of actual cars to the amount of cars the intersection can accommodate) must increase beyond a threshold given the Level of Service measured for the intersections in order to be considered a significant impact. At the four study intersections noted above the increase in the V/C ratios resulting from the project given the Level of Service for those intersections were below what the City establishes as a significant impact. In other words, added traffic resulting from the project to the areas studied is expected to be small enough so as to not create significant traffic problems.

Regarding parking, all required parking will be located on site except for 4 commercial spaces. These 4 parking spaces will be located in one of the City owned Downtown parking lots and will be part of the Downtown pooled parking system which is a code allowed method of complying with commercial parking requirements for the CD zone. Along with the pooled parking the development has adequate commercial, residential, visitor, and handicapped parking with sufficient loading space. Driveway widths and parking space dimensions are compliant with code standards and the circulation for both residential and commercial parking into and out of the project is adequate.

MITIGATION MEASURE(S): None Required

XVI. UTILITIES AND SERVICE SYSTEMS:

b) & c)
No Impact

The proposed project will connect to existing utilities available to provide adequate services to the project site and no significant adverse impacts to utilities are expected because of the project. No new treatment facilities are required.

a), d), e) f), g)
Less Than
Significant
Impact

With increased utilization of the project site, there will be an increase in solid waste from what the site currently produces. However, this increase in solid waste is less than significant and landfills have the capacity to handle the project site's waste. As a new development, the project will be subject to all applicable regulations related to solid waste. With intensification of the site, additional water usage and waste water treatment will result; however, review of the application resulted in a determination that water services and waste water treatment services are adequate to service this development proposal.

MITIGATION MEASURE(S): None Required

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | |
|--|---|
| a)
No Impact | The project will not have significant impacts to any plant or animal wildlife species because it is located in a built-out urban area. |
| b), c)
Less Than
Significant
Impact | Because the project will result in new square footage and the intensification of the project site, there will be some project level and cumulative impacts where none existed before. However after general plan and zone map amendments, the project will meet all requirements of the zoning code, the mixed-use standards including the maximum allowed density. Adequate parking is provided per parking requirements and the project will not result in significant impacts. Furthermore, a traffic analysis was conducted for the project and the study determined that the added traffic volume generated by the proposed mixed-use project will not significantly impact any of the study intersections. The amount of traffic generated as a result of the proposed development does not meet levels of significance. The project, which is located in a developed, urbanized area, is a mixed-use residential/commercial retail development that meets General Plan Land Use policies and guidelines and is consistent with the Zoning Code. It will not cause substantial adverse effects on human beings. No mitigation measures with regard to impacts on human beings are required. |

MITIGATION MEASURE(S): None Required

References Utilized:

1. 2006 California Environmental Quality Act CEQA Guidelines - CELSOC
2. Traffic Study for Mixed Use Development located at 9900 Culver Boulevard in Culver City, dated February, 2007, prepared by Raju Associates, Inc.

**TRAFFIC STUDY
FOR THE
9900 CULVER BOULEVARD MIXED-USE PROJECT**

Prepared for:

THE CITY OF CULVER CITY

RECEIVED

FEB 13 2007

**Culver City
Planning Division**

FEBRUARY 2007

Submitted by:


RAJU Associates, Inc.

**TRAFFIC STUDY
FOR THE
9900 CULVER BOULEVARD MIXED-USE PROJECT**

Prepared for:

THE CITY OF CULVER CITY

Prepared by:

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Ref: RA 224

EXECUTIVE SUMMARY

A detailed traffic study was performed by Raju Associates, Inc. to assess the traffic impacts of the proposed mixed-use project within the City of Culver City, California. The Project is located at 9900 Culver Boulevard.

The Proposed Project would be located on the southwest corner of Duquesne Avenue and Culver Boulevard in the City of Culver City. As proposed, the Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide at-grade retail and subterranean residential parking areas with 12 and 46 parking spaces, respectively.

One driveway located on Duquesne Avenue would provide access to the Project site. This driveway would provide access to the at-grade retail parking spaces as well as to the subterranean residential parking area.

Current and future traffic analyses at four intersections within the City of Culver City were conducted in this study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project, deficiencies and impacts, if any, identified, improvements and mitigation measures, if required, developed, their effectiveness determined and residual traffic impacts, if any, ascertained as part of this study. Access and circulation at the proposed driveway to the parking area for the Project were also evaluated. The following executive summary highlighting the key findings of this study is presented below.

- Four intersections were analyzed within the study area for this project. These locations are within the study area bounded by Culver Boulevard on the north, Braddock Drive on the south, Madison Avenue on the west and Duquesne Avenue on the east within the City of Culver City.
- Currently, all four of the analyzed intersection locations are operating at acceptable level of service (LOS D or better) during both the morning and evening peak hours.

- In the Cumulative (Year 2009) Base conditions, i.e., future conditions without the implementation of the proposed project, all four of the analyzed intersection locations are projected to operate at acceptable level of service (LOS D or better) during the morning peak hour. During the evening peak hour, three of the four analyzed intersections are projected to operate at LOS D or better. The intersection of Duquesne Avenue/Braddock Drive is projected to operate at LOS E.
- The Proposed Project consisting of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use will generate a total of 339 daily trips of which 15 trips would occur during the morning peak hour and 30 trips during the evening peak hour. Typically, the City of Culver City does not require a traffic study for projects that generate less than 50 peak hour trips. However, based on the City's request, this study has been performed.
- In the Cumulative (Year 2009) Plus Project conditions, both the AM and PM peak hour operating conditions would be similar to those projected for the Future Base conditions.
- The Cumulative (Year 2009) Plus Project conditions show that the proposed project would not cause significant traffic impacts at any of the analysis locations, based on significance criteria established by the City of Culver City.
- Parking, access and circulation systems were assessed and a review of the proposed site plan indicates that they would all function adequately and that there would be no adverse impact from the Proposed Project.

Summarizing, the Proposed Project would not cause any significant impacts at any of the analyzed locations. Parking, access and circulation systems would function adequately.

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I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed mixed-use project located at 9900 Culver Boulevard within the City of Culver City, California. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system.

PROJECT DESCRIPTION

The Proposed Project would be located on the southwest corner of Duquesne Avenue and Culver Boulevard in the City of Culver City. As proposed, the Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide at-grade and subterranean parking areas with a total of 58 parking spaces for residential and retail use.

One driveway located on Duquesne Avenue would provide access to the Project site. This driveway would provide access to the at-grade retail parking spaces as well as to the subterranean residential parking area.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Culver City staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential traffic impacts on the street system produced by the Proposed Project per the City of Culver City traffic impact significance criteria. The following scenarios have been evaluated in this study:

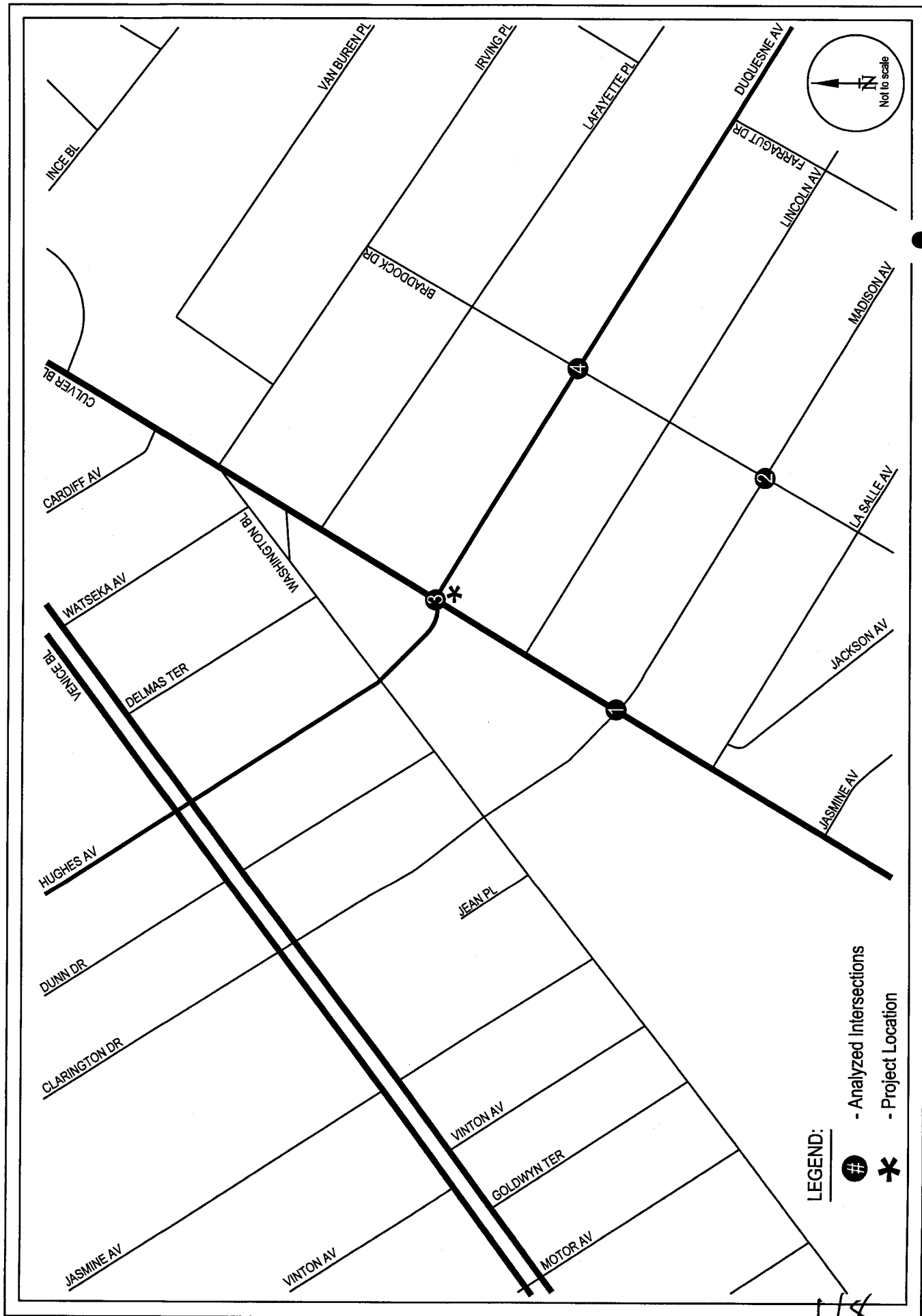


FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

- Current (Existing) 2006 Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- Cumulative Base (2009) Conditions - Future traffic conditions without the proposed project has been developed for the year 2009. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2009.
- Cumulative Plus Project (2009) Conditions - The traffic expected to be generated by the proposed project is estimated and added to the Cumulative Base (2009) traffic forecasts. The impacts of the proposed project on future traffic operating conditions are then identified.

For this traffic study, four locations were defined as study intersections. Two of the four study intersections are controlled by traffic signals. The following intersections (see Figure 1) were analyzed for the scenarios described above:

1. Madison Avenue / Culver Boulevard
2. Madison Avenue / Braddock Drive (unsignalized)
3. Duquesne Avenue / Culver Boulevard
4. Duquesne Avenue / Braddock Drive (unsignalized)

A detailed Memorandum of Understanding (MOU) was prepared in coordination with the City of Culver City staff. The MOU includes among other details, a description of the Proposed Project and its trip generation characteristics. A copy of the MOU is attached in Appendix A of this report.

ORGANIZATION OF REPORT

An executive summary presenting key details of the traffic study is provided at the beginning of this report. The rest of the report is divided into seven chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. The methodology to obtain Future Year 2009 traffic volumes without and with the Proposed Project are described and applied in Chapter III. Chapter IV presents assessment of traffic conditions with

and without the project and the potential traffic impacts due to the proposed project. The results of the analysis of the proposed project's impacts on the CMP regional transportation system are provided in Chapter V. Parking, access and circulation evaluations are presented in Chapter VI. A summary of the analysis and study conclusions is included in Chapter VII. Appendices to this report include details of the technical analysis.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter.

STUDY AREA

The Proposed Project is located at 9900 Culver Boulevard on the southwest corner of Duquesne Avenue and Culver Boulevard within the City of Culver City, California. The Santa Monica (I-10) Freeway is located approximately 0.5 miles north of the project site. The study area is bounded by Culver Boulevard on the north, Braddock Drive on the south, Madison Avenue on the west and Duquesne Avenue on the east.

EXISTING STREET SYSTEM

The existing street system within the study area consists of a regional highway system including major arterials east and south of the Santa Monica (I-10) Freeway, and sub-regional street system including secondary arterials, collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The Santa Monica (I-10) and San Diego (I-405) Freeways provide the primary regional access to the study area. The key arterials serving the site are Culver Boulevard and Washington Boulevard. The other streets offering local circulation possibilities include Duquesne Avenue, Madison Avenue, and Braddock Drive. Brief descriptions of these facilities serving the study area are included in the following section.

- Culver Boulevard – Culver Boulevard is a major arterial roadway and defines the northern frontage of the project. It traverses diagonally in an east-west direction. Within the study area, this roadway offers four travel lanes, two lanes per direction, with a raised median and turn lanes at major or key intersections. Parking is allowed along this roadway in the vicinity of the study area, except at major intersections where turn lanes are provided.
- Washington Boulevard – Washington Boulevard is a major arterial roadway that traverses in an east-west direction. This roadway offers four travel lanes, two lanes per direction, with a central left-turn median. Parking is allowed along this roadway in the vicinity of the study area, except at major intersections where turn lanes are provided.
- Duquesne Avenue – Duquesne Avenue is a secondary arterial roadway that traverses in a north-south direction and defines the eastern frontage of the project site. Within the study area, this roadway offers two travel lanes, one lane per direction. Parking is allowed on both sides of the street.
- Madison Avenue – Madison Avenue is a local roadway that traverses in a north-south direction. It provides one travel lane per direction. Parking is generally allowed on both sides of the street south of Culver Boulevard.
- Braddock Drive – Braddock Avenue is a local roadway that runs in an east-west direction. It provides two travel lanes, one lane per direction. Parking is generally allowed along this roadway within the study area.

The existing lane configurations of the analyzed intersections are included in Appendix B.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection operating conditions, and the resulting level of service conditions at each of the study intersections.

Existing Traffic Volumes

Weekday morning and evening peak hour traffic counts were compiled from data collected at the four analyzed intersections during September 2006. These traffic volumes reflect typical weekday operations during current year 2006 conditions. The traffic volumes in Figure 2 represent, for the purposes of this analysis the Existing 2006 AM and PM peak hour conditions, respectively. The raw data showing the counts are attached in Appendix C.

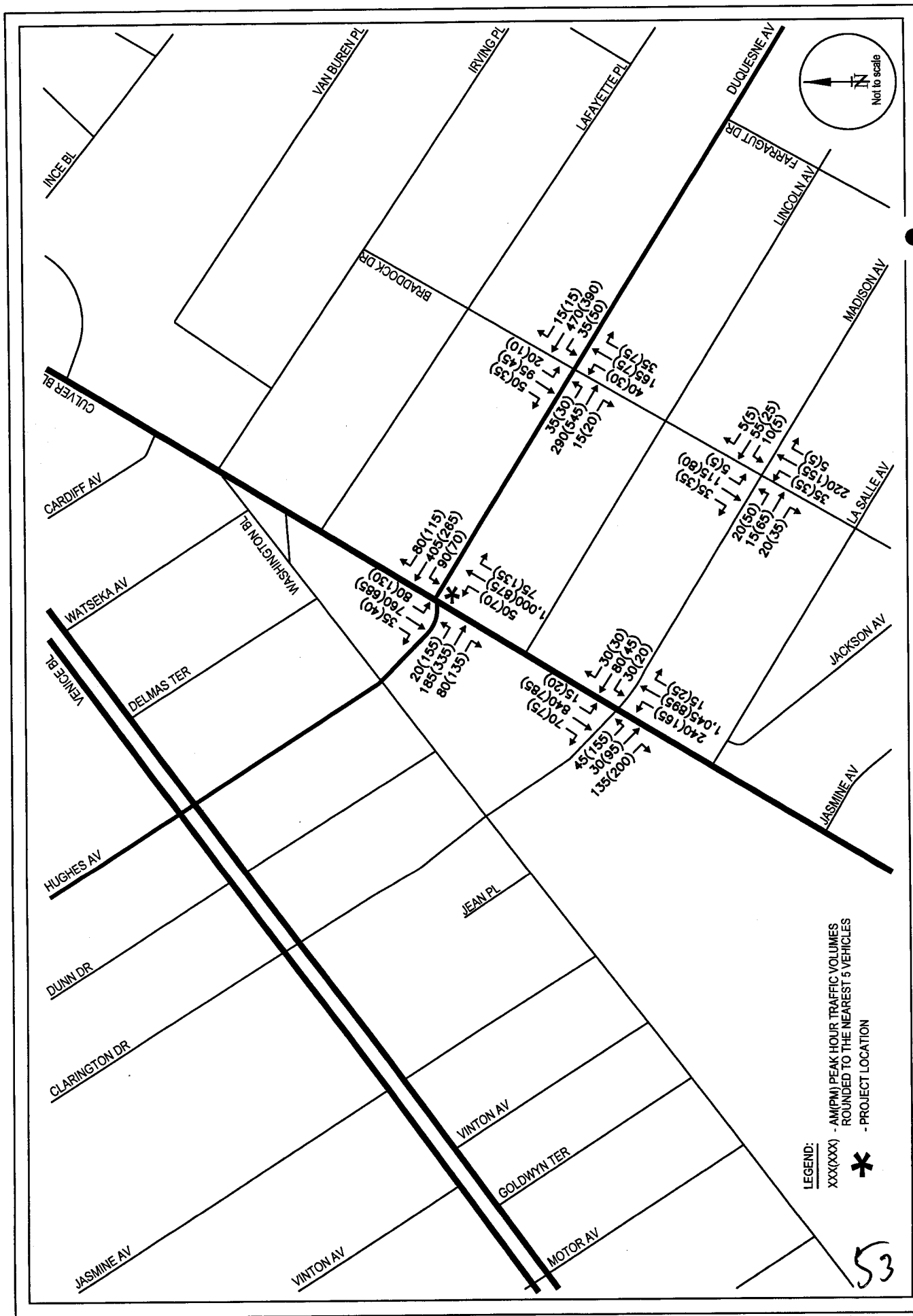


FIGURE 2
EXISTING (2006) PEAK HOUR TRAFFIC VOLUMES

Level of Service Methodology

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The Level of Service definitions for signalized and unsignalized intersections is provided in Table 1 and Table 2, respectively.

Two of the four analyzed intersections are controlled by traffic signals. The others (Madison Avenue/Braddock Drive and Duquesne Avenue/Braddock Drive intersections) are unsignalized and controlled by stop signs on all approaches.

The Intersection Capacity Utilization (ICU) method of intersection analysis, per the City of Culver City guidelines, for analyzing signalized intersection conditions, was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service at each study intersection. A capacity of 1,600 vehicles per lane per hour and 2,880 for dual left-turn lanes was assumed in the capacity calculations in accordance with the guidelines. Table 1 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.

The Highway Capacity Manual (HCM) 2000 method for stop-controlled intersection analysis was used to determine the delay (in seconds) and corresponding level of service at the stop-controlled intersections. The intersection delay is defined as the average delay experienced by drivers at the intersection. Table 2 defines the ranges of delay and corresponding levels of service for unsignalized intersections.

Existing Levels of Service

The existing traffic volumes presented in Figure 2 for AM and PM peak hours, respectively, were used in conjunction with the level of service methodologies described above and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2000*.

Table 3 summarizes the results of the intersection capacity analysis for existing conditions at each of the four intersections in the study area. The table indicates the existing V/C ratio (or delay) during the morning and evening peak hours and the corresponding LOS at the study intersections. As indicated in the table, all four of the study intersections are currently operating at LOS D or better during both the morning and evening peak hours.

Capacity calculation worksheets for Existing (2006) conditions are provided in Appendix D of the report.

EXISTING TRANSIT LINES

Six bus lines currently serve the study area. Three bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA) and three bus lines are operated by Culver City Bus (CC). These transit lines are described in the following section:

- LACMTA Line 33/333 - Line 33/333 is a local east/west line that provides service from Santa Monica to Downtown Los Angeles and travels primarily along Venice Boulevard in the vicinity of the study area. This line runs everyday, including holidays, at a frequency of 5-15 minutes during peak commute hours. The western terminus is at the intersection of 2nd Street and Santa Monica Boulevard in Santa Monica. The eastern terminus is at the Patsaouras Transit Plaza in Downtown Los Angeles. Line 333 follows the same route as Line 33 but provides limited stop service.
- LAMTA Line 220 – Line 220 is a local north/south line that provides service from West Hollywood to Culver City and travels primarily along Culver Boulevard within the study area. This line runs Monday through Saturday at a frequency of approximately 40 minutes. No service is provided on Sundays and holidays. The northern terminus is at the intersection of San Vicente Boulevard/Santa Monica Boulevard in West Hollywood. The southern terminus is at the intersection of Culver Boulevard/Venice Boulevard in Culver City.
- CC Line 1 – Line 1 is a local east/west line that provides service from Venice through Culver City to West Los Angeles and travels primarily along Washington Boulevard in the vicinity of the study area. This line runs everyday, including holidays, at a peak frequency of approximately 12 minutes during peak commute hours. The western terminus is at the intersection of Main Street/Windward Circle in Venice. The eastern terminus is at the intersection of Fairfax Avenue/Washington Boulevard in West Los Angeles.

TABLE 3
EXISTING (2006) INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Existing (2006) Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1.	Madison Avenue & Culver Boulevard	0.626	B	0.603	B
2.	Madison Avenue & Braddock Drive	8.8 sec	A	8.5 sec	A
3.	Duquesne Avenue & Culver Boulevard	0.751	C	0.761	C
4.	Duquesne Avenue & Braddock Drive	22.0 sec	C	27.6 sec	D

- CC Line 5 – Line 5 is a local east/west line that provides service from Venice High School on the west to Blair Hills on the east and travels primarily along Braddock Drive, Madison Avenue, and Culver Boulevard within the study area. This line runs Monday through Friday with service only available on school days during the morning and afternoon peak hours. Weekend and holiday service is not provided. The western terminus is at Venice High School. The eastern terminus is at intersection of La Cienega Boulevard/Rodeo Road in the Blair Hills neighborhood of Culver City.
- CC Line 7 – Line 7 is a recently added local east/west line that provides service from Marina Del Rey to Culver City and travels primarily along Culver Boulevard within the study area. This line runs Monday through Saturday at a frequency of approximately 40 minutes. Service on Sundays and holidays is not provided. The western terminus is at Fisherman's Village in Marina Del Rey. The eastern terminus is at the intersection of Culver Boulevard/Venice Boulevard in Culver City.

III. FUTURE YEAR 2009 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the proposed project on the local street system, estimates of the Future Year 2009 traffic volumes both with and without the project were developed. The Future Year 2009 without the project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments in the vicinity of the study area. The Future (2009) without project traffic represents the cumulative base conditions. The traffic generated by the proposed project was then estimated and assigned separately to the street system. The addition of the project traffic and the cumulative base traffic represents the Future Cumulative (2009) Plus Project conditions. Each of these future traffic scenarios is further described in this chapter.

CUMULATIVE (2009) BASE TRAFFIC PROJECTIONS

The Cumulative (2009) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific cumulative projects located within, or in the vicinity of, the study area. Each of these components is described below.

Area-wide Ambient Traffic Growth

The traffic in the vicinity of the study area has been estimated to increase at a rate of about 1% per year. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2009, the existing 2006 traffic volumes were adjusted upward by a factor of 3% to reflect this area-wide regional growth.

Cumulative Project Traffic Generation and Assignment

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These "cumulative projects" are those developments that are planned and expected to be in place within the same timeframe as the Proposed Project. Data describing cumulative projects in the area was solicited from the City of Culver City. Fifty-nine cumulative projects from the City of Culver City, City of Los Angeles and County of Los Angeles were identified within the study area. The related projects included in this study are described in Table 4. The locations of these projects are shown in Figure 3.

The trip generation estimates for the related projects were based on different sources including rates from recently completed traffic studies for projects in Culver City and trip generation rates contained in the Institute of Traffic Engineers (ITE), Trip Generation Informational Report, 7th Edition. These rates are provided in Appendix E. The trip generation estimates for the related projects is shown in Table 5. As summarized in Table 5, the cumulative projects are expected to generate approximately 64,840 daily trips, of which 5,842 trips would occur during the morning peak hour and 6,551 trips would occur during the evening peak hour.

The geographic distribution and the traffic assignment of the cumulative projects were performed. The results are shown in Figure 4. These related projects' traffic estimates were added to the existing plus ambient growth traffic to obtain the Cumulative (2009) Base traffic volumes. Figure 5 provides the Cumulative (2009) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future Cumulative (2009) without project base conditions.

It is worth noting that two major projects in the area are anticipated to be constructed beyond the timeframe of the proposed project. The first project is the Metro Rail Mid-City/Exposition Light Rail Transit (LRT) Project that is anticipated to be completed by June 2010. This project is an extension of the 62-station Metro Rail System. As proposed, the first phase of this LRT project would construct a 9.6-mile line extending along the Metro-owned Exposition right-of-way from the existing Metro Rail Station at 7th Street/Metro Center in downtown Los Angeles to Robertson Boulevard/Washington Boulevard in the City of Culver City. Construction of the

TABLE 4
LIST OF RELATED PROJECTS [1]

Map No.	Project	Location	Description
City of Culver City			
1	Mixed Use Development	10100 Culver Bl	59 condominium units and 8,200 GSF of commercial
2	Sony	10202 Washington Bl	49,516 GSF addition to Stage 6; converting to office
3	Sony	10202 Washington Bl	Approved to build 986,000 GSF of office, post-production, stage, and support uses until 2026
4	Live/ work lofts	10839 Washington Bl	3 Live/ Work units and parking for 12 cars
5	Veterinary Clinic	11182 Culver Bl	7,000 GSF veterinary clinic with caretaker unit
6	Mixed Use Development	11281 Washington Pl	17,500 GSF mixed use project w/ retail and residential.
7	Culver City Muffler	11333 Washington Bl	2,500 GSF Muffler Shop
8	FAYNSOD	11501-11509 Washington Bl	Mixed Use: 3 Retail & 3 Apts.
9	The Olson Co. Mixed Use	12337-12449 Washington Bl	Mixed-use project consisting of 13,340 GSF of commercial and 80 residential units.
10	West- Culver Lofts	12801-23 Washington Bl	24 units; 12 live/work, and 12 residential lofts
11	Commercial & Retail Development	13322 Washington Bl	4,257 GSF commercial
12	Encore	13424-13464 Washington Bl	36,000 GSF retail, 71 residential units
13	Live/ work units	13340 Washington Bl	41 unit condominium development with 6 live/work condominium units in Culver City and 35 Units in LA
14	Westfield Fox Hills Mall Expansion	200 Fox Hills Mall	293,786 GSF retail and 427 parking spaces
15	Echo Horizon School Expansion	3430 McManus Av	Expansion of 5,935 GSF to accommodate 40 additional students
16	Distribution & Warehouse	3434 Wesley St	10,500 GSF of office, warehouse, & distribution
17	Office Bldg.	3505 Hayden Av	151,000 GSF
18	Huron Townhouses	3823-3833 Huron Av	15 new townhouses, demo 3 existing
19	Condominiums	3838 Tilden Av	4 condominium units
20	Condominiums	3846 Bentley Av	4 condominium units
21	Condominiums	3873 Bentley Av	Two condominium air lots; TPM, CE
22	Condominium Conversion	3910 Girard Av	7 condominium units
23	Condominiums	3915 Bentley Av	4 condominium units
24	Park Century School	3939 Landmark St	Conversion of industrial space to school use and additional 6,950 GSF.
25	Hampton Inn	3954 Sepulveda Bl	77-unit hotel
26	Four unit condominium	3972 Tilden Av	4 condominium units
27	Four unit condominium	4014 Van Buren Pl	4 condominium units
28	Four unit condominium	4025 Wade St	4 condominium units
29	Condominiums	4047 Lincoln Av	4 condominium units
30	Grandview Palms	4061 Grandview Bl	62,737 GSF multi-unit care facility
31	TTM, Eight Unit Condo	4067/4073 Lincoln Av	8 unit residential, 2,000 GSF; 20 parking spaces provided
32	TPM, Condominiums	4122/26 Lincoln Av	Two 2-unit condominiums, 2,097 GSF proposed unit; 14 parking spaces provided
33	4227 Ince Blvd.	4227 Ince Bl	6 condominium units on a 3 lot subdivision
34	Office & Retail Bldg.	4447 Sepulveda Bl	9,000 GSF
35	Chevron Gas Station	5975 Centinela Av	3,314 GSF Gas Station
36	Fire Station No. 3	6030 Bristol Pkwy	Two-story, 12,156 GSF fire station
37	Office & Retail Bldg.	700-701 Corporate Pointe	240,612 GSF office; 4,242 GSF retail
38	Symantec Office Multiphase Dev.	800-900 Corporate Pointe	550,000 GSF office, research/development, parking
39	Conjunctive Points Theater Complex	8511 Warner Dr	101,551 GSF of office space; 31,110 GSF of retail; 18,076 GSF of restaurant; 3 theaters with total capacity of 3,100 seats; and 1,479 parking spaces.
40	Public Storage Expansion	8512 National Bl	Addition of 71,570 GSF to an existing public storage facility
41	Max Leather AUP	8533 Washington Bl	3,763 GSF additional manufacturing
42	Mixed Use Development	8601-8637 Washington Bl	26,000 GSF office/residential
43	Surfas Restaurant Supplies	8777 Washington Bl	Reoccupy a 14,856 GSF bldg. w/ retail and take-out food service
44	SPE Television Bldg. (Higuera/Ince)	9050 Washington Bl	27,000 GSF office
45	Culver City Transfer Station	9255 Jefferson Bl	Increased throughput from 500 to 1,056 tons per day.
46	Parcel B	9300 Culver Bl	115,108 GSF of office, restaurant, and retail space.
47	Culver Studios Expansion	9336 Washington Bl	Addition of approximately 50,000 GSF of office and one parking structure. Demo of smaller buildings.
48	Office Building	9343 Culver Bl	4 story office building (16,821 GSF) with ground floor retail or restaurant. Demolish existing commercial building.

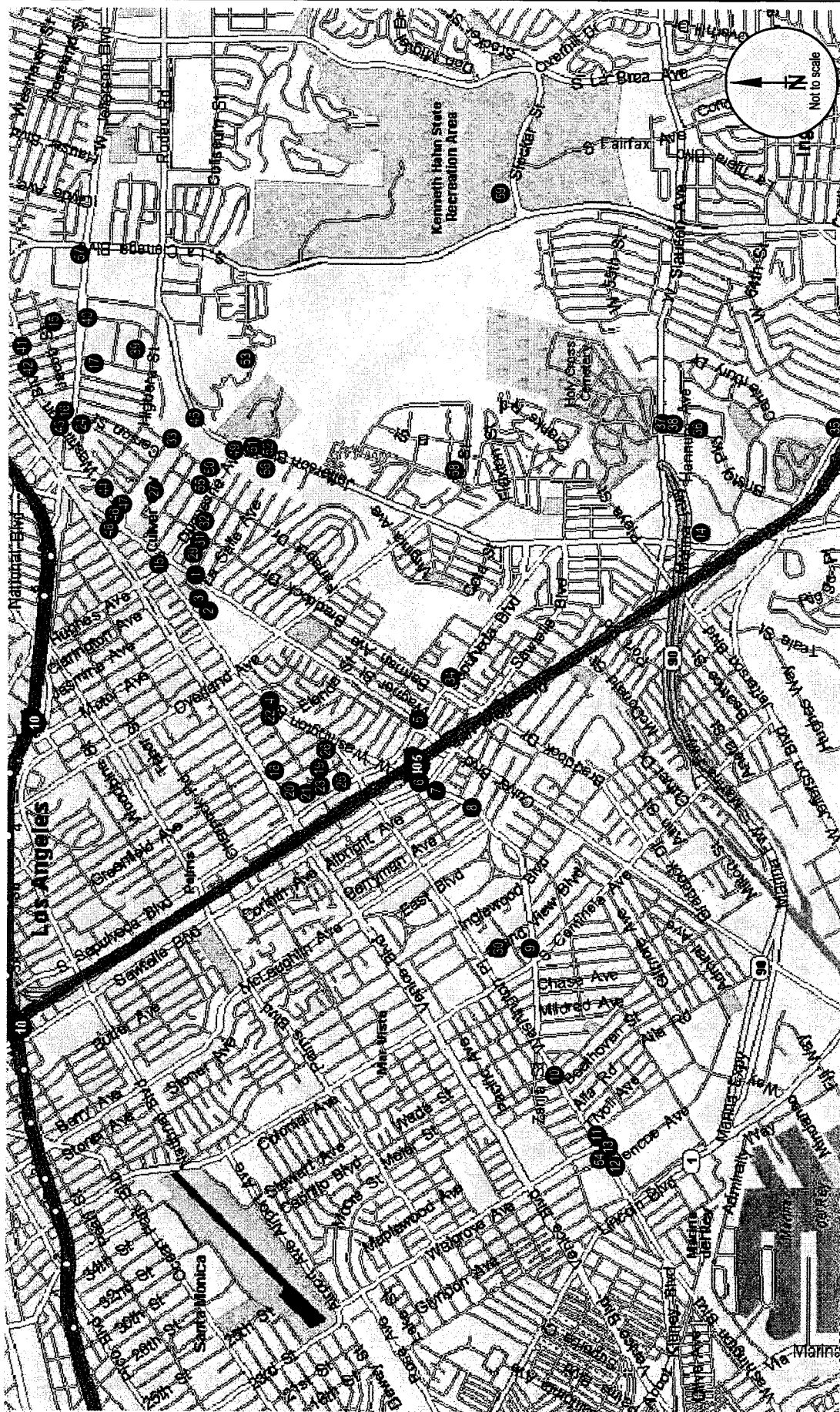
62

TABLE 4 (continued)
LIST OF RELATED PROJECTS [1]

Map No.	Project	Location	Description
49	Inspired Ventures	9599 Jefferson Bl	40,000 GSF offices
50	Weinstock	9650 Lucerne Av	6 unit condo, tentative track map and site plan review
51	Culver City Dog Park	9910 Jefferson Bl	1-acre dog park
52	Skateboard Park	9910 Jefferson Bl	12,000 SF
53	Baldwin Hills Scenic Overlook Park	Hetzler Rd	10,300 GSF visitor center, passive recreation area
54	Mixed Use	13365 Washington Bl	4,000 GSF ground floor retail and 19 units
55	Apartment Project	4210 Duquesne Av	8 apartment units
56	Spartan Supply Co.	9919 Jefferson Bl	18,420 SF roofing materials and distribution facility
City of Los Angeles			
57	MTA Division 6 - West Los Angeles Transit Center	Jefferson Bl	Transportation Center for operations and maintenance facility for up to 175 MTA buses and associated administrative staff
County of Los Angeles			
58	West Los Angeles College Master Plan Project	Overland Av/ Freshman Dr	Proposed Master Plan for the College to increase the student enrollment from current 10,312 to 18,904 by year 2022; anticipated enrollment growth through 2015 used for trip generation for purposes of this study
59	Baldwin Hills Regional Park Master Plan Project	La Cienega Bl/La Brea/Stocker St	Development of a 1,400-acre park

Notes:

[1] List of related projects provided by the City of Culver City, July 2006.



LEGEND:
 ● - Location of Related Project

Map Source: Microsoft Streets and Trips 2005

FIGURE 3
LOCATION OF RELATED PROJECTS

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TABLE 5 (continued)
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS [1]

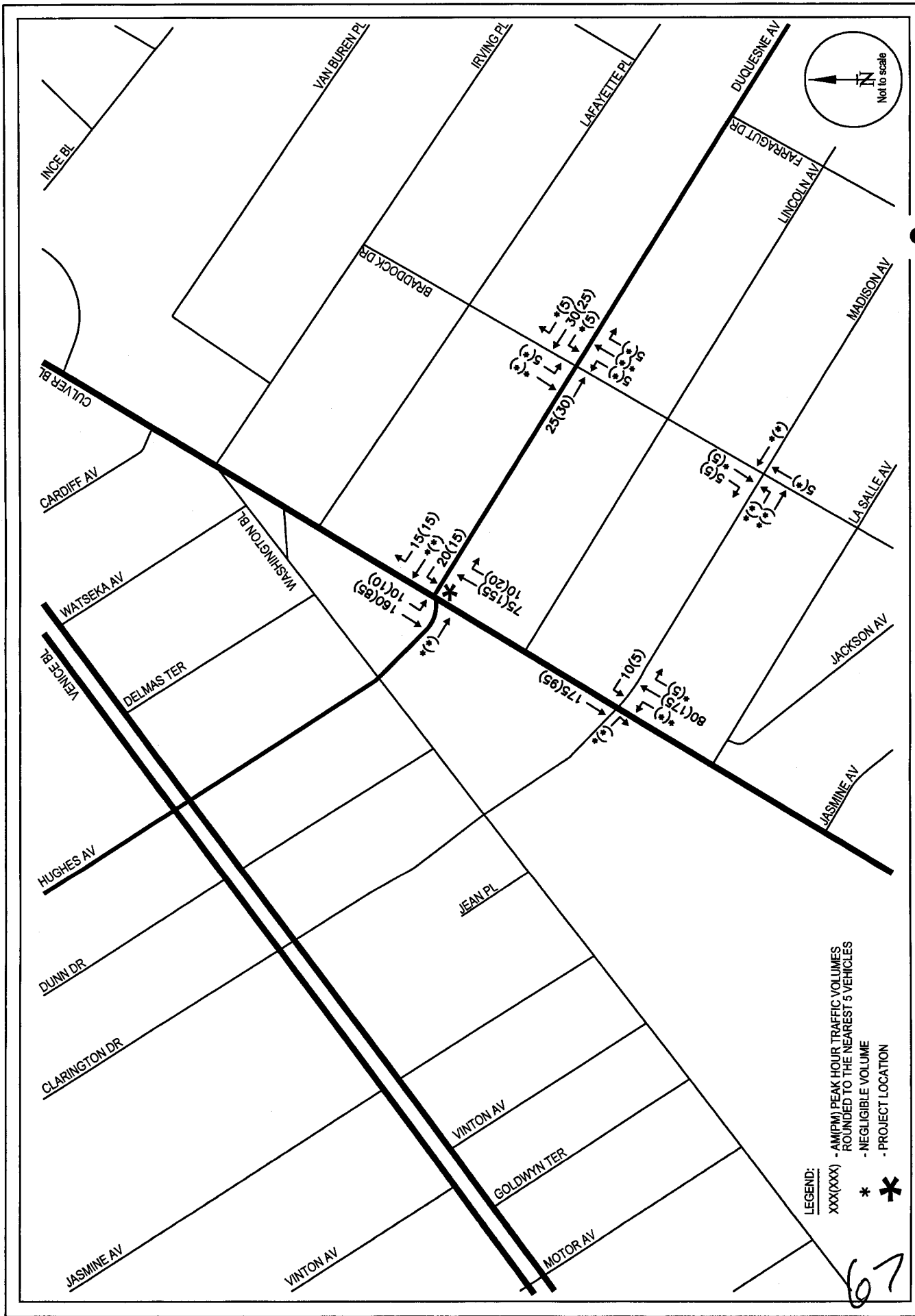
Map No.	Project	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
City of Culver City								
1	Mixed Use Development	698	10	24	34	35	26	61
2	Sony	545	68	9	77	13	61	74
3	Sony	10,856	1,345	183	1,528	250	1,219	1,469
4	Live/ work lofts	18	0	1	1	1	1	2
5	Veterinary Clinic	220	13	12	25	18	18	36
6	Mixed Use Development	751	11	7	18	32	34	66
7	Culver City Muffler	N/A	5	2	7	4	4	8
8	FAYNSOD	150	0	1	1	5	6	11
9	The Olson Co. Mixed Use	1,196	16	34	50	63	41	104
10	West- Culver Lofts	141	2	9	11	8	4	12
11	Commercial & Retail Development	183	3	2	5	8	8	16
12	Encore	1,962	28	40	68	90	82	172
13	Live/ work units	240	3	15	18	14	7	21
14	Westfield Fox Hills Mall Expansion [2]	5,377	63	41	104	255	276	531
15	Echo Horizon School Expansion	99	20	16	36	0	0	0
16	Distribution & Warehouse	116	14	2	16	3	13	16
17	Office Bldg.	1,663	208	28	236	38	187	225
18	Huron Townhouses	88	1	5	7	5	3	8
19	Condominiums	23	0	2	2	1	1	2
20	Condominiums	23	0	2	2	1	1	2
21	Condominiums	12	0	1	1	1	0	1
22	Condominium Conversion	41	1	3	3	2	1	4
23	Condominiums	23	0	2	2	1	1	2
24	Park Century School [3]	365	80	82	162	-8	-17	-25
25	Hampton Inn	629	26	17	43	24	21	45
26	Four unit condominium	23	0	2	2	1	1	2
27	Four unit condominium	23	0	2	2	1	1	2
28	Four unit condominium	23	0	2	2	1	1	2
29	Condominiums	23	0	2	2	1	1	2
30	Grandview Palms [2]	151	2	2	4	7	5	12
31	TTM, Eight Unit Condo	47	1	3	4	3	1	4
32	TPM, Condominiums	23	0	2	2	1	1	2
33	4227 Ince Blvd.	35	0	2	3	2	1	3
34	Office & Retail Bldg.	99	12	2	14	2	11	13

TABLE 5 (continued)
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS [1]

Map No.	Project	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
35	Chevron Gas Station	N/A	131	126	257	160	160	319
36	Fire Station No. 3	838	60	11	71	5	10	15
37	Office & Retail Bldg.	2,649	329	45	374	61	298	359
38	Symantec Office Multiphase Dev. [2]	4,910	639	87	726	118	578	696
39	Conjunctive Points Theater Complex	10,208	282	146	428	287	395	682
40	Public Storage Expansion	179	6	5	11	19	10	9
41	Max Leather AUP [2]	70	7	3	10	4	5	9
42	Mixed Use Development	471	56	8	64	18	90	108
43	Surfas Restaurant Supplies	1,143	32	23	55	31	32	63
44	SPE Television Bldg. (Higuera/Ince)	297	37	5	42	7	33	40
45	Culver City Transfer Station [2]	N/A	12	5	17	3	14	17
46	Parcel B	1,267	157	21	178	29	143	172
47	Culver Studios Expansion	551	69	9	78	13	62	75
48	Office Building	185	23	3	26	4	21	25
49	Inspired Ventures	440	55	7	62	10	50	60
50	Weinstock	35	0	2	3	2	1	3
51	Culver City Dog Park	2	1	0	1	1	0	1
52	Skateboard Park	275	12	7	19	6	14	20
53	Baldwin Hills Scenic Overlook Park [2]	265	2	1	3	5	7	12
54	Mixed Use	283	4	9	12	14	11	25
55	Apartment Project	54	1	3	4	3	2	5
56	Spartan Supply Co. [4]	N/A	24	18	42	17	13	30
City of Los Angeles								
57	MTA Division 6 - West Los Angeles Transit Center [2]	1,666	67	40	107	77	26	103
County of Los Angeles								
58	West Los Angeles College Master Plan Project [5]	6,785	436	45	481	300	133	433
59	Baldwin Hills Regional Park Master Plan Project	6,398	126	154	280	160	204	364
Total Related Project Trip Generation		64,837	4,500	1,342	5,842	2,237	4,334	6,551

Notes:

- [1] Trip Generation based on rates provided from *ITE Trip Generation Manual*, Seventh Edition, unless otherwise noted.
- [2] Trip generation from *Symantec Office Development - Environmental Impact Report*, PCR, 2004.
- [3] Trip generation from *Traffic Study for Park Century School*, Kaku Associates, 2003.
- [4] Trip generation from *Memorandum - Relocation of Spartan Supply Co. 9919 Jefferson Boulevard*, Arthur Kassan, May 2006.
- [5] Trip generation from *West Los Angeles College Master Plan EIR*, Jones & Stokes, 2004.



RAJU Associates, Inc.

FIGURE 4
RELATED PROJECTS ONLY PEAK HOUR TRAFFIC VOLUMES

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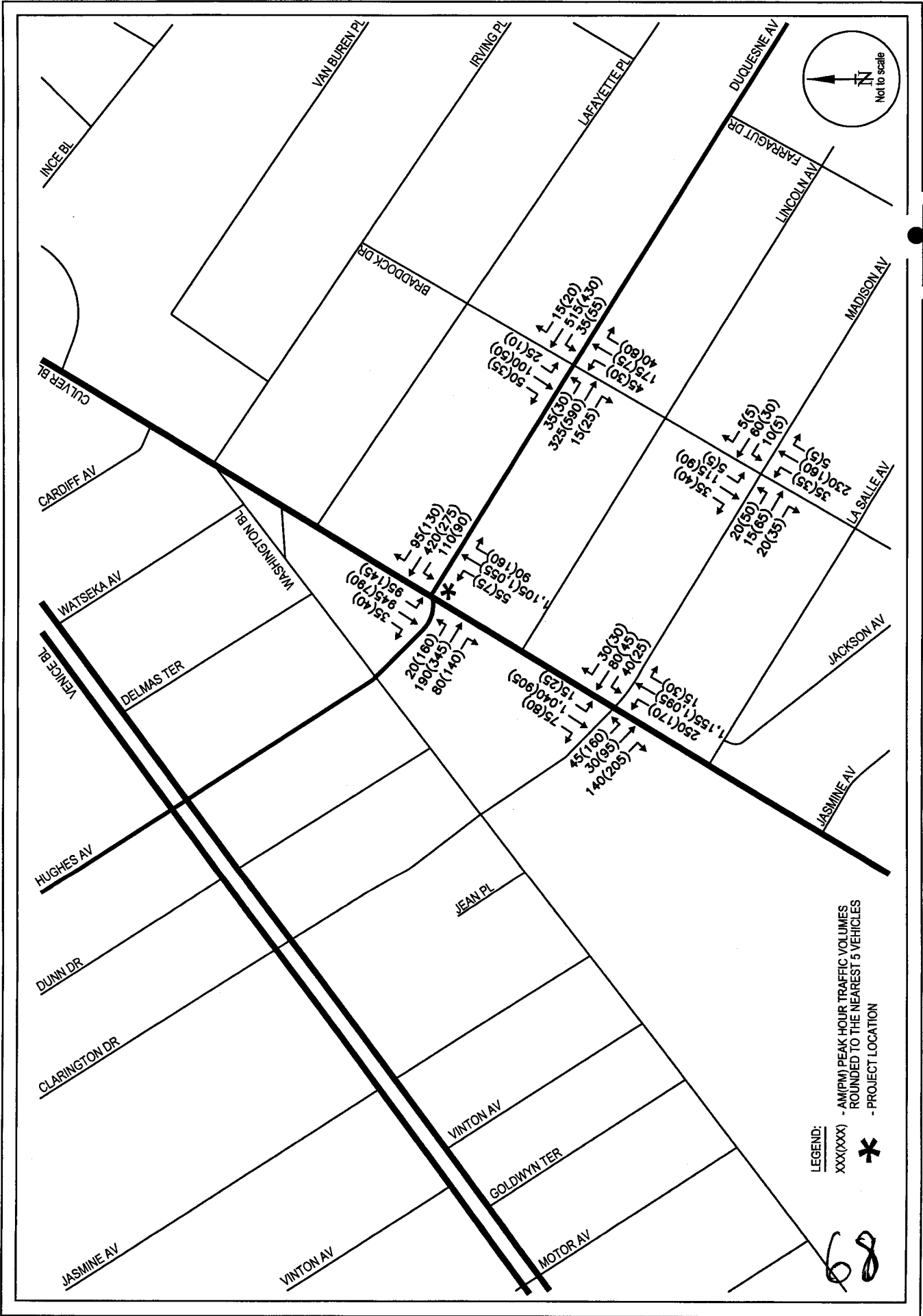


FIGURE 5
 CUMULATIVE (2008) BASE PEAK HOUR TRAFFIC VOLUMES

project is scheduled for 2006. As summarized in the *Mid-City/Westside Transit Draft Environmental Impact Statement/Environmental Impact Report*, April 2001, this project would decrease total daily vehicle trips by approximately 20,500 countywide.

The other major project is the Washington-National Specific Plan Project. The Phase 1 of this project is anticipated to be constructed by 2012. The project includes 1,950 dwelling units, 244,200 square feet of retail use, and 164,000 square feet of office use.

PROJECT TRAFFIC VOLUMES

Implementation of the Proposed Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide at-grade and subterranean parking areas with a total of 58 parking spaces for residential and retail use.

Utilizing the ITE Trip Generation Informational Guide 7th Edition rates, the proposed project's trip generation was determined. Table 6 presents details of the proposed project's trip generation including type of use, size, applicable rate and trip generation estimates.

From Table 6, it can be observed that the proposed project's trip generation would result in a total of approximately 340 daily trips of which 15 trips would occur during the morning peak hour and 30 trips would occur during the evening peak hour.

Project Trip Distribution

The generalized trip distribution for project trips was estimated to be the following based on current traffic patterns:

- To and From the North: 25%
- To and From the South: 25%
- To and From the East: 25%
- To and From the West: 25%

TABLE 6
ESTIMATED PROJECT TRIP GENERATION

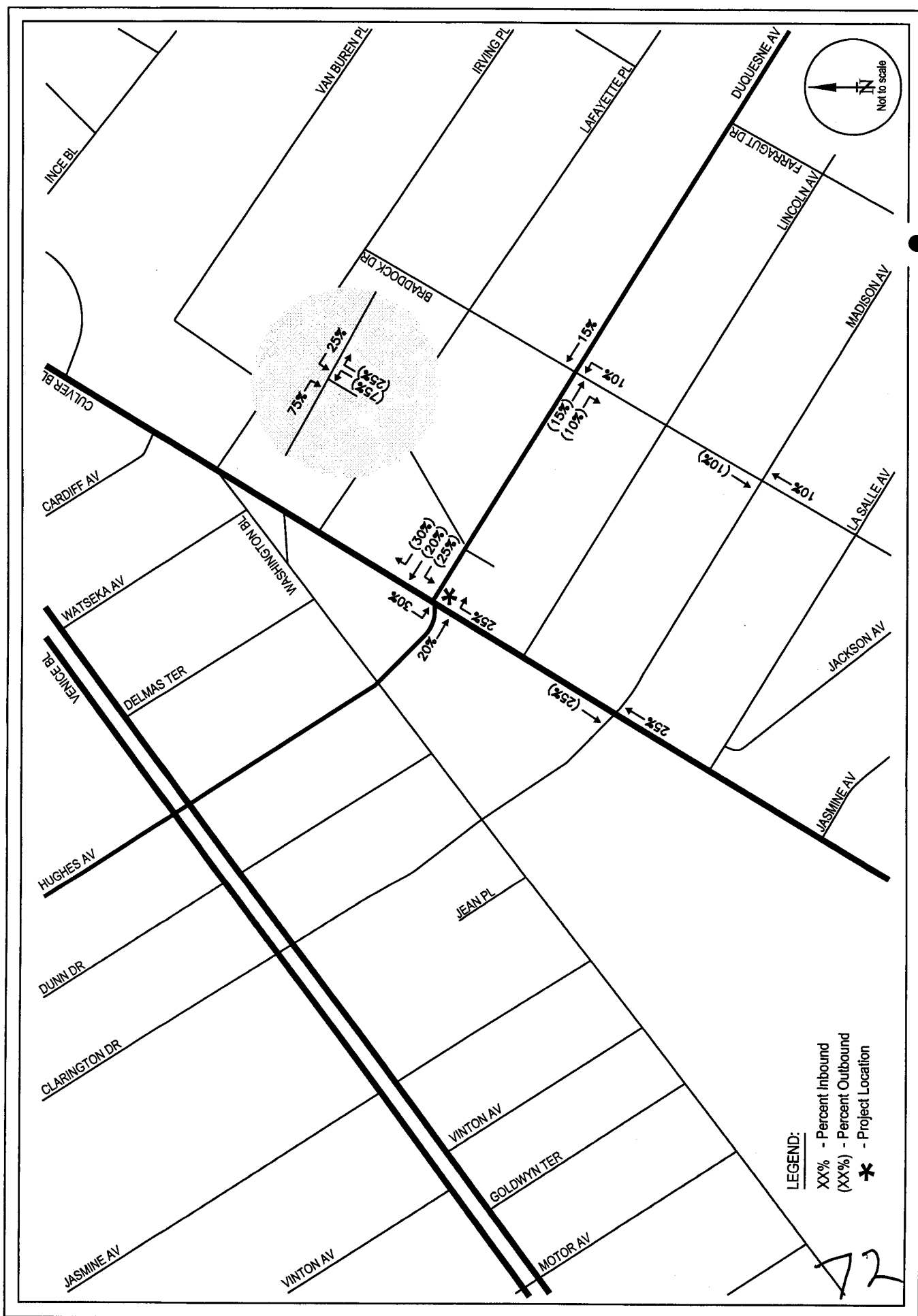
		Size	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project Condominium (ITE Land Use 230) Retail (ITE Land Use 820)		23 d.u. 4,750 s.f.	135	2	8	10	8	4	12
			204	3	2	5	9	9	18
			Total Trips		339	5	10	15	17
Trip Rates [1] Condominium (ITE Land Use 230) Retail (ITE Land Use 820)		per d.u. per 1,000 s.f.	5.86	17%	83%	0.44	67%	33%	0.52
			42.94	61%	39%	1.03	48%	52%	3.75

[1] ITE Trip Generation Manual, 7th Edition, 2003

Intersection level trip distribution percentages are shown in Figure 6. Based on these distribution assumptions, location and points of access of the project driveways, and trip generation from the proposed project, traffic estimates of project-only trips were developed. These project-only trips are presented in Figure 7.

FUTURE YEAR 2009 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2009 with Project conditions were developed. The Cumulative (2009) Base traffic forecasts were combined with the project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2009 Cumulative plus Project traffic volumes during both A.M. and P.M. peak hours are presented in Figure 8.



RAJU Associates, Inc.

**FIGURE 6
PROJECT TRIP DISTRIBUTION**

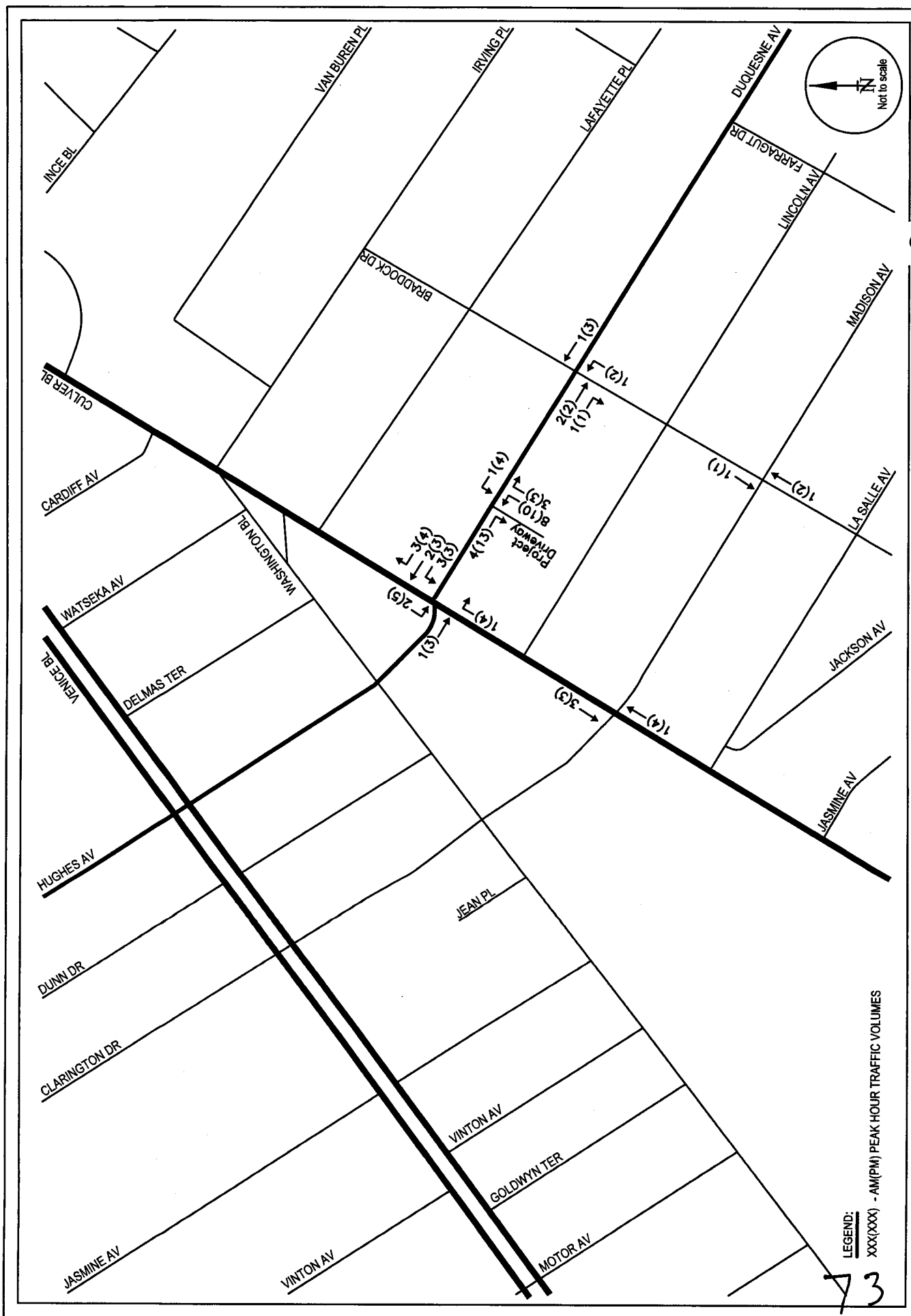
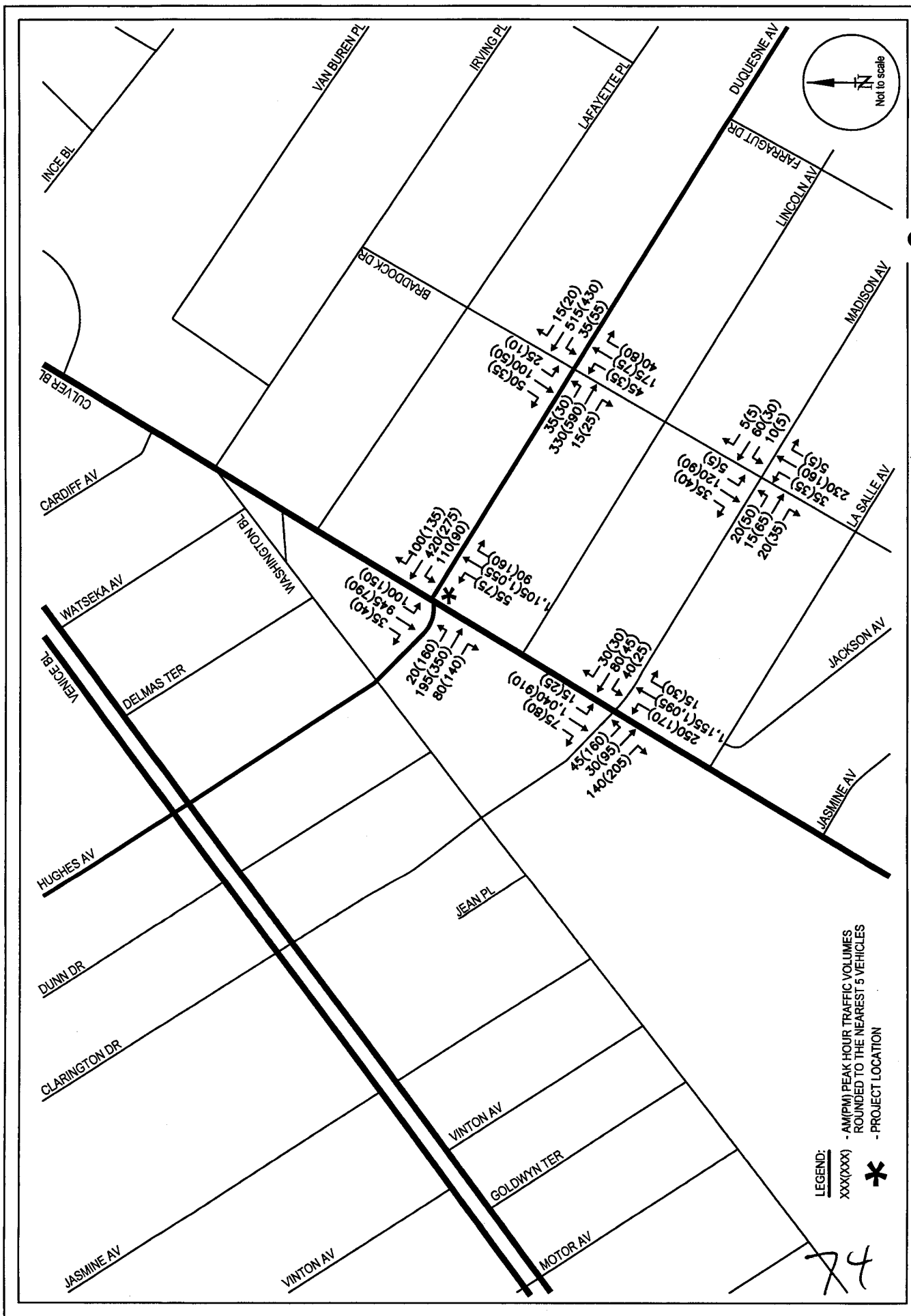


FIGURE 7
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



RAJU Associates, Inc.

FIGURE 8
 CUMULATIVE (2008) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

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IV. FUTURE YEAR 2009 TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Future Year 2009 Cumulative Base and Cumulative Plus Project conditions were analyzed utilizing the methodologies and assumptions per the City of Culver City traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the cumulative base and cumulative plus project conditions to determine the incremental difference in V/C ratios caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by the City of Culver City.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Culver City has established threshold criteria for determining the significance of impacts of a project at a specific location. According to the criteria provided by the City of Culver City, a project impact is considered significant if the following conditions are met:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
D	0.801 – 0.900	equal to or greater than 0.040
E, F	> 0.900	equal to or greater than 0.020

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS D after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. However, if the intersection is operating at a LOS F after the addition of

project traffic and the incremental change in the V/C ratio is 0.020 or greater, the project would be considered to have a significant impact.

CUMULATIVE (2009) BASE TRAFFIC CONDITIONS

The Cumulative (2009) Base without proposed project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio (or delay in seconds) and corresponding level of service. Table 7 presents the results of the Year 2009 Cumulative Base (without project) traffic analysis. As indicated in the table, all of the four analyzed intersections are projected to operate at LOS D or better during the morning peak hour.

During the evening peak hour, three of the four analyzed intersections are projected to operate at LOS D or better. The remaining intersection, Duquesne Avenue/Braddock Drive, is projected to operate at LOS E.

Capacity calculation worksheets for Cumulative (2009) Base conditions are attached in Appendix E of the report.

CUMULATIVE (2009) PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative (2009) Plus Project peak hour traffic volumes were analyzed to determine the volume to capacity (V/C) ratio (or delay in seconds) and LOS at each of the analyzed intersections. The results of this analysis are also summarized on Table 7. Table 7 indicates that traffic generated by the project would not change any of the intersection levels of service from cumulative base conditions.

Capacity calculation worksheets for Cumulative (2009) Plus Project conditions are attached in Appendix F of the report.

TABLE 7
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS

No.	Intersection	Peak Hour	Cumulative (2009) Base Conditions		Cumulative (2009) Plus Project Conditions		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS		
1.	Madison Avenue & Culver Boulevard	AM PM	0.704 0.652	C B	0.705 0.653	C B	0.001 0.001	No No
2.	Madison Avenue & Braddock Drive	AM PM	8.9 sec 8.6 sec	A A	8.9 sec 8.7 sec	A A	- -	No No
		AM PM	0.328 0.326	[1] [1]	0.329 0.327	[1] [1]	0.001 0.001	
3.	Duquesne Avenue & Culver Boulevard	AM PM	0.806 0.841	D D	0.810 0.847	D D	0.004 0.006	No No
4.	Duquesne Avenue & Braddock Drive	AM PM	33.2 sec 41.8 sec	D E	33.7 sec 42.9 sec	D E	- -	No No
		AM PM	0.650 0.663	[1] [1]	0.652 0.666	[1] [1]	0.002 0.003	

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PROJECT IMPACTS

Using the specified significant impact criteria, traffic impacts at the analysis locations were determined. Table 7 identifies the individual impacts during both A.M. and P.M. peak hours at each of the analysis locations. It can be observed that none of the analyzed intersections would be significantly impacted by the proposed project. Therefore, no mitigation measures would be required for the proposed project.

V. REGIONAL/CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, July 2004). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for selected regional facilities based on the quantity of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The closest CMP arterial monitoring intersections to the project site are the intersections of Venice Boulevard/Overland Avenue and La Cienega Boulevard/Venice Boulevard. Based on the incremental project trip generation estimates presented in Chapter III, the proposed project is not expected to add 50 or more new trips per hour to either of these locations. Therefore, no further analysis of this CMP monitoring intersection is required.

The nearest mainline freeway monitoring location to the project site is at the Santa Monica Freeway (I-10) east of Overland Avenue. Based on the incremental project trip generation estimates, the proposed project will not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

VI. PARKING AND ACCESS/CIRCULATION

This chapter provides an evaluation of parking and access/circulation in the immediate vicinity of the site. The parking evaluation consists of examining the proposed parking supply for the Project in relation to the parking requirements of the various uses within the Project. The access and egress evaluation consists of a review of vehicular access and egress driveways to ascertain that adequate provisions are provided by the Project.

PARKING, ACCESS & CIRCULATION ISSUES

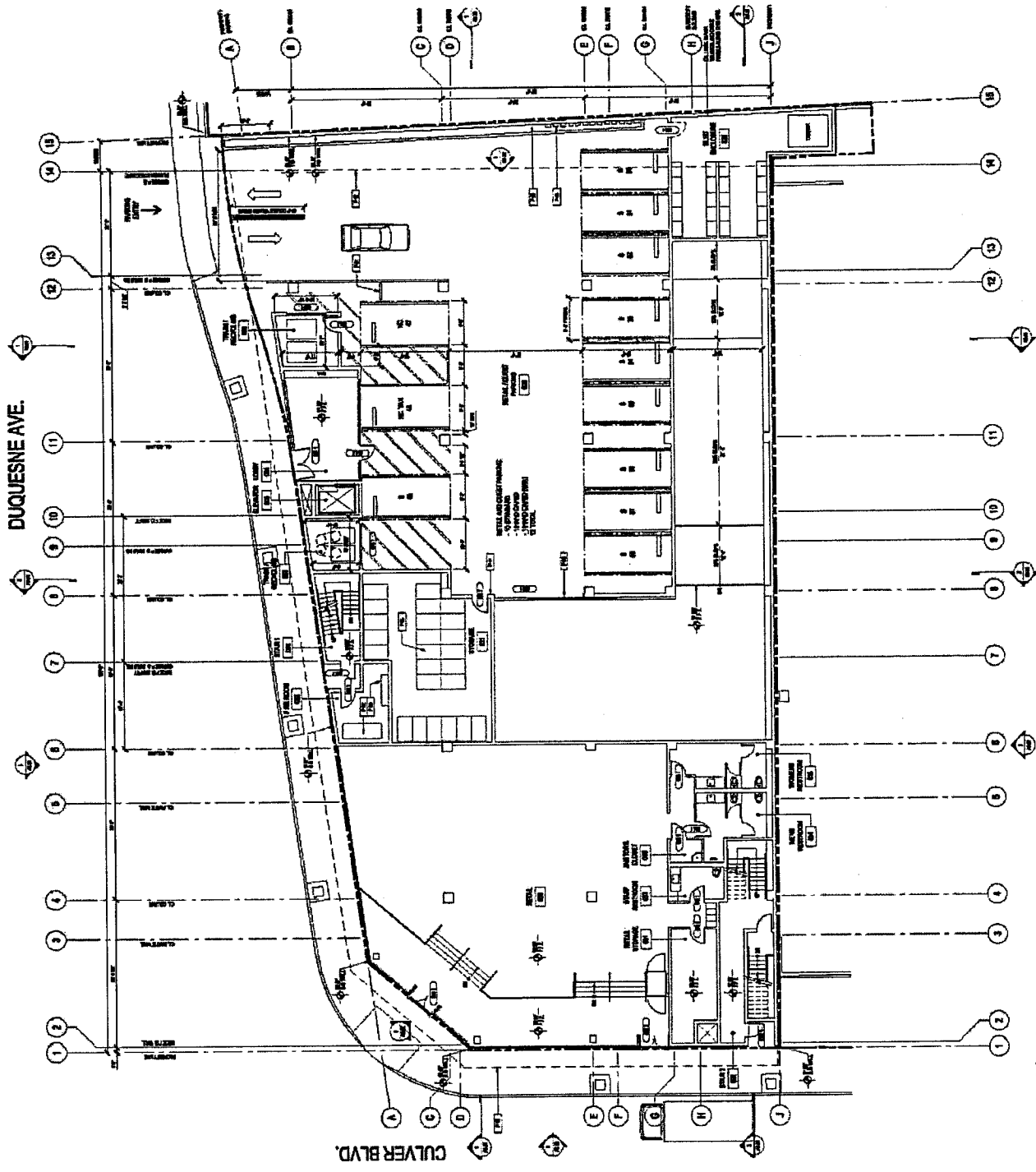
The Proposed Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide an at-grade parking area with 12 spaces for retail use and residential guests. A subterranean parking area with separate access would provide 46 spaces for residents. The project would provide a total of 58 parking spaces. The project site plan is shown in Figure 9.

The required parking for per the City of Culver City zoning parking requirements follows:

- Multi-Family Residential – 2 spaces per dwelling unit
- Retail - 2.5 spaces per 1,000 square feet

Based on these requirements, the required parking for this project would be 58 spaces (23 d.u. x 2 spaces/d.u. = 46 spaces; 23 d.u. x 0.25 guest spaces/d.u. = 6 spaces shared with retail having 4,750 s.f. x 2.5 spaces/1,000 s.f. = 12 spaces). The residential guest parking would share with the parking spaces provided for the retail uses on-site.

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Source: Studio Pali Fekete Architects

RAJU Associates, Inc.

FIGURE 9
PROJECT SITE PLAN

A driveway located along Duquesne Avenue would provide access to the two fields of parking for the Project. This driveway would provide access and egress opportunities to the at-grade retail and residential guest parking spaces. It would also provide access to the subterranean residential parking area protected by a gate that can only be operated by the residents. This driveway allows full access and egress to and from Duquesne Avenue.

The full access driveway along Duquesne Avenue would be approximately 25 feet wide and would allow both inbound and outbound traffic simultaneously. All turning movements would be allowed at this driveway. A gate providing restricted access and egress to the residential parking located at the subterranean parking level would be located at the end of the surface parking for retail and residential guests. I

The parking spaces would be 18 feet X 8.5 feet in size. The parking aisle for retail parking would be approximately 27 feet wide. Two handicapped spaces would be provided at the surface parking field. The parking aisle in the subterranean residential parking area would be 24 feet wide and the tandem parking spaces would all be 8.5 feet wide and 18 feet long. Turning templates to determine if vehicles turning at the ramps and in and out of the parking spaces were tested and it was determined that all these elements would function adequately.

It can be observed from Figure 7 that the traffic volume projections at this driveway located along Duquesne Avenue are small. The retail component of the project is estimated to generate 5 trips during the A.M. peak hour and 18 trips during the P.M. peak hour (9 trips inbound and 9 trips outbound). The residential component is estimated to generate 10 trips in the A.M. peak hour (2 inbound and 8 outbound) and 12 trips in the P.M. peak hour (8 inbound and 4 outbound). The turning movements at this driveway serving these two components of the project will also be very small (a maximum of approximately 10 trips would be turning left to or from the driveways; that is approximately 1 vehicle every 6 minutes). This driveway to the retail and residential components would function adequately throughout the day.

Summarizing, the parking and access/circulation associated with the Proposed Project for would be adequate.

VII. SUMMARY OF CONCLUSIONS

This study was undertaken to assess existing traffic conditions, estimate future conditions with and without the proposed project, analyze potential traffic impacts of the proposed project, assess required improvements and identify/recommend project mitigation to alleviate the significant traffic impacts on the transportation system. Raju Associates, Inc. has performed this detailed study and the following summarizes the results of this analysis:

- Four intersections were analyzed within the study area for this project. These locations are within the study area bounded by Culver Boulevard on the north, Braddock Drive on the south, Madison Avenue on the west and Duquesne Avenue on the east within the City of Culver City.
- Currently, all four of the analyzed intersection locations are operating at acceptable level of service (LOS D or better) during both the morning and evening peak hours.
- In the Cumulative (Year 2009) Base conditions, i.e., future conditions without the implementation of the proposed project, all four of the analyzed intersection locations are projected to operate at acceptable level of service (LOS D or better) during the morning peak hour. During the evening peak hour, three of the four analyzed intersections are projected to operate at LOS D or better. The intersection of Duquesne Avenue/Braddock Drive is projected to operate at LOS E.
- The Proposed Project consisting of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use will generate a total of 339 daily trips of which 15 trips would occur during the morning peak hour and 30 trips during the evening peak hour. Typically, the City of Culver City does not require a traffic study for projects that generate less than 50 peak hour trips. However, based on the City's request, this study has been performed.
- In the Cumulative (Year 2009) Plus Project conditions, both the AM and PM peak hour operating conditions would be similar to those projected for the Future Base conditions.
- The Cumulative (Year 2009) Plus Project conditions show that the proposed project would not cause significant traffic impacts at any of the analysis locations, based on significance criteria established by the City of Culver City.
- Parking, access and circulation systems were assessed and a review of the proposed site plan indicates that they would all function adequately and that there would be no adverse impact from the Proposed Project.

APPENDIX A

Memorandum of Understanding (MOU)

SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Culver City Department of Transportation requirements of traffic impact analysis for following project:

Project name	9900 Culver Boulevard Mixed Use Project
Project address	9900 Culver Boulevard, Culver City, CA
Project description	23- for sale condominium units; 4,750 sf retail; 2 levels of parking – ground & basement

Geographic Distribution: N25 S 25 E25 W25

Trip Generation Rate(s)			Source: ITE Trip Generation (7 th Edition), 2003		
Land Use	Condos		Land Use	Retail	
	in	out		in	out
AM Trips	2	8		3	2
PM Trips	8	4		9	9

Project Buildout Year	2009	See Exhibit 1 for Trip Generation Table
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Ambient or CMP Growth Rate	1% per year
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Related Projects: *To be provided by the City of Culver City*

Study Intersections: (Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

- | | |
|----------------------------------|------------------------------------|
| 1. Madison Av / Culver Bl | 4. Braddock Dr / Madison Av |
| 2. Duquesne / Culver Bl | 5. |
| 3. Braddock Dr / Duquesne | 6. |

Trip Credits: (Exact amount of credit subject to approval by Culver City)

Transportation Demand Management (TDM)	Yes	X	no
Existing Active Land Use	X	Yes	no
Previous Land Use	Yes	X	no
Internal Trip	Yes	X	no
Pass By Trip	X	Yes	no
Transit	Yes	X	no

This analysis will follow the City of Culver City traffic study guidelines

<u>Consultant</u>		<u>Developer</u>
Name	Raju Associates Inc	
Address	524 S. Rosemead Bl; Pasadena, CA 91107	
Phone No.	626-796-6796; 626-792-2700	

Approved by:			
<u>Srinath Raju, P.E.</u>	<u>9/19/06</u>	<u>Mr. Barry Kurtz</u>	
Consultant's Representative	Date	Culver City Representative	Date

EXHIBIT 1
ESTIMATED PROJECT TRIP GENERATION

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project Condominium (ITE Land Use 230) Retail (ITE Land Use 820)	23 d.u. 4,750 s.f.	135 204	2 3	8 2	10 5	8 9	4 9	12 18
Total Trips		339	5	10	15	17	13	30
Trip Rates [1] Condominium (ITE Land Use 230) Retail (ITE Land Use 820)	per d.u. per 1,000 s.f.	5.86 42.94	17% 61%	83% 39%	0.44 1.03	67% 48%	33% 52%	0.52 3.75

[1] ITE Trip Generation Manual, 7th Edition, 2003

APPENDIX B

Intersection Lane Configurations

INTERSECTION LANE CONFIGURATIONS

STREET	EXISTING 2006 CONDITIONS	CUMULATIVE 2009 CONDITIONS
1 N/S: Madison Avenue E/W: Culver Boulevard (Traffic Signal)		SAME AS EXISTING
2 N/S: Madison Avenue E/W: Braddock Drive (Stop-Control)		SAME AS EXISTING
3 N/S: Duquesne Avenue E/W: Culver Boulevard (Traffic Signal)		SAME AS EXISTING
4 N/S: Duquesne Avenue E/W: Braddock Drive (Stop-Control)		SAME AS EXISTING

APPENDIX C

Traffic Counts

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	83	3	3	33	1	2	11	1	1	6	7	159
7:15 AM	10	112	4	4	65	3	5	18	3	4	23	11	262
7:30 AM	7	139	5	8	84	4	7	24	6	4	42	9	339
7:45 AM	9	104	2	9	77	2	9	47	6	7	24	14	310
8:00 AM	11	99	3	7	69	3	8	30	7	5	14	11	267
8:15 AM	6	126	5	10	62	4	15	66	15	4	17	15	345
8:30 AM	11	130	3	7	82	6	8	13	9	9	27	26	331
8:45 AM	13	125	8	1	87	4	13	17	11	2	13	19	313
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 75	NT 918	NR 33	SL 49	ST 559	SR 27	EL 67	ET 226	ER 58	WL 36	WT 166	WR 112	TOTAL 2326
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AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	33	468	15	34	292	13	39	167	34	20	97	49	1261
PEAK HR. FACTOR:	0.854			0.883			0.625			0.755			0.914

CONTROL: 4-Way Stop

90

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
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	15	93	4	5	139	2	9	15	7	1	15	9	314
4:15 PM	11	100	6	5	154	4	10	16	8	3	14	8	339
4:30 PM	9	94	3	8	135	3	8	18	8	4	16	9	315
4:45 PM	10	97	5	6	152	3	6	12	14	2	21	13	341
5:00 PM	12	91	3	4	134	2	11	15	17	2	7	8	306
5:15 PM	15	98	6	9	140	8	5	26	27	1	11	7	353
5:30 PM	13	103	1	11	118	9	8	20	19	6	6	6	320
5:45 PM	14	93	1	5	114	8	10	16	20	5	13	1	300
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 99	NT 769	NR 29	SL 53	ST 1086	SR 39	EL 67	ET 138	ER 120	WL 24	WT 103	WR 61	TOTAL 2588
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PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	50	389	15	30	544	22	30	73	77	11	45	34	1320
PEAK HR. FACTOR:		0.954			0.925			0.776			0.625		0.935

CONTROL: 4-Way Stop

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Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1.5	SR 0.5	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	15	66	11	3	18	9	11	113	9	10	74	2	341
7:15 AM	27	88	12	2	41	14	14	147	16	15	124	12	512
7:30 AM	28	105	23	2	62	24	12	201	22	13	194	8	694
7:45 AM	24	85	22	6	44	23	13	265	20	25	177	7	711
8:00 AM	21	81	16	4	39	20	15	217	22	18	183	9	645
8:15 AM	17	122	18	5	37	16	12	262	17	22	164	12	704
8:30 AM	26	116	22	3	64	19	11	257	15	17	234	8	792
8:45 AM	18	123	16	6	60	18	8	223	17	20	168	6	683
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 176	NT 786	NR 140	SL 31	ST 365	SR 143	EL 96	ET 1685	ER 138	WL 140	WT 1318	WR 64	TOTAL 5082
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AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	88	404	78	18	184	78	51	1001	74	82	758	36	2852
PEAK HR. FACTOR:	0.869			0.814			0.945			0.846			0.900

CONTROL: Signalized

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Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1.5	SR 0.5	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	21	64	26	28	94	24	20	180	25	27	170	8	687
4:15 PM	18	65	36	30	103	29	15	184	35	26	173	9	723
4:30 PM	19	66	25	28	79	47	14	211	30	34	164	11	728
4:45 PM	18	66	32	43	94	28	19	204	35	32	180	7	758
5:00 PM	16	68	28	38	67	32	21	200	37	36	167	8	718
5:15 PM	18	65	28	46	95	27	18	259	34	29	176	12	807
5:30 PM	15	69	32	40	77	25	18	206	29	30	168	9	718
5:45 PM	11	64	29	36	70	16	16	191	31	26	154	7	651
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 136	NT 527	NR 236	SL 289	ST 679	SR 228	EL 141	ET 1635	ER 256	WL 240	WT 1352	WR 71	TOTAL 5790

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	71	265	113	155	335	134	72	874	136	131	687	38	3011
PEAK HR. FACTOR:		0.968			0.929			0.870			0.977		0.933

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Avenue

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1	1	1	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	9	2	6	2	37	35	124	1	0	89	7	312
7:15 AM	2	16	3	8	3	33	47	163	3	2	155	11	446
7:30 AM	3	21	6	11	6	36	44	217	3	3	238	10	598
7:45 AM	2	13	4	9	7	45	57	276	2	4	210	13	642
8:00 AM	5	23	6	10	6	37	49	239	5	2	207	15	604
8:15 AM	10	18	7	10	9	26	50	274	4	4	173	17	602
8:30 AM	11	26	11	16	8	29	86	256	4	6	248	27	728
8:45 AM	11	28	8	9	4	29	84	228	7	4	169	33	614
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 =	44	154	47	79	45	272	452	1777	29	25	1489	133	4546

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	28	80	28	45	30	137	242	1045	15	16	838	72	2576
PEAK HR.													
FACTOR:		0.708			0.869			0.941			0.824		0.885

CONTROL: Signalized

94

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Avenue

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	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	3	16	4	7	8	41	37	214	6	4	177	35	552
4:15 PM	2	11	4	14	12	43	34	218	5	5	187	30	565
4:30 PM	3	8	2	21	17	39	41	234	6	3	204	27	605
4:45 PM	5	7	6	24	21	46	36	226	4	3	201	24	603
5:00 PM	4	12	5	32	27	41	40	221	8	4	193	25	612
5:15 PM	9	16	8	57	21	55	37	243	8	7	202	11	674
5:30 PM	1	9	10	41	25	57	52	203	5	8	191	16	618
5:45 PM	3	10	7	33	22	52	51	196	6	6	165	9	560
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	30	89	46	229	153	374	328	1755	48	40	1520	177	4789

PM Peak Hr Begins at: 445 PM

PEAK	19	44	29	154	94	199	165	893	25	22	787	76	2507
VOLUMES =													
PEAK HR.													
FACTOR:		0.697			0.840			0.940			0.970		0.930

CONTROL: Signalized

95

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	7	2	0	2	1	0	13	0	0	11	4	45
7:15 AM	5	10	4	1	5	2	4	22	0	0	28	7	88
7:30 AM	1	14	1	4	2	6	11	32	1	0	50	5	127
7:45 AM	3	9	1	4	3	6	7	56	1	1	25	8	124
8:00 AM	2	17	0	5	4	4	9	41	0	2	19	9	112
8:15 AM	4	16	2	6	6	5	7	89	1	0	19	11	166
8:30 AM	2	22	1	5	5	8	11	24	1	1	23	15	118
8:45 AM	3	20	1	5	3	7	13	36	0	1	16	13	118
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 25	NT 115	NR 12	SL 30	ST 30	SR 39	EL 62	ET 313	ER 4	WL 5	WT 191	WR 72	TOTAL 898
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AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	10	56	4	19	15	21	34	218	3	3	113	33	529
PEAK HR. FACTOR:	0.795			0.809			0.657			0.677			0.797

CONTROL: 4-Way Stop

96

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
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	1	10	2	6	9	3	6	22	2	0	23	7	91
4:15 PM	1	7	0	11	9	1	3	24	2	1	16	7	82
4:30 PM	1	2	0	10	13	3	4	22	1	1	17	7	81
4:45 PM	0	4	1	10	10	6	6	20	0	2	20	8	87
5:00 PM	1	6	2	14	16	9	8	28	2	1	14	7	108
5:15 PM	0	8	3	11	15	10	11	45	0	2	21	14	140
5:30 PM	2	6	1	13	18	7	8	41	1	1	20	6	124
5:45 PM	1	7	0	10	15	9	6	39	1	0	27	8	123
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 7	NT 50	NR 9	SL 85	ST 105	SR 48	EL 52	ET 241	ER 9	WL 8	WT 158	WR 64	TOTAL 836
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PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	4	27	6	48	64	35	33	153	4	4	82	35	495
PEAK HR. FACTOR:		0.841			0.942			0.848			0.818		0.884

CONTROL: 4-Way Stop

97

APPENDIX D

Existing (2006) Conditions

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: MADISON AVENUE
East/West Street: CULVER BOULEVARD

Scenario: EXISTING CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.000	N-S(1): 0.113 * N-S(2): 0.037 E-W(1): 0.341 E-W(2): 0.413 * V/C: 0.526 Lost Time: 0.100
	TH	1.00	30	1,600	0.019	
	LT	1.00	45	1,600	0.028 *	
Westbound	RT	1.00	72	1,600	0.017	
	TH	2.00	838	3,200	0.262 *	
	LT	1.00	16	1,600	0.010	
Northbound	RT	0.00	28	0	0.000	V/C: 0.526 Lost Time: 0.100 ICU: 0.626 LOS: B
	TH	1.00	80	1,600	0.085 *	
	LT	0.00	28	1,600	0.018	
Eastbound	RT	0.00	15	0	0.000	
	TH	2.00	1,045	3,200	0.331	
	LT	1.00	242	1,600	0.151 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	199	1,600	0.021	N-S(1): 0.154 * N-S(2): 0.071 E-W(1): 0.301 E-W(2): 0.349 * V/C: 0.503 Lost Time: 0.100
	TH	1.00	94	1,600	0.059	
	LT	1.00	154	1,600	0.096 *	
Westbound	RT	1.00	76	1,600	0.000	
	TH	2.00	787	3,200	0.246 *	
	LT	1.00	22	1,600	0.014	
Northbound	RT	0.00	29	0	0.000	V/C: 0.503 Lost Time: 0.100 ICU: 0.603 LOS: B
	TH	1.00	44	1,600	0.058 *	
	LT	0.00	19	1,600	0.012	
Eastbound	RT	0.00	25	0	0.000	
	TH	2.00	893	3,200	0.287	
	LT	1.00	165	1,600	0.103 *	

* = Critical Movement

Level Of Service Computation Report

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

 Intersection #2 Madison Av/Braddock Dr [Existing AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	10	56	4	19	15	21	34	218	3	3	113	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	56	4	19	15	21	34	218	3	3	113	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	56	4	19	15	21	34	218	3	3	113	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	56	4	19	15	21	34	218	3	3	113	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	56	4	19	15	21	34	218	3	3	113	33

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.80	0.06	0.35	0.27	0.38	0.13	0.86	0.01	0.02	0.76	0.22
Final Sat.:	99	554	40	245	193	270	107	687	9	16	610	178

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.08	0.08	0.08	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	8.3	8.3	8.3	8.1	8.1	8.1	9.3	9.3	9.3	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	8.1	8.1	8.1	9.3	9.3	9.3	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.3			8.1			9.3			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			8.1			9.3			8.3		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report

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

Intersection #4 Madison Av/Braddock Dr [Existing PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5

Optimal Cycle: 0 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:

Base Vol: 4 27 6 48 64 35 33 153 4 4 82 35

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 4 27 6 48 64 35 33 153 4 4 82 35

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 4 27 6 48 64 35 33 153 4 4 82 35

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 4 27 6 48 64 35 33 153 4 4 82 35

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 4 27 6 48 64 35 33 153 4 4 82 35

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.11 0.73 0.16 0.33 0.43 0.24 0.17 0.81 0.02 0.03 0.68 0.29

Final Sat.: 78 524 116 245 326 179 135 625 16 26 536 229

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Capacity Analysis Module:

Vol/Sat: 0.05 0.05 0.05 0.20 0.20 0.20 0.24 0.24 0.24 0.15 0.15 0.15

Crit Moves: **** **** **** ****

Delay/Veh: 7.9 7.9 7.9 8.6 8.6 8.6 8.9 8.9 8.9 8.1 8.1 8.1

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 7.9 7.9 7.9 8.6 8.6 8.6 8.9 8.9 8.9 8.1 8.1 8.1

LOS by Move: A A A A A A A A A A A A

ApproachDel: 7.9 8.6 8.9 8.1

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 7.9 8.6 8.9 8.1

LOS by Appr: A A A A

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: DUQUESNE AVENUE

East/West Street: CULVER BOULEVARD

Scenario: EXISTING CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	78	0	0.000	N-S(1): 0.264 *
	TH	2.00	184	3,200	0.082	N-S(2): 0.137
	LT	1.00	18	1,600	0.011 *	E-W(1): 0.387 *
Westbound	RT	0.00	36	0	0.000	E-W(2): 0.280
	TH	2.00	758	3,200	0.248	V/C: 0.651
	LT	1.00	82	1,600	0.051 *	Lost Time: 0.100
Northbound	RT	1.00	78	1,600	0.000	
	TH	1.00	404	1,600	0.253 *	
	LT	1.00	88	1,600	0.055	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.751
	TH	2.00	1,001	3,200	0.336 *	
	LT	1.00	51	1,600	0.032	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	134	0	0.000	N-S(1): 0.263 *
	TH	2.00	335	3,200	0.147	N-S(2): 0.191
	LT	1.00	155	1,600	0.097 *	E-W(1): 0.398 *
Westbound	RT	0.00	38	0	0.000	E-W(2): 0.272
	TH	2.00	687	3,200	0.227	V/C: 0.661
	LT	1.00	131	1,600	0.082 *	Lost Time: 0.100
Northbound	RT	1.00	113	1,600	0.000	
	TH	1.00	265	1,600	0.166 *	
	LT	1.00	71	1,600	0.044	
Eastbound	RT	0.00	136	0	0.000	ICU: 0.761
	TH	2.00	874	3,200	0.316 *	
	LT	1.00	72	1,600	0.045	LOS: C

* = Critical Movement

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Level Of Service Computation Report

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

Intersection #1 Duquesne Av/Braddock Dr [Existing AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.0

Optimal Cycle: 0 Level Of Service: C

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

Volume Module:

Base Vol:	33	468	15	34	292	13	39	167	34	20	97	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	468	15	34	292	13	39	167	34	20	97	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	468	15	34	292	13	39	167	34	20	97	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	468	15	34	292	13	39	167	34	20	97	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	468	15	34	292	13	39	167	34	20	97	49

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.10	0.86	0.04	0.16	0.70	0.14	0.12	0.58	0.30
Final Sat.:	39	549	18	56	478	21	81	346	70	57	278	140

Capacity Analysis Module:

Vol/Sat:	0.85	0.85	0.85	0.61	0.61	0.61	0.48	0.48	0.48	0.35	0.35	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	31.7	31.7	31.7	17.2	17.2	17.2	14.7	14.7	14.7	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	31.7	17.2	17.2	17.2	14.7	14.7	14.7	12.7	12.7	12.7
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:	31.7			17.2			14.7			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.7			17.2			14.7			12.7		
LOS by Appr:	D			C			B			B		

Level Of Service Computation Report

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

 Intersection #3 Duquesne Av/Braddock Dr [Existing PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.6
 Optimal Cycle: 0 Level Of Service: D

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

Volume Module:

Base Vol:	50	389	15	30	544	22	30	73	77	11	45	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	389	15	30	544	22	30	73	77	11	45	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	389	15	30	544	22	30	73	77	11	45	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	389	15	30	544	22	30	73	77	11	45	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	389	15	30	544	22	30	73	77	11	45	34

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.86	0.03	0.05	0.91	0.04	0.17	0.40	0.43	0.12	0.50	0.38
Final Sat.:	68	530	20	33	596	24	85	208	219	58	236	178

Capacity Analysis Module:

Vol/Sat:	0.73	0.73	0.73	0.91	0.91	0.91	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	21.6	21.6	21.6	39.1	39.1	39.1	12.6	12.6	12.6	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	39.1	39.1	39.1	12.6	12.6	12.6	11.2	11.2	11.2
LOS by Move:	C	C	C	E	E	E	B	B	B	B	B	B
ApproachDel:	21.6			39.1			12.6			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.6			39.1			12.6			11.2		
LOS by Appr:	C			E			B			B		

APPENDIX E

Cumulative (2009) Base Conditions

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: MADISON AVENUE
East/West Street: CULVER BOULEVARD

Scenario: CUMULATIVE (2009) BASE CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	142	1,600	0.000	N-S(1): 0.124 *
	TH	1.00	31	1,600	0.019	N-S(2): 0.045
	LT	1.00	46	1,600	0.029 *	E-W(1): 0.377
Westbound	RT	1.00	74	1,600	0.018	E-W(2): 0.480 *
	TH	2.00	1,038	3,200	0.324 *	V/C: 0.604
	LT	1.00	16	1,600	0.010	Lost Time: 0.100
Northbound	RT	0.00	29	0	0.000	
	TH	1.00	82	1,600	0.095 *	
	LT	0.00	41	1,600	0.026	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.704
	TH	2.00	1,156	3,200	0.367	
	LT	1.00	250	1,600	0.156 *	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	207	1,600	0.023	N-S(1): 0.162 *
	TH	1.00	97	1,600	0.061	N-S(2): 0.077
	LT	1.00	159	1,600	0.099 *	E-W(1): 0.365
Westbound	RT	1.00	78	1,600	0.000	E-W(2): 0.390 *
	TH	2.00	906	3,200	0.283 *	V/C: 0.552
	LT	1.00	23	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	
	TH	1.00	45	1,600	0.063 *	
	LT	0.00	25	1,600	0.016	
Eastbound	RT	0.00	29	0	0.000	ICU: 0.652
	TH	2.00	1,093	3,200	0.351	
	LT	1.00	171	1,600	0.107 *	LOS: B

* = Critical Movement

Level Of Service Computation Report

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

Intersection #2 Madison Av/Braddock Dr [Cumulative (2009) Base AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:
 Base Vol: 10 60 4 21 16 22 35 229 3 3 117 37
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 60 4 21 16 22 35 229 3 3 117 37
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 60 4 21 16 22 35 229 3 3 117 37
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 60 4 21 16 22 35 229 3 3 117 37
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 10 60 4 21 16 22 35 229 3 3 117 37

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.14 0.81 0.05 0.36 0.27 0.37 0.13 0.86 0.01 0.02 0.74 0.24
 Final Sat.: 92 554 37 248 189 260 105 684 9 15 593 188

Capacity Analysis Module:
 Vol/Sat: 0.11 0.11 0.11 0.08 0.08 0.08 0.33 0.33 0.33 0.20 0.20 0.20
 Crit Moves: **** **** **** ****
 Delay/Veh: 8.4 8.4 8.4 8.2 8.2 8.2 9.5 9.5 9.5 8.4 8.4 8.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 8.4 8.4 8.4 8.2 8.2 8.2 9.5 9.5 9.5 8.4 8.4 8.4
 LOS by Move: A A A A A A A A A A A A
 ApproachDel: 8.4 8.2 9.5 8.4
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 8.4 8.2 9.5 8.4
 LOS by Appr: A A A A

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Level Of Service Computation Report

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

Intersection #4 Madison Av/Braddock Dr [Cumulative (2009) Base PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.257
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	4	30	6	50	67	36	34	160	4	4	88	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	30	6	50	67	36	34	160	4	4	88	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	30	6	50	67	36	34	160	4	4	88	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	30	6	50	67	36	34	160	4	4	88	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	30	6	50	67	36	34	160	4	4	88	39

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.75	0.15	0.33	0.44	0.23	0.17	0.81	0.02	0.03	0.67	0.30
Final Sat.:	71	529	106	242	324	174	132	622	16	24	527	233

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.21	0.21	0.21	0.26	0.26	0.26	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			8.7			9.0			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			8.7			9.0			8.2		
LOS by Appr:	A			A			A			A		

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: MADISON AVENUE

East/West Street: BRADDOCK DRIVE

Scenario: CUMULATIVE (2009) BASE CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.059 *
	TH	1.00	16	1,600	0.037	N-S(2): 0.043
	LT	0.00	21	1,600	0.013 *	E-W(1): 0.169 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.120
	TH	1.00	117	1,600	0.098	V/C: 0.228
	LT	0.00	3	1,600	0.002 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	
	TH	1.00	60	1,600	0.046 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.328
	TH	1.00	229	1,600	0.167 *	
	LT	0.00	35	1,600	0.022	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.056
	TH	1.00	67	1,600	0.096 *	N-S(2): 0.099 *
	LT	0.00	50	1,600	0.031	E-W(1): 0.127 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.103
	TH	1.00	88	1,600	0.082	V/C: 0.226
	LT	0.00	4	1,600	0.003 *	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	
	TH	1.00	30	1,600	0.025	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	4	0	0.000	ICU: 0.326
	TH	1.00	160	1,600	0.124 *	
	LT	0.00	34	1,600	0.021	LOS: A

* = Critical Movement

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Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: DUQUESNE AVENUE

East/West Street: CULVER BOULEVARD

Scenario: CUMULATIVE (2009) BASE CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.273 *
	TH	2.00	192	3,200	0.085	N-S(2): 0.153
	LT	1.00	19	1,600	0.012 *	E-W(1): 0.433 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.339
	TH	2.00	943	3,200	0.306	V/C: 0.706
	LT	1.00	96	1,600	0.060 *	Lost Time: 0.100
Northbound	RT	1.00	95	1,600	0.000	
	TH	1.00	418	1,600	0.261 *	
	LT	1.00	109	1,600	0.068	
Eastbound	RT	0.00	88	0	0.000	ICU: 0.806
	TH	2.00	1,107	3,200	0.373 *	
	LT	1.00	53	1,600	0.033	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.271 *
	TH	2.00	347	3,200	0.152	N-S(2): 0.207
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.470 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.305
	TH	2.00	791	3,200	0.259	V/C: 0.741
	LT	1.00	145	1,600	0.091 *	Lost Time: 0.100
Northbound	RT	1.00	129	1,600	0.000	
	TH	1.00	274	1,600	0.171 *	
	LT	1.00	88	1,600	0.055	
Eastbound	RT	0.00	158	0	0.000	ICU: 0.841
	TH	2.00	1,054	3,200	0.379 *	
	LT	1.00	74	1,600	0.046	LOS: D

* = Critical Movement

Level Of Service Computation Report

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

 Intersection #1 Duquesne Av/Braddock Dr [Cumulative (2009) Base AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.970
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
 Optimal Cycle: 0 Level Of Service: D

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	35	514	16	35	327	13	43	173	39	25	101	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	514	16	35	327	13	43	173	39	25	101	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	514	16	35	327	13	43	173	39	25	101	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	514	16	35	327	13	43	173	39	25	101	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	514	16	35	327	13	43	173	39	25	101	50

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.09	0.88	0.03	0.17	0.68	0.15	0.14	0.58	0.28
Final Sat.:	36	530	16	50	467	19	82	328	74	65	263	130

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.97	0.97	0.97	0.70	0.70	0.70	0.53	0.53	0.53	0.38	0.38	0.38
Crit Moves:	****			****			****			****		
Delay/Veh:	53.8	53.8	53.8	22.1	22.1	22.1	16.9	16.9	16.9	14.1	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	53.8	53.8	22.1	22.1	22.1	16.9	16.9	16.9	14.1	14.1	14.1
LOS by Move:	F	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	53.8			22.1			16.9			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	53.8			22.1			16.9			14.1		
LOS by Appr:	F			C			C			B		

Level Of Service Computation Report

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

Intersection #3 Duquesne Av/Braddock Dr [Cumulative (2009) Base PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 1.016
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 41.8
 Optimal Cycle: 0 Level Of Service: E

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

Volume Module:

Base Vol:	56	428	19	31	589	23	32	77	80	12	48	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	428	19	31	589	23	32	77	80	12	48	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	428	19	31	589	23	32	77	80	12	48	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	428	19	31	589	23	32	77	80	12	48	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	428	19	31	589	23	32	77	80	12	48	35

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.85	0.04	0.05	0.92	0.03	0.17	0.41	0.42	0.13	0.50	0.37
Final Sat.:	68	516	23	31	580	23	85	205	213	59	236	172

Capacity Analysis Module:

Vol/Sat:	0.83	0.83	0.83	1.02	1.02	1.02	0.38	0.38	0.38	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	30.3	30.3	30.3	63.4	63.4	63.4	13.6	13.6	13.6	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	30.3	30.3	63.4	63.4	63.4	13.6	13.6	13.6	11.9	11.9	11.9
LOS by Move:	D	D	D	F	F	F	B	B	B	B	B	B
ApproachDel:	30.3			63.4			13.6			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	30.3			63.4			13.6			11.9		
LOS by Appr:	D			F			B			B		

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: DUQUESNE AVENUE

East/West Street: BRADDOCK DRIVE

Scenario: CUMULATIVE (2009) BASE CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.375 * N-S(2): 0.256 E-W(1): 0.175 * E-W(2): 0.137 V/C: 0.550 Lost Time: 0.100
	TH	1.00	327	1,600	0.234	
	LT	0.00	35	1,600	0.022 *	
Westbound	RT	0.00	50	0	0.000	
	TH	1.00	101	1,600	0.110	V/C: 0.550 Lost Time: 0.100
	LT	0.00	25	1,600	0.016 *	
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	514	1,600	0.353 *	
	LT	0.00	35	1,600	0.022	ICU: 0.650 LOS: B
Eastbound	RT	0.00	39	0	0.000	
	TH	1.00	173	1,600	0.159 *	
	LT	0.00	43	1,600	0.027	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	23	0	0.000	N-S(1): 0.333 N-S(2): 0.437 * E-W(1): 0.126 * E-W(2): 0.079 V/C: 0.563 Lost Time: 0.100
	TH	1.00	589	1,600	0.402 *	
	LT	0.00	31	1,600	0.019	
Westbound	RT	0.00	35	0	0.000	
	TH	1.00	48	1,600	0.059	V/C: 0.563 Lost Time: 0.100
	LT	0.00	12	1,600	0.008 *	
Northbound	RT	0.00	19	0	0.000	
	TH	1.00	428	1,600	0.314	
	LT	0.00	56	1,600	0.035 *	ICU: 0.663 LOS: B
Eastbound	RT	0.00	80	0	0.000	
	TH	1.00	77	1,600	0.118 *	
	LT	0.00	32	1,600	0.020	

* = Critical Movement

APPENDIX F

Cumulative (2009) Plus Project Conditions

Project:		990 CULVER BOULEVARD MIXED-USE PROJECT					
North/South Street:		MADISON AVENUE					
East/West Street:		CULVER BOULEVARD					
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS					
Thru Lane:		1600 vph			N-S Split Phase :		N
Left-Turn Lane:		1600 vph			E-W Split Phase :		N
Dual LT Penalty:		20 %			Lost Time (% of cycle) :		10
Peak Period:		AM PEAK HOUR					
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	142	1,600	0.000	N-S(1):	0.124 *
	TH	1.00	31	1,600	0.019	N-S(2):	0.045
	LT	1.00	46	1,600	0.029 *	E-W(1):	0.377
Westbound	RT	1.00	74	1,600	0.018	E-W(2):	0.481 *
	TH	2.00	1,041	3,200	0.325 *		
	LT	1.00	16	1,600	0.010	V/C:	0.605
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	1.00	82	1,600	0.095 *		
	LT	0.00	41	1,600	0.026		
Eastbound	RT	0.00	17	0	0.000	ICU:	0.705
	TH	2.00	1,157	3,200	0.367		
	LT	1.00	250	1,600	0.156 *	LOS:	C
Peak Period:		PM PEAK HOUR					
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	207	1,600	0.023	N-S(1):	0.162 *
	TH	1.00	97	1,600	0.061	N-S(2):	0.077
	LT	1.00	159	1,600	0.099 *	E-W(1):	0.366
Westbound	RT	1.00	78	1,600	0.000	E-W(2):	0.391 *
	TH	2.00	909	3,200	0.284 *		
	LT	1.00	23	1,600	0.014	V/C:	0.553
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *		
	LT	0.00	25	1,600	0.016		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.653
	TH	2.00	1,097	3,200	0.352		
	LT	1.00	171	1,600	0.107 *	LOS:	B

* = Critical Movement

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Level Of Service Computation Report

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

 Intersection #2 Madison Av/Braddock Dr [Cumulative (2009) + Project AM Peak Hour

Cycle (sec): 100 Critical Vol./Cap. (X): 0.336

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9

Optimal Cycle: 0 Level Of Service: A

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	60	4	21	16	22	35	230	3	3	118	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	4	21	16	22	35	230	3	3	118	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	4	21	16	22	35	230	3	3	118	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	4	21	16	22	35	230	3	3	118	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	60	4	21	16	22	35	230	3	3	118	37

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.81	0.05	0.36	0.27	0.37	0.13	0.86	0.01	0.02	0.75	0.23
Final Sat.:	92	553	37	248	189	260	104	684	9	15	594	186

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.08	0.34	0.34	0.34	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	8.2	8.2	8.2	9.5	9.5	9.5	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.2	8.2	8.2	9.5	9.5	9.5	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.2			9.5			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.2			9.5			8.4		
LOS by Appr:	A			A			A			A		

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Level Of Service Computation Report

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

Intersection #4 Madison Av/Braddock Dr [Cumulative (2009) + Project PM Peak Hour

Cycle (sec): 100 Critical Vol./Cap. (X): 0.260
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	4	30	6	50	67	36	34	162	4	4	89	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	30	6	50	67	36	34	162	4	4	89	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	30	6	50	67	36	34	162	4	4	89	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	30	6	50	67	36	34	162	4	4	89	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	30	6	50	67	36	34	162	4	4	89	39

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.75	0.15	0.33	0.44	0.23	0.17	0.81	0.02	0.03	0.67	0.30
Final Sat.:	70	528	106	241	323	174	131	623	15	24	527	231

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.21	0.21	0.21	0.26	0.26	0.26	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			8.7			9.0			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			8.7			9.0			8.2		
LOS by Appr:	A			A			A			A		

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: MADISON AVENUE

East/West Street: BRADDOCK DRIVE

Scenario: CUMULATIVE (2009) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.059 *
	TH	1.00	16	1,600	0.037	N-S(2): 0.043
	LT	0.00	21	1,600	0.013 *	E-W(1): 0.170 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.121
	TH	1.00	118	1,600	0.099	V/C: 0.229
	LT	0.00	3	1,600	0.002 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	
	TH	1.00	60	1,600	0.046 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.329
	TH	1.00	230	1,600	0.168 *	
	LT	0.00	35	1,600	0.022	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.056
	TH	1.00	67	1,600	0.096 *	N-S(2): 0.099 *
	LT	0.00	50	1,600	0.031	E-W(1): 0.128 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.104
	TH	1.00	89	1,600	0.083	V/C: 0.227
	LT	0.00	4	1,600	0.003 *	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	
	TH	1.00	30	1,600	0.025	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	4	0	0.000	ICU: 0.327
	TH	1.00	162	1,600	0.125 *	
	LT	0.00	34	1,600	0.021	LOS: A

* = Critical Movement

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: DUQUESNE AVENUE
East/West Street: CULVER BOULEVARD

Scenario: CUMULATIVE (2009) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.275 *
	TH	2.00	193	3,200	0.085	N-S(2): 0.155
	LT	1.00	19	1,600	0.012 *	E-W(1): 0.435 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.339
	TH	2.00	943	3,200	0.306	
	LT	1.00	98	1,600	0.061 *	V/C: 0.710
Northbound	RT	1.00	98	1,600	0.000	Lost Time: 0.100
	TH	1.00	420	1,600	0.263 *	
	LT	1.00	112	1,600	0.070	
Eastbound	RT	0.00	89	0	0.000	ICU: 0.810
	TH	2.00	1,107	3,200	0.374 *	
	LT	1.00	53	1,600	0.033	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.273 *
	TH	2.00	350	3,200	0.153	N-S(2): 0.210
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.474 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.305
	TH	2.00	791	3,200	0.259	
	LT	1.00	150	1,600	0.094 *	V/C: 0.747
Northbound	RT	1.00	133	1,600	0.000	Lost Time: 0.100
	TH	1.00	277	1,600	0.173 *	
	LT	1.00	91	1,600	0.057	
Eastbound	RT	0.00	162	0	0.000	ICU: 0.847
	TH	2.00	1,054	3,200	0.380 *	
	LT	1.00	74	1,600	0.046	LOS: D

* = Critical Movement

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Level Of Service Computation Report

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

 Intersection #1 Duquesne Av/Braddock Dr [Cumulative (2009) + Project AM Peak Hou

Cycle (sec): 100 Critical Vol./Cap. (X): 0.974
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
 Optimal Cycle: 0 Level Of Service: D

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

Volume Module:

Base Vol:	35	515	16	35	329	14	44	173	39	25	101	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	515	16	35	329	14	44	173	39	25	101	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	515	16	35	329	14	44	173	39	25	101	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	515	16	35	329	14	44	173	39	25	101	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	515	16	35	329	14	44	173	39	25	101	50

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.09	0.87	0.04	0.17	0.68	0.15	0.14	0.58	0.28
Final Sat.:	36	529	16	50	466	20	83	326	74	65	262	130

Capacity Analysis Module:

Vol/Sat:	0.97	0.97	0.97	0.71	0.71	0.71	0.53	0.53	0.53	0.39	0.39	0.39
Crit Moves:	****			****			****			****		
Delay/Veh:	54.9	54.9	54.9	22.5	22.5	22.5	17.0	17.0	17.0	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	54.9	54.9	22.5	22.5	22.5	17.0	17.0	17.0	14.2	14.2	14.2
LOS by Move:	F	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	54.9			22.5			17.0			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	54.9			22.5			17.0			14.2		
LOS by Appr:	F			C			C			B		

Level Of Service Computation Report

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

 Intersection #3 Duquesne Av/Braddock Dr [Cumulative (2009) + Project PM Peak Hou

Cycle (sec): 100 Critical Vol./Cap. (X): 1.023

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 42.9

Optimal Cycle: 0 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:

Base Vol: 56 431 19 31 591 24 34 77 80 12 48 35

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 56 431 19 31 591 24 34 77 80 12 48 35

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 56 431 19 31 591 24 34 77 80 12 48 35

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 56 431 19 31 591 24 34 77 80 12 48 35

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 56 431 19 31 591 24 34 77 80 12 48 35

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.11 0.85 0.04 0.05 0.91 0.04 0.18 0.40 0.42 0.13 0.50 0.37

Final Sat.: 67 516 23 30 578 23 89 202 210 59 235 172

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Capacity Analysis Module:

Vol/Sat: 0.83 0.83 0.83 1.02 1.02 1.02 0.38 0.38 0.38 0.20 0.20 0.20

Crit Moves: **** **** **** ****

Delay/Veh: 31.0 31.0 31.0 65.5 65.5 65.5 13.7 13.7 13.7 11.9 11.9 11.9

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 31.0 31.0 31.0 65.5 65.5 65.5 13.7 13.7 13.7 11.9 11.9 11.9

LOS by Move: D D D F F F B B B B B B

ApproachDel: 31.0 65.5 13.7 11.9

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 31.0 65.5 13.7 11.9

LOS by Appr: D F B B

Project: 990 CULVER BOULEVARD MIXED-USE PROJECT

North/South Street: DUQUESNE AVENUE

East/West Street: BRADDOCK DRIVE

Scenario: CUMULATIVE (2009) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph
Left-Turn Lane: 1600 vph
Dual LT Penalty: 20 %

N-S Split Phase : N
E-W Split Phase : N
Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	14	0	0.000	N-S(1): 0.376 *
	TH	1.00	329	1,600	0.236	N-S(2): 0.258
	LT	0.00	35	1,600	0.022 *	E-W(1): 0.176 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.138
	TH	1.00	101	1,600	0.110	V/C: 0.552
	LT	0.00	25	1,600	0.016 *	Lost Time: 0.100
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	515	1,600	0.354 *	
	LT	0.00	35	1,600	0.022	
Eastbound	RT	0.00	39	0	0.000	ICU: 0.652
	TH	1.00	173	1,600	0.160 *	
	LT	0.00	44	1,600	0.028	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.335
	TH	1.00	591	1,600	0.404 *	N-S(2): 0.439 *
	LT	0.00	31	1,600	0.019	E-W(1): 0.127 *
Westbound	RT	0.00	35	0	0.000	E-W(2): 0.080
	TH	1.00	48	1,600	0.059	V/C: 0.566
	LT	0.00	12	1,600	0.008 *	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	
	TH	1.00	431	1,600	0.316	
	LT	0.00	56	1,600	0.035 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.666
	TH	1.00	77	1,600	0.119 *	
	LT	0.00	34	1,600	0.021	LOS: B

* = Critical Movement

RESOLUTION NO. 2007-P005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF GENERAL PLAN MAP AMENDMENT, GPMA P-2006150; ZONING MAP AMENDMENT, ZMA P-2006149; AND TENTATIVE TRACT MAP, TTM P-2006148; AND APPROVING SITE PLAN REVIEW, SPR P-2006147; ADMINISTRATIVE USE PERMIT, AUP P-2006146; AND ADMINISTRATIVE MODIFICATION, AM P-2007034 FOR THE MIXED USE DEVELOPMENT OF 23 RESIDENTIAL UNITS WITH GROUND FLOOR RETAIL AT 9900 CULVER BOULEVARD IN THE COMMERCIAL GENERAL (CG) AND RESIDENTIAL MEDIUM DENSITY MULTIPLE (RMD) ZONES.

(GPMA P-2006150, ZMA P-2006149, TTM P-2006148, SPR P-2006147, AUP P-2006146, and AM P-2007034)

WHEREAS, on November 1, 2006, SPF: architects, as the applicant of 9900 Culver Boulevard, filed General Plan Map Amendment, Zoning Map Amendment, Tentative Tract Map, Site Plan Review, Administrative Use Permit, and Administrative Modification applications to construct a mixed use development consisting of 23 residential units and ground floor retail, surface level parking, and subterranean parking, the project site described more fully as Lots 1, 2, and 6 of Block 17 of Tract No. 1775, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement said proposed project, approval of the following applications are required:

1. General Plan Map Amendment: For consistency between the land use designation and proposed project, specifically the change of Lot 6 from Medium Density Multiple Family to Downtown,

2. Zoning Map Amendment: For consistency between land use designation and zoning, specifically the change of Lots 1 and 2 from the Commercial General (CG) Zone to the Commercial Downtown (CD) Zone and the change of Lot 6 from the Residential Medium Density Multiple (RMD) Zone to the CD Zone,

(23)

1 3. Tentative Tract Map: For the subdivision of the project site into one lot for
2 condominium purposes,

3 4. Site Plan Review: For proposed development project to ensure compliance with the
4 required standards and City ordinances and establish all onsite and offsite conditions of
5 approval to reflect the site features and compatibility of the proposed project with the uses on
6 adjoining properties,

7 5. Administrative Use Permit: For residential tandem parking,

8 6. Administrative Modification: For 10% reduction of the subterranean drive aisle
9 width and the length of one subterranean parking space; and,

10 WHEREAS, on April 25, 2007, the Planning Commission conducted a duly noticed
11 public hearing on these applications, fully considering the application, plans, staff report,
12 environmental information and all testimony presented; and

13 WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the
14 Planning Commission has determined the project will not have significant impacts on the
15 environment and that a Negative Declaration finding is appropriate; and,

16 WHEREAS, following conclusion of the public discussion and thorough deliberation of
17 the subject matter, the Planning Commission determined by a vote of ____ to ____ that the
18 project would not result in significant adverse environmental impacts, that a Negative
19 Declaration finding was appropriate and that the General Plan Map Amendment, Zoning Map
20 Amendment, and Tentative Tract Map No. 68277, should be conditionally approved and
21 recommended to the City Council for approval and the Site Plan Review, Administrative Use
22 Permit, and Administrative Modification should be conditionally approved; as set forth herein
23 below.
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25

26 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
27 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:
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1 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
2 Municipal Code (CCMC), the following findings are hereby made:

3 **General Plan Map Amendment and Zone Map Amendment:**

4 As outlined in CCMC Title 17, Section 17.620.030.A., the following required findings for a
5 General Plan Map Amendment and Zone Map Amendment are hereby made:

- 6 1. **The proposed amendment ensures and maintains internal consistency with the**
7 **goals, policies and strategies of all elements of the General Plan and will not**
8 **create any inconsistencies with this Title, in the case of a Zoning Code**
9 **Amendment.**

10 The proposed General Plan Land Use Element Map and Zone Map amendments do
11 ensure and maintain consistency of the proposed commercial and residential "mixed
12 use" project with the goals, policies and strategies of the General Plan. Specifically,
13 the change of Lot 6 from Medium Density Multiple Family to Downtown furthers
14 Objective 22 of the General Plan Land Use Element because by approving the lot as
15 part of larger mixed use development that allows ground floor retail uses and higher
16 density housing, it will encourage reinvestment in the Downtown area thereby
17 improving economic vitality, visual quality, and the pedestrian environment. Currently
18 the lot is part of a surface level parking lot but with approval of the project it will part of
19 a development that will include pedestrian oriented ground floor retail, multi-family
20 housing, and a new, modern structure. The proposed General Plan Map amendment
21 facilitates Objective 28 of the Land Use Element: [*"...Protect and enhance residential*
22 *and business uses within the Central Sub-Area ..."*] because the amendment will allow
23 development of Lot 6 for both residential and retail uses as a mixed use project. By
24 changing Lot 6 to the Downtown Land Use Designation it will help to support future
25 commercial uses and mixed use housing opportunities as described in the descriptive
26 language for the General Plan Land Use Downtown designation.

27 The Zone Map Amendment that will change the zoning of lots 1 and 2 from the CG
28 Zone to the CD Zone and Lot 6 from the RMD Zone to the CD Zone will make the
29 entire site consistent with the General Plan Land Use Downtown designation. With
these zone changes that will allow a Downtown, mixed use development consisting of
pedestrian oriented retail ground floor uses and multi-family residential uses above the
retail, the zone changes will further the goals and objectives as outlined in Objective
22, Objective 28, and the descriptive language for Downtown as noted above. In
addition Measure 2.F. of the General Plan Housing Element states: [*Develop*
standards and incentives that support and promote the construction of mixed use
residential units in commercial zones including eliminating artificial caps.]. The
proposed project meets the Mixed Use standards developed to implement Measure
2.F. of the Housing Element. The proposed amendments will not result in any
inconsistency between the General Plan and the proposed project.

2. **The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the City.**

The proposed General Plan Land Use Element Map amendment and Zone Map amendment are not detrimental to the public interest, health, safety, convenience and welfare of the City in that the amendments, and subsequent project, have been reviewed by the relevant City Departments. No toxic or other potential hazard to the resident's health has been identified. The City reviewed traffic study has not identified any significant impacts. No health or safety hazards have been identified in the review of this project.

The mixed use project is anticipated to encourage new business opportunities and create new housing opportunities in the City. Business opportunities add to the economic vitality that serves the community and protects the quality of life. Mixed use projects provide an opportunity for the creation of housing throughout the City's commercial corridors. The housing component of mixed use projects create housing in locations that can help support local commercial activity and helps in the creation of compact and pedestrian friendly neighborhoods. With City approval of the proposed amendments, the project will be consistent with the objectives of the General Plan and in conformity with the CCMC, including the Zoning Code.

3. **The proposed amendment is in compliance with the provision of the California Environmental Quality Act (CEQA).**

The proposed General Plan Land Use Element Map Amendment and Zone Map Amendment are in compliance with CEQA as more fully outlined in the Initial Study and Negative Declaration environmental finding and related documentation for this project including the projects traffic study.

As outlined in CCMC Title 17, Section 17.620.030.B., the following additional required finding for a Zone Map Amendment is hereby made:

4. **The sites (are) physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning designation(s) and anticipated land use development.**

The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning and the anticipated land use development because a full review by City staff determined all applicable design standards and public services can be provided.

The mixed use project has been sited and designed to create a transition from the Culver Boulevard commercial corridor into the adjoining medium density residential neighborhood. Commercial uses are located on Culver Boulevard and rap around the northern portion of the project's Duquesne Avenue frontage (closest to Culver Boulevard). Residential uses are located above the commercial uses and surface

1 structure parking; the building itself is set back at least 30 feet from the nearest
2 residential property to the south of the project. The height of the structure does not
3 exceed the 56 foot height limit and the transition of the structure from the nearest
4 residential properties is achieved by the 30 foot setback noted above and the use of
5 bamboo landscaping, rear balcony landscaping, and an 8 foot high wall along the rear
6 of the project. The retail area is separated from the nearest residential property to the
7 south by surface structure parking. Retail uses will be consistent with Downtown
8 pedestrian oriented uses that will provide a nearby retail source for the residential
9 neighborhood to the south of the project site.

10 Vehicular access to the project site has been located at a physically suitable location
11 that is sufficiently distant from the Duquesne/Culver intersection to avoid impacts on
12 the intersection. In addition, locating on-site parking access on Duquesne Avenue
13 instead of Culver Boulevard avoids impacts to traffic flow on Culver Boulevard, one of
14 the City's major roadways.

15 **Tentative Tract Map No. 68277:**

16 As outlined in CCMC Title 15, Section 15.10.265, the following required findings for a
17 Tentative Tract Map are hereby made:

18 **A. The proposed map is consistent with the General Plan.**

19 The proposed tentative tract map is consistent with the General Plan Land Use and
20 Housing Elements in that the proposed commercial and residential "mixed use"
21 subdivision shall provide new commercial and residential opportunities in an area
22 designated as Downtown per the General Plan Land Use Element. The mixed use
23 subdivision will help to support commercial uses and mixed use housing opportunities
24 as stated in the descriptive language for the General Plan Land Use Downtown
25 designation. Additionally, the subdivision of the project will facilitate the sale of
26 individual condominiums supporting Objective 22 of the General Plan Land Use
27 Element which encourages reinvestment in the Downtown area thereby improving
28 economic vitality, visual quality, and the pedestrian environment.

29 **B. The design of the proposed subdivision is consistent with the General Plan.**

The design of the proposed commercial and residential "mixed use" subdivision is
consistent with the General Plan Land Use Element in that the design of the mixed
use development provides an aesthetically pleasing location for commercial and
residential users. Sufficient ground floor air space and residential air space along with
balconies provide incentives for use of the development furthering the goals of Policy
2.H that encourage development of residential uses and/or mixed uses in non-
residential areas. By taking a currently vacant building and site and constructing an
aesthetically pleasing design for a mixed use condominium development, the project
revitalizing the physical character and economic well being of this section of Culver
City's commercial corridors, as called for in Objective 6 of the General Plan Land Use

1 element. The design will facilitate the proposed uses that are consistent with the
2 objectives of the General Plan Downtown land use designation that encourage new
commercial and mixed use housing opportunities.

3 **C. The site is physically suitable for the type of development.**

4 The site is physically suitable for the proposed commercial and residential "mixed use"
5 subdivision in that the project complies with all zoning standards and the proposed
6 structures shall meet all applicable development standards [i.e., setback, height,
parking and use].

7 **D. The site is physically suitable for the proposed density of development.**

8 The site is physically suitable for the density of the proposed residential portion of the
9 "mixed use" subdivision in that the site allows for the number of housing units
10 proposed and is consistent with code required residential density limits.

11 **E. The design of the subdivision is not likely to cause substantial environmental
12 damage or substantially and avoidably injure fish or wildlife or their habitat.**

13 The proposed commercial and residential "mixed use" tentative tract map subdivision
14 together with the onsite and offsite improvements shall not cause any known
15 environmental damage and shall not damage any fish and/or wildlife habitats because
such fish and/or wildlife habitats do not exist on or near the site.

16 **F. The design of the subdivision is not likely to cause serious public health
17 problems.**

18 The proposed commercial and residential "mixed use" tentative tract map subdivision
19 together with the onsite and offsite improvements shall not cause any known serious
20 public health problems because all applicable zoning code development standards
21 shall be met, and the applicant is required to meet all of the conditions of approval that
22 the reviewing agencies of the City, such as the Fire Prevention Division, Planning
Division, Building and Safety Division and the Engineering Division have
recommended for the project. The uses proposed for this subdivision are consistent
with Downtown land uses as allowed in the Zoning Code.

23 **G. The design of the subdivision will not conflict with easements, acquired by the
24 public at large, for access through or use of, property within the proposed
25 subdivision.**

26 The proposed commercial and residential "mixed use" tentative tract map subdivision
27 and the onsite and offsite improvements shall not conflict with any existing and/or
28 proposed easements.
29

Site Plan Review:

As outlined in CCMC Title 17, Section 17.540.020, the following required findings for a Site Plan Review are hereby made:

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

The general layout of the project is consistent with the Commercial Downtown (CD) zoning district in which the site is located and with the mixed use development standards (CCMC 17.400.065). The proposed project conforms to all applicable provisions of the CD zone and the Mixed Use development standards. The project provides adequate parking as required by the code; the proposed building meets the code requirements for height and building setbacks, and building projections are within code required height limits for architectural projections. Vehicular access to on-site parking is situated off Duquesne Avenue. The structure is well designed for pedestrian access to the commercial and residential components of the project from the street and from surface and subterranean parking areas.

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

The project is designed to conform to all applicable provisions of the CD Zone and all City development standards including the Mixed Use development standards. The project is designed with modern rectangular structures that have various architectural projections and recesses for patios. The site is comprised of two structures with connecting roofs and a central courtyard dividing the site. As called for in the Mixed Use Standards of the Zoning Code, building elevations contain a top, middle, and bottom. The top portion includes non-linear lines giving way to translucent shielding and landscaping for a common area open space deck, projections off of the outside wall face, a break in the roof line where the central courtyard is located (the division between the two buildings), and balcony projections. The middle is also characterized with architectural projections and balcony recesses. The bottom is dominated by store front glazing, a canopy just above the ground floor for signage and pedestrian shading, and the side entrance to the parking areas. Elevation materials provide contrasting materials and colors that compliment each other. These materials and colors include glazing, cement and plaster with off white coloring, aluminum paneling, painted steel, wood louvers, and wood composite panels. These different materials

1 and colors treat the outer walls in such a manner that no surface is plane, but is rather
2 a series of projections with colors different from the wall face.

3 The proposed elevations with contrasting materials and colors as well as the series of
4 different colored projections along the exterior walls provide a compatible contrast to
5 the immediate surroundings and uses. Its modern architectural style along with the
6 modern style of City Hall balances the terraced Sony multi-story building and historic
7 Kirk Douglas Theatre. Its massing and bulk is similar to that of City Hall's, while its
8 distance from the Post Office acts to minimize any potential conflicts with the design of
9 that building. The colors of these surrounding structures such as off white, red brick,
10 tope, red marble, translucent glazing, and plaster white complement the cement
11 plaster off white, aluminum, glazing, and wood brown colors of the proposed mixed
12 use project.

13 **C. The landscaping, including the location, type, size, color, texture, and coverage
14 of plant materials, provisions for irrigation, and protection of landscape
15 elements has been designed to create visual relief, complement structures, and
16 provide an attractive environment and is consistent with the purpose and intent
17 of this Chapter, the requirements of the zoning district in which the site is
18 located ,and with all applicable development standards and design guidelines.**

19 Landscaping along the rear wall will be achieved with tall bamboo and with planter
20 areas along rear balconies and at the south end of the common area open deck. This
21 landscaping along with an 8 foot high rear wall will provide visual relief for the
22 residences south of the site. The central courtyard dividing the two buildings will
23 include planter areas that provide an aesthetic softening for the first level residential
24 walkway. The west elevation will contain a series of residential balcony walkways per
25 level for access to individual units. These walkways will be enhanced with trees
26 softening that elevation facing the Post Office parking lot. The applicant will plant
27 street trees as required by the Public Works Department that will assist in providing an
28 aesthetic compliment to the ground floor. Through these landscaping techniques
29 visual relief of the site will be achieved and will provide an aesthetic compliment to the
modern style of architecture for this project.

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

34 The proposed design and layout is consistent with the CD Zone development
35 standards and the Mixed Use Development Standards. The project site is located
36 along a Downtown commercial boulevard that includes the Sony multi-story office
37 building and single story Kirk Douglas Theatre to the north, the 3-story City Hall to the
38 east, multi-family housing to the south, and the Post Office and single story
39 commercial buildings to the west.

1 The site location of the commercial and residential components of the project will
2 minimize conflicts these uses may have with the existing adjacent residential
3 neighborhood and commercial area. The commercial use is located along an existing
4 commercial corridor with pedestrian access off of the commercial sidewalk (that can
5 also be accessed from the surface level parking by walking north on Duquesne
6 Avenue). Access to the residential units are by secured elevators accessed in the
7 subterranean residential parking or lobby areas off of commercial sidewalk entrances.
8 Both the residential and commercial parking areas have a driveway off of Duquesne
9 Avenue. With these entry points, the need to traverse adjoining residential and
10 commercial areas will be minimized. The orientation of vehicular access to the site
11 avoids the creation of vehicular hazards. Pedestrian hazards will not result from the
12 design and layout of the proposed project.

13 The project requires that along the southern boundary of the property the building
14 meet a 60 degree clear-zone angle after clearing a 10 foot setback off the property
15 line for a vertical distance of 15 feet. The project meets and exceeds these setbacks
16 by placing the structure approximately 30 feet from the rear property line. These
17 increased setbacks result in a less perceived massing to the residential neighborhood
18 to the south.

19 **E. The existing or proposed public facilities necessary to accommodate the**
20 **proposed project (e.g., fire protection devices, parkways, public utilities,**
21 **sewers, sidewalks, storm drains, street lights, traffic control devices, and the**
22 **width and pavement of adjoining streets and alleys) will be available to serve the**
23 **subject 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 or improved sidewalks, street lights, proposed street
27 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.

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

The proposed project is consistent with the General Plan. Land Use Element
Objective 2 "*Housing Supply*" identifies the creation of housing throughout the City as
desirable. Objective 2; Policy 2.H furthermore states that street-facing ground floor
development with residential units above or behind the commercial frontage is the
encouraged form of mixed use development. The ground floor commercial space is
consistent with Objective 5. Economic Diversity, because it will encourage new
business opportunities that will potentially serve both the nearby multi-family
residential homes as well as the mixed use residential uses. Objective 6 will be
implemented by taking a current surface parking lot and revitalizing it with both
commercial and residential users. The mixed use project will provide a balance

1 between small retail tenant spaces and residential units that help to compliment each
2 other and mutually compatible land uses as called for in Objective 16. Land Use
Compatibility.

3 The proposed mixed use development is consistent the goals of Objective 22 of the
4 General Plan Land Use Element because the project will allow ground floor retail uses
5 and higher density housing thereby encouraging reinvestment in the Downtown area
6 and improving the economic vitality, visual quality, and the pedestrian environment.
7 The project will include pedestrian oriented ground floor retail, multi-family housing,
8 and a new, modern structure providing a new visual quality. The proposed
9 development facilitates Objective 28 of the Land Use Element: [*"...Protect and
10 enhance residential and business uses within the Central Sub-Area ..."*] because it will
contain both residential and retail uses as a mixed use project. Overall the project will
help to support future commercial uses and mixed use housing opportunities as
described in the descriptive language for the General Plan Land Use Downtown
designation.

11 **Administrative Use Permit:**

12 As outlined in CCMC Title 17, Section 17.530.020, the following required findings for an
13 Administrative Use Permit are hereby made:

- 14 **A. The proposed use is allowed within the subject zoning district with the approval
15 of an Administrative Use Permit and complies with all applicable provision of
16 this Title and CCMC.**

17 The existing Commercial Downtown (CD) zoning designation allows the proposed use
18 of tandem parking subject to an Administrative Use Permit as outlined in CCMC
19 Section 17.320.035.C.1.b, and the proposed tandem parking layout complies with all
20 other applicable provisions regarding parking design and layout guidelines. Each stall
is nine (9) feet in length and 36 feet in depth with an adequate aisle width.

- 21 **B. The proposed use is consistent with the General Plan and any applicable
22 Specific Plan.**

23 The proposed use of tandem parking to facilitate the residential component of the
24 mixed use project is consistent with the "Downtown" General Plan Land Use
25 Designation. The Downtown designation encourages existing and future commercial
26 uses and mixed-housing opportunities. The tandem parking with each pair of tandem
27 spaces assigned to one residential unit will support the housing component for this
28 mixed use project by providing adequate parking. The commercial parking component
29 will not be affected.

1 C. The design, location, size and operating characteristics of the proposed use are
2 compatible with the existing and future land use in the vicinity of the subject
3 site.

4 The proposed use, design, location, size and operating characteristics of the tandem
5 parking spaces will not have an impact on adjacent uses and are therefore found to be
6 compatible with the existing and future residential and commercial land uses in the
7 vicinity of the subject site. All residential tandem parking is separated from the
8 commercial uses and there is no commercial tandem parking. Each pair of tandem
9 spaces is assigned to one residential unit and because of this allocation, no attendant
10 parking is necessary. Further, each tandem pair is nine (9) feet in width by 36 feet in
11 length, sufficient for two vehicles to maneuver into and out of said spaces.

12 D. The subject site is physically suitable for the type and intensity of use being
13 proposed, including access, compatibility with adjoining land uses, shape, size,
14 provision of utilities and the absence of physical constraints.

15 The generally flat configuration of the site, the vehicular access to the site from
16 Duquesne Avenue, the adequate design of the ramp down into the subterranean
17 parking where the Tandem parking is located, and the proposed onsite parking
18 configuration is physically suitable to accommodate tandem parking. The tandem
19 parking is compatible with the adjoining commercial and residential uses because of
20 its segregation from commercial parking and its assignment to one unit per tandem
21 pair. The tandem parking will not impact any utilities and there are no physical
22 constraints that would prevent the use of tandem parking.

23 E. The establishment, maintenance or operation of the proposed use will not be
24 detrimental to the public interest, health, safety or general welfare or injurious to
25 persons, property or improvements in the vicinity and zoning district in which
26 the property is located.

27 The establishment of tandem parking on the site through this approval subject to the
28 conditions of approval will not be detrimental to the public interest, health, safety or
29 general welfare or injurious to persons, property or improvements in the surrounding
commercial zoning district or vicinity since said tandem parking will not generate any
onsite or offsite impacts. They are designed to allow access by residences through an
on-site secured ramping system that allows for its operation independent of the public
right-of-way and the commercial parking component of the mixed use project.

Administrative Modification:

As outlined in CCMC Title 17, Section 17.550.020, the following required findings for an
Administrative Use Permit are hereby made:

1. The strict application of the applicable development standard creates an
unnecessary, involuntarily created hardship or unreasonable regulation which

1 makes it obviously impractical to require compliance with the development
2 standards.

3 Along its length, the project site narrows from approximately 100 feet to approximately
4 60 feet. This narrowing of the site results in a commercial lot with non-standard
5 dimensions. Requiring the applicant to provide a standard aisle width would require
6 the elimination of several residential units thereby under developing the potential for
7 the site. Further, the Redevelopment Agency sold the site with the understanding that
8 a mixed use project application would be submitted to the City with a similar density
9 and massing as that of the proposed project. Without the 10% modification, such a
10 development will be significantly scaled down. The 9 foot wide parking spaces provide
11 ease in maneuverability that renders the 24 foot 4 inch drive aisle adequate. Because
12 the modifications will affect the residential parking, potential conflicts in accessing
13 parking spaces will be minimized; the nature of residential parking does not lend itself
14 to constant in and out as characterized by retail parking. The narrowing of the lot also
15 affects the length of one residential parking space. As noted, this parking space is
16 adequate in length given its width and its nature as a residential parking space that will
17 result in limited egress and ingress when compared to commercial parking. Requiring
18 the strict application of the Zoning Code will be unreasonable given the potential loss
19 in housing should that application be required.

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2. **Approval of the Administrative Modification would not be detrimental to the public health, interest, safety, or general welfare and would not be detrimental or injurious to property or improvements in the vicinity and in the same zoning district.**

The proposed modifications will not be detrimental to the public health, interest, safety, or general welfare and will not be detrimental or injurious to property or improvements in the vicinity and in the same zoning district. The aisle dimension after modification is still adequate for access to the residential parking and the one reduced parking space does not cause harm. The residential parking is in a controlled environment within a secured parking area only for use by residents. The nature of residential traffic is different from that of commercial traffic in that constant in and out of parking spaces is reduced. Overall, the subterranean parking level with its aisle and parking space dimensions can adequate and safely serve the residential portion of the mixed use development. Its separation from the retail parking further ensures elimination of potential conflicts.

3. **The project is consistent with the General Plan and complies with all other applicable provision of this Title.**

The project for which these modifications are being requested is consistent with the General Plan. Approval of the modifications will facilitate the development of a mixed use project that is consistent with the General Plan Land Use and Housing Element. The proposed mixed use project will provide new commercial and residential opportunities in an area designated as Downtown per the General Plan Land Use

1 Element. The mixed use project will help to support commercial uses and mixed use
2 housing opportunities as stated in the descriptive language for the General Plan Land
3 Use Downtown designation. Additionally, the project will facilitate the sale of individual
4 condominiums supporting Objective 22 of the General Plan Land Use Element which
5 encourages reinvestment in the Downtown area thereby improving economic vitality,
6 visual quality, and the pedestrian environment. Without the modifications, a scaled
7 down project would be required potentially reducing the desired objectives for mixed
8 use in the Downtown area as noted above

9 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
10 Commission of the City of Culver City, California, hereby approves and recommends to the
11 City Council approval of General Plan Map Amendment, GPMA P-2006150; Zoning Map
12 Amendment, ZMA P-2006149; and Tentative Tract Map, TTM P-2006148; and hereby
13 approves Site Plan Review, SPR P-2006147; Administrative Use Permit, AUP P-2006146;
14 and Administrative Modification, AM P-2007034; subject to the following conditions:

15 ***Special Conditions in Bold Italics***

16 **A. ADMINISTRATIVE USE PERMIT AND SITE PLAN REVIEW**

17 **GENERAL CONDITIONS**

18 **PLANNING**

- 19 1. The final working drawings shall conform to the preliminary development plans and
20 materials sample board date received on January 10, 2007, except as noted below and
21 otherwise noted during the building permit review process.
- 22 2. The resolution approving the General Plan Land Use Map Amendment, Zoning Map
23 Amendment, Tentative Tract Map, Site Plan Review, Administrative Use Permit, and
24 Administrative Modification and the Conditions of Approval as stated herein shall be
25 referenced on the cover sheet, and repeated in full on the cover sheet or attached
26 additional sheets of the final working drawings.
- 27 3. The applicant or the property owner shall provide the construction contractor(s) and
28 each subcontractor related to the Project a copy of the final project Conditions of
29 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 or 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.

- 1 4. Conditions of approval herein shall apply to the applicant, the contractor/builder of the
2 project, the property owner, and any successor property owner that may legally
3 assume benefit of this Site Plan Review, Tentative Tract Map, Administrative Use
4 Permit, and Administrative Modification.
- 5 5. The City reserves the right to periodically inspect the premises without prior notification,
6 to ensure ongoing compliance with all conditions of approval.
- 7 6. Minor modifications to building siting or design may be approved by the Planning
8 Manager in keeping with the general design and content of the project approval. The
9 minor modifications may include, but not be limited to, the reconfiguration of the new
10 building footprint so long as the GSF of the project is not materially increased and the
11 adjoining pedestrian and vehicle access and landscape design are approved by the
12 Planning Manager and City Engineer. All minor modifications considered for approval
13 shall not be in conflict with any specifically approved or required development or
14 improvement feature, nor be in conflict with any other condition of approval or Culver
15 City Municipal Code (CCMC) requirement.
- 16 7. The Site Plan Review, Administrative Use Permit, and Administrative Modification shall
17 not become effective until the effective date of the City Council approval of the General
18 Plan Land Use Element Map Amendment, Zone Map Amendment, and Tentative Tract
19 Map, and the effective date of the Redevelopment Agency approval of the proposed
20 subdivision of land and the preliminary development plans.
- 21 8. This Site Plan Review, Administrative Use Permit, and Administrative Modification will
22 expire if not used within one year after the date they become effective, unless prior to
23 the expiration date, a written extension request with fee is submitted by the applicant
24 and the Planning Manager, or Planning Commission grants said extension.
- 25 9. A certificate of occupancy for the approved project will be issued only upon completion
26 of all applicable conditions of approval and required site improvements.
- 27 10. The applicant, property owner, and contractors shall use all reasonable efforts to reuse
28 and recycle construction and demolition debris, to use environmentally friendly
29 materials, and to provide energy efficient buildings, equipment and systems.
11. All planted areas shall be landscaped and irrigated pursuant to CCMC Title 17 –
Chapter 17.310 Landscaping. After issuance of the building permit, a minimum of
three (3) sets of detailed landscaping and irrigation plans separate from the final
working drawings shall be submitted to the Planning Division for review and approval.
12. 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.

1 13. In addition to the screening requirements for onsite parking areas including loading
2 areas, refuse storage / trash compacter facilities, and Fire Department connections, the
3 following items shall be screened from surrounding and nearby public and private
4 properties in a manner consistent with City standards and suitable to the subject
5 development as approved by the Planning Manager. In general, the height of any
6 required screening device shall be no lower on any side than the height of the highest
7 feature requiring screening and:

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

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

24 C. All ground-mounted equipment (i.e., transformers and air conditioners) shall
25 be located within the building or in underground vaults if the equipment is
26 located within a street facing setback, or it shall be screened with walls
27 and/or landscaping if not located within a street facing setback. Ground-
28 mounted equipment shall not be located in the landscaped areas fronting
29 any public right-of-way.

14. 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 final
decision of the City Council/Redevelopment Agency.

15. All perimeter block walls shall be stuccoed to match the color of the proposed building
or be of decorative block and shall be approved by the Planning Division.

16. The refuse containers assigned to the complex shall be stored on-site in the trash
enclosures.

17. All hardscape areas along both the exterior of the buildings and/or within the interior of the project sites shall include the use of decorative pavement [i.e., materials, finish and color] in select areas to the satisfaction of the Planning Manager.
18. 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 and 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.
19. 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) application with all plans and fees to the Planning Division for review and approval prior to the installation of any sign.
20. 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 between the hours of 7:00 AM and 7:00 PM seven (7) days a week to the satisfaction of the Planning Manager; and all vehicle surfaces shall be provided with an anti-squeal finish. All parking areas shall be provided with signs announcing the applicable parking restrictions for resident, guest and commercial parking spaces to the satisfaction of the Planning Manager. Hand held remote garage gate openers will also be required in order to minimize queuing onto Duquesne Avenue. Residential guest parking spaces shall be available 24 hours and shall be appropriately signed for residential guest parking.
- 21. The applicant shall assign all tandem (blocked and unblocked) parking spaces to the same residential unit and tandem parking shall not be made available for non-residential uses.**
- 22. The four off-site downtown pooled parking spaces shall be for employees and not for retail patrons.**
23. The project shall meet performance requirements for mixed use projects as listed in Section 17.400.065 Mixed Use Development Standards.
24. The applicant shall execute, file and pay for the recordation of a covenant in favor of the City to be recorded with the Los Angeles County Recorder that sets forth the applicant's obligations as outlined in the City's Art In Public Places Ordinance. Should the applicant decide to pay the in-lieu fee for the cultural resources/public art requirement prior to requesting a Certificate of Occupancy (CO), the covenant requirement shall not be required.

FIRE

25. Plans submitted for the building permit shall have a "Fire Department Note:" section and shall include fire code requirements and any specific life safety requirements.
26. A manual and automatic fire alarm system shall be provided and it shall be connected to an offsite reporting system. A fire room accessible to the exterior and acceptable to the Fire Department shall be provided. Other voice communication systems shall be provided if the Fire Department radios or communication system is restricted by the structure.
27. A KNOX Box is required for the building and KNOX key switches are required to open all security gates and drive way gates. Three sets of master keys shall be provided for the KNOX Box.
28. An address or addresses that are viewable and legible from the public right-of-way shall be placed on the building exterior.
29. The development shall provide 2A10BC fire extinguishers and a project walk with Fire Marshal shall be required.
30. All parapets over five feet shall have catwalks as approved by the Fire Marshal.
31. All fascia and tops of exterior walls and parapets shall be constructed of hard materials (no foam or soft materials) as approved by the Fire Marshal.
32. The development shall provide a minimum of 13' 6" vertical clearance for a driveway entry at side of the property.
33. All door security systems shall be connected to the fire alarm system and an over ride switch shall be provided to shutdown stairway locking systems. All exterior doors shall have keyways and handles.
34. All emergency lights and exit lights shall have built in battery backup and all fascia and parapets shall be constructed of solid materials.
35. **Roof access doors may be locked to stop access to the roof area but egress from the exterior side shall be provided without obstruction.**
36. **The development shall provide a smooth surface from the parking area to Duquesne Avenue for use of Fire Department gurneys and elevators shall be gurney accessible.**
37. **The open area fourth floor deck shall be designed for safe exiting.**

38. *The applicant shall provide a Class I standpipe system per 2001 CA Fire code table 1004-A. Risers for fire sprinklers and the stand pipe system shall be installed in both stairs 1 and 2.*

Prior to the Issuance of Any Demolition, Grading, Excavation and/or Building Permit, the Applicant shall be required to comply with the following conditions

PLANNING

39. The applicant and property owner shall indemnify, defend and hold harmless the City, and the City's elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all claims, demands, lawsuits, judgments, liability, injury or damage which may result from or arise in connection with 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.
40. The applicant shall provide the construction contractor(s) and each subcontractor related to the project a copy of the final project conditions of approval. The applicant and the City agree that these conditions shall be enforceable through all legal and equitable actions and any remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the applicant on or near the project site. The applicant and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor.
41. The project shall comply with all residential multiple family residential standards applicable to "mixed use" as outlined in CCMC Section 17.400.105 including, but not limited to, the following:
- A. Private storage areas for each residential unit either within each unit and/or within the overhead area of each residential parking space; and
 - B. Washer / dryer laundry facilities hookups for each residential unit
42. All exterior lighting shall be developed pursuant to CCMC Title 17, Chapter 17.300, General Property Development and Use Standards. The applicant shall submit to the Planning Manager for approval an exterior light fixture plan. The plan shall identify the location and type of all exterior light fixtures to be installed by the applicant. All lighting shall be directed onsite and light sources shall be shielded so as not to be intrusive to surrounding properties.
43. The applicant shall submit to and receive written approval from the Planning Manager of a vector/pest control abatement plan prepared by a pest control specialist licensed and/or certified by the State of California. Said plan shall outline all steps to be taken prior to the commencement of any demolition/construction activity so as to insure any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that may populate the subject site do not relocate to or impact adjoining residences and/or businesses.

Public Works/ Engineering

44. Prior to the issuance of any building permits, two (2) sets of Site Improvement/Grading Plans prepared by a civil engineer registered in the State of California, shall be submitted to the Engineering Division for review, approval, and permitting. Among other things, the Site Improvement/Grading Plan shall include detailed drainage and grading of the site indicated by topographical lines and spot elevations, and indicate all proposed and existing utilities.
45. The construction contractor shall advise the Public Works Inspector of the schedule and shall meet with the inspector prior to commencement of work.
46. The applicant shall provide a geotechnical report from a State of California licensed geotechnical engineer reporting on the suitability of the onsite soils to support the proposed construction and shall include a liquefaction analysis. The report shall also identify any special considerations necessary to satisfy California Building Code (CBC) requirements.
- 47. The applicant shall delineate the egress/ingress of the driveway and intersections of the driveway aisles with a 4" solid yellow stripe. This requirement is applicable on the ground level and basement levels of the proposed parking area. There shall be no significant visibility impairment at the junction of ingress/egress aisles and intersecting driveway aisles.**
48. A Landscape and Irrigation Plan for parkway landscaping, to include planting of additional trees with tree wells, and irrigation within the public right-of-way shall be submitted for review and approval by the City Engineer. The owner shall maintain the parkway area to the satisfaction of the Public Works Department.
49. Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans. Roof drainage shall extend through the street curb or to an onsite drainage inlet. All onsite drainage inlets shall convey pre-treated storm water underground through the street curb.
50. 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 CBC. These certifications and reports shall be submitted to the Engineering Division for review and approval.
51. A hydrology and hydraulic study for the site drainage shall be prepared by registered civil engineer in the State of California and submitted for review and approval.
52. 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.

1 53. 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 **54. The applicant shall re-design the existing driveway approach to the satisfaction**
4 **of the Public Works Director.**

5 55. Applicant shall provide two (2) trash enclosures with minimum inside dimension of 10' x
6 12' minimum for commercial and residential uses. However, the appropriate size of the
7 trash enclosure, location, and required number of bins for the proposed development
8 must be approved by the Public Works/Sanitation Division Manager. The proposed
trash enclosure shall include a minimum eight feet wide clear opening, six inch
concrete curb along the perimeter wall of the trash enclosure, and a gate.

9 **56. Any damage to public rights-of-way and public sidewalks incurred because of**
10 **construction operation shall be repaired by the applicant to the satisfaction of**
11 **the City Engineer.**

12 **57. Prior to the issuance of a building permit, the applicant shall obtain an**
13 **encroachment permit for all architectural features that project over the public**
14 **right-of-way. The applicant shall provide the City with all required plats,**
15 **calculations, fees, and other documents necessary to process the encroachment**
16 **permit.**

17 58. Per the Culver City Municipal Code CCMC Section 5.01.010, Ordinance No. 2201-011
18 Solid Waste Management, the Culver City Sanitation Division has the exclusion
franchise for all solid and recyclable waste material handling within the City limits. To
19 arrange for waste management activities, contact Sanitation representative at (310)
20 253-6400.

21 **Public Works/ Stormwater Conditions**

22 Standard Urban Stormwater Mitigation Plan

23 59. Concurrent with the submittal of the site improvement plan, a Standard Urban
24 Stormwater Mitigation Plan (SUSMP) or a site-specific mitigation package prepared by
a registered civil engineer shall be submitted for review and approval by the City
Engineer. The SUSMP shall be developed and implemented in accordance with the
requirements of:

- 25 a. The current Los Angeles County Municipal Stormwater NPDES Permit No.
CAS004001 (Order No. 01-182);
- 26 b. The most recent SUSMP for Los Angeles County and Cities in Los Angeles
County as approved by the Los Angeles Regional Water Quality Control Board;
- 27 c. The Culver City Municipal Code Section 5.05.040.

- 1 60. The SUSMP or site-specific mitigation package shall include all of the items listed in
2 the Engineering Division's "SUSMP/Site Specific Plan Check List". If the LSWPPP
3 package fails to contain all required items, the package will not be accepted.
- 4 61. The site plans shall note that the contractor shall comply with the California Stormwater
5 Best Management Practice (BMP) Handbooks.
- 6 62. To facilitate the NPDES review process, please limit the scope of the information
7 shown on these plans to NPDES-relevant information (i.e. turn off utility, architectural,
8 or other features not relevant to the NPDES requirements).
- 9 63. The SUSMP or site-specific mitigation package shall be consistent with the details in
10 the Engineering Division's SUSMP Criteria and Guidelines, which may be obtained
11 from the Engineering Counter.
- 12 64. The transfer of ownership, sale or lease of the property shall include provisions, by a
13 covenant recorded with the Los Angeles County Recorder, requiring any new owner
14 and their successors to:
- 15 a. File a new covenant of agreement (obtained from the City Engineering Division).
 - 16 b. Assume responsibility for maintenance of any existing structural or treatment
17 control BMP; and
 - 18 c. Replace any existing structural or treatment control BMP with new control
19 measures or BMPs meeting the most current standards of the City and the
20 SUSMP.
 - 21 d. Such requirements shall be included in any sale, lease agreement or deed for
22 the property. The condition of transfer shall include a provision that the new
23 owner and their successors conduct routine maintenance inspections of all
24 structural and/or treatment control BMPs to ensure they are in good working
25 order at all times and retain proof of inspection.
 - 26 e. In the case of a transfer of ownership, sale or lease of the property, the previous
27 owner or seller must complete and record a termination of covenant of
28 agreement (form available from the Engineering Counter) with the Los Angeles
29 County Recorder. A copy of the recorded termination of covenant of agreement
form must be submitted by the (previous) owner or seller to the City Stormwater
Program Manager.
65. If structural and/or treatment control BMPs are located within an area proposed for
dedication as an easement or fee title to the City or Redevelopment Agency, the BMPs
shall remain the property and responsibility of the developer/owner until the dedication
is accepted by the City Council and recorded with the Los Angeles County Recorder.
66. Prior to the start of design of these plans and of necessary reports, the applicant shall
retain a registered civil engineer in the State of California who is experienced in
designing LSWPPP and preparing a BMP report for review and approval with other

1 municipalities. The Civil Engineer shall meet with the City's Stormwater Program
2 Manager for a mutual understanding of the required submittals.

3 Local Stormwater Pollution Prevention Plan

4 67. Concurrent with the submittal of the Site Improvement/Grading Plan, a Local Storm
5 Water Pollution Prevention Plan (LSWPPP) package prepared by a registered Civil
6 Engineer shall be submitted for review and approval by the City Engineer. (Note: The
7 Site Improvement Plans will not be accepted for review unless the LSWPP Plan is
8 included in the submittal package.)

9 68. The LSWPPP shall be developed and implemented in accordance with the
10 requirements of the current Los Angeles County Municipal Stormwater NPDES Permit
11 No. CAS614001 and the CCMC Section 5.05.035. Prior to the issuance of any
12 demolition, grading, excavation and/or building permit, the applicant shall have a
13 LSWPPP package approved by the City Engineer.

14 69. The LSWPPP package shall include all of the individual items listed in the Engineering
15 Division's "Requirements for Local Storm Water Pollution Prevention Plan" handout,
16 which may be obtained from the Engineering Counter. If the LSWPPP package fails to
17 contain all required items, the package will not be accepted.

18 70. The scope of the information shown on the site plans must be limited to NPDES-
19 relevant information (i.e. turn off utility, architectural, or other features not relevant to
20 the NPDES requirements). Prior to the start of design of these plans and of necessary
21 reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program
22 Manager to obtain information on the City-specific LSWPPP requirements.

23 71. Plan check fee for the LSWPPP shall be paid at the time of the initial submittal, per the
24 fee schedule established in City Council Resolution No. 2006-R 053, Exhibit H-1.

25 72. The LSWPPP package shall be submitted to the attention of the Storm Water Program
26 Manager.

27 73. Applicant shall appropriately and effectively implement the BMPs identified in the
28 LSWPPP and reduce to the Maximum Extent Practicable (MEP) both the volume of
29 storm water leaving the site as well as the amount of sediments and other pollutants in
the storm water and the non-storm water discharges.

30 DURING CONSTRUCTION:

31 PLANNING

32 74. During all phases of construction, information that includes contact names and
33 telephone numbers of the applicant, construction contractor(s), and City, shall be
34 posted at the project site so as to be visible to the public. These names and telephone

82. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods.

PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO):

PLANNING

83. Pursuant to CCMC Title 15, Section 15.10.755, parkland dedication or payment of an in-lieu parkland fee will be required.

84. All onsite and offsite landscaping and irrigation shall be completed to the satisfaction of the City.

81. The applicant shall submit a parking plan to the Planning Manager for review and approval that designates assigned parking spaces for residents, guests, commercial uses and visitors to the sites.

82. The declaration of covenants, conditions and restrictions (CC&R's), the homeowners' association bylaws and, if applicable, the condominium plan (Condo Plan) shall be submitted to the City Attorney and approved. Additionally, the applicant shall record, concurrently with the recordation of the final map, the City approved CC&R's and, if applicable, the Condo Plan.

83. A covenant and agreement shall be executed in favor of the City outlining land use restrictions per CCMC Section 17.400.065 D(4) and filed with the Los Angeles County Recorder and paid for by the owner of each residential unit within the project.

ENGINEERING

84. The applicant shall be responsible for the expense to repair or replace any damage to the public right-of-way caused by the construction of the proposed project. Such repair or replacement shall be completed to the satisfaction of the City Engineer.

85. Prior to issuance of the Certificate of Occupancy, the operators and/or owners shall construct all the stormwater pollution control BMPs and structural treatment control BMPs shown on the approved SUSMP or site-specific mitigation plan and submit a stormwater observation report (may obtain form from the City's Stormwater Program Manager), which shall include a wet-signed and stamped certification statement by the engineer, who prepared the SUSMP site plans, confirming that the SUSMP BMPs have been built as designed.

86. The applicant shall submit to the City Stormwater Program Manager a notarized Master Covenant and Agreement (regarding on-site BMP maintenance) to be recorded by the County Recorder of Los Angeles County. Prior to getting the Agreement notarized, the applicant's civil engineer shall contact the City's Stormwater Program Manager for

1 review of the Agreement and for information on other requirements associated with the
2 recording process.

3 87. After the construction of the SUSMP-related BMPs, the applicant shall submit to the
4 City Stormwater Program Manager a completed Stormwater Observation Report Form
5 (stamped and signed by the civil engineer, or architect responsible for the SUSMP
6 design) to certify, based on their observations, that all SUSMP-related BMPs have
7 been constructed per the specifications and drawings.

8 88. All conditions of Approval shall be completed to the satisfactory of the City Engineer.

9 **FIRE**

10 89. The applicant shall provide a pre-fire plan to the Culver City Fire Department prior to
11 request for certificate of occupancy.

12 90. A hazardous materials disclosure package shall be filed with the Culver City Fire
13 Department Hazardous Materials Specialist.

14 **Tentative Tract Map No. 68277:**

15 **Engineering Division**

16 **General**

17 91. All required boundary monuments shall be installed prior to the recording of the final
18 map. At a minimum, a spike and washer shall be set on the centerline of Duquesne
19 Avenue at the intersection of the prolongation of the project's southerly boundary with
20 this street. The monument shall be "tied" to at least three (3) points, with lead and
21 tags, and centerline tie notes filed with the Engineering Division.

22 92. If required, an improvement bond and agreement shall be filed with the City prior to the
23 recording of the final map for those improvements awaiting completion and approved
24 by the City Engineer to be bonded. The bond shall include, but not be limited to, labor
25 and material and be based on estimated construction costs as provided by the City.

26 93. The final map shall be submitted to the County of Los Angeles Department of Public
27 Works for review, approval and recordation. A copy of the first plan check package as
28 submitted to Los Angeles County shall also be submitted concurrently to the Culver
29 City Engineering Division for review.

94. A copy of the final map in digital and mylar format shall be filed with the Engineering
Division prior to final acceptance by the City.

95. The final map shall be recorded prior to the issuance of any Certificate of Occupancy
for any residential air space unit.

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1 96. Tentative tract map shall expire within three (3) years after the date it becomes
2 effective unless the applicant submits an extension request in writing to the Planning
3 Manager and is granted said extension by the Planning Manager or the Planning
4 Commission or the City Council.

5 97. The final map shall:

- 6 A. Be prepared by a surveyor or civil engineer licensed in the State of California.
7 B. Conform to the conditionally approved tentative tract map approved by the
8 Planning Commission on April 25, 2007.
9 C. Include a project boundary tied to at least one (1) City global positioning
10 satellite (GPS) monument.

11 SECTION 3. Pursuant to the foregoing recitations and findings, the Planning
12 Commission of the City of Culver City, California, hereby approves and recommends to the
13 City Council approval of General Plan Map Amendment, GPMA P-2006150; Zoning Map
14 Amendment, ZMA P-2006149; and Tentative Tract Map, TTM P-2006148; and hereby
15 approves Site Plan Review, SPR P-2006147; Administrative Use Permit, AUP P-2006146;
16 and Administrative Modification, AM P-2007034.

17
18 APPROVED and ADOPTED this 25th day of April 2007.
19
20
21

22 _____
23 MAUREEN MURANAKA, CHAIRPERSON
24 PLANNING COMMISSION
25 CITY OF CULVER CITY, CALIFORNIA

26 Attested by:

27 _____
28 Yvonne Hunt
29 Administrative Secretary

draft

REGULAR MEETING OF THE
PLANNING COMMISSION
CULVER CITY, CA

April 25, 007
7:00 p.m.
Mike Balkman Council Chambers

MEMBERS PRESENT Marcus Tiggs, Vice Chair
 David Rockwell, Commissioner
 Andrew Weissman, Commissioner
 John Kuechle, Commissioner

ABSENT: Maureen Muranaka, Chair

ADVISORY PRESENT: Thomas Gorham, Planning Manager
 Heather Burton, Assistant Planner
 Jose Mendivil, Associate Planner
 Joe Pannone, Contract Attorney
 Heather Iker, Deputy City Attorney
 Barry Kurtz, Traffic Engineer

CALL TO ORDER

Vice Chair Tiggs called the meeting to order at 7:00 p.m.
The Pledge of Allegiance was led by Joe Pannone.
Roll Call.

•

PUBLIC COMMENT

None.

PUBLIC HEARING

PH-1. Site Plan Review and Tentative Parcel Map for the Construction of Two Condominium Townhouses located at 4228 Madison Avenue.

Heather Burton gave a brief summary of the project.

Public hearing was opened and closed. Motion to re-open the public hearing was moved by Commissioner Kuechle, seconded by Commissioner Rockwell. Vote 4-0.

Motion to continue this item to a date to be determined was moved by Commissioner Weissman, seconded by Commissioner Rockwell. Vote 4-0.

PH-2. Site Plan Review and Tentative Tract Map for the Construction of Five Condominium Townhouses located at 3862 Huron Avenue.

Heather Burton, Assistant Planner, gave a brief summary of the project.

After review and discussion of the project, motion to approve was moved by Commissioner Weissman, seconded by Commissioner Rockwell. Vote 4-0.

PH-3. General Plan Map Amendment, Zone Map Amendment, Site Plan Review, Tentative Tract Map, Administrative Use Permit, Administrative Modification and Negative Declaration for a Mixed Use Project located at 9900 Culver Boulevard.

Jose Mendivil, Associate Planner, gave a brief summary of the project.

Joseph Miller (Applicant) and Srinath Raju (Architect) were present to address the Commission's questions and concerns..

The following expressed their concerns regarding the project either orally or having their comments read into the record:

David Metzler	Walter Murrell
Tony Roman	Kim Richards
Jon Andersen-Miller	Eleanor Osgood
Julie Lugo Cerra	Rich Waters
Sam Cerra	

Resident concerns regarding the project were:

- Parking
- Traffic congestion
- Height of the property
- Palm trees
- Weekend construction

Nick Andromidas (Sony Pictures Entertainment) expressed his approval of the project.

Motion to close the public hearing was moved by Commissioner Rockwell, seconded by Commissioner Weissman. Vote 4-0.

Concerns expressed by Commissioners were:

- Validity of traffic study
- Traffic congestion
- Tandem parking in residential units will generate parking problems in the neighborhood
- Concern over use of pooled parking
- Types of businesses that could be allowed on project site
- Possible zoning change and compliance with the current zoning code
- Inability to make the findings due to concerns over traffic, parking and compatibility
- Height and density of the project
- Project is not 'neighborhood friendly'
- Opposes undersized drive aisles that meet bare minimum requirements
- Use of palm trees

Commission asked applicant if it would be willing to scale the project down and return to the Commission with a revised project. Applicant requested the Commission to take a vote on the project as presented. Motion to recommend disapproval of the General Plan Map Amendment, Zoning Map Amendment and Tentative Tract Map and deny the Site Plan Review and Administrative Modification was moved by Commissioner Kuechle, seconded by Commissioner Weissman. Vote 4-0.

CONSENT ITEMS

Motion to approve the Secretary's Report was moved by Commissioner Weissman, seconded by Commissioner Kuechle. Vote 4-0.

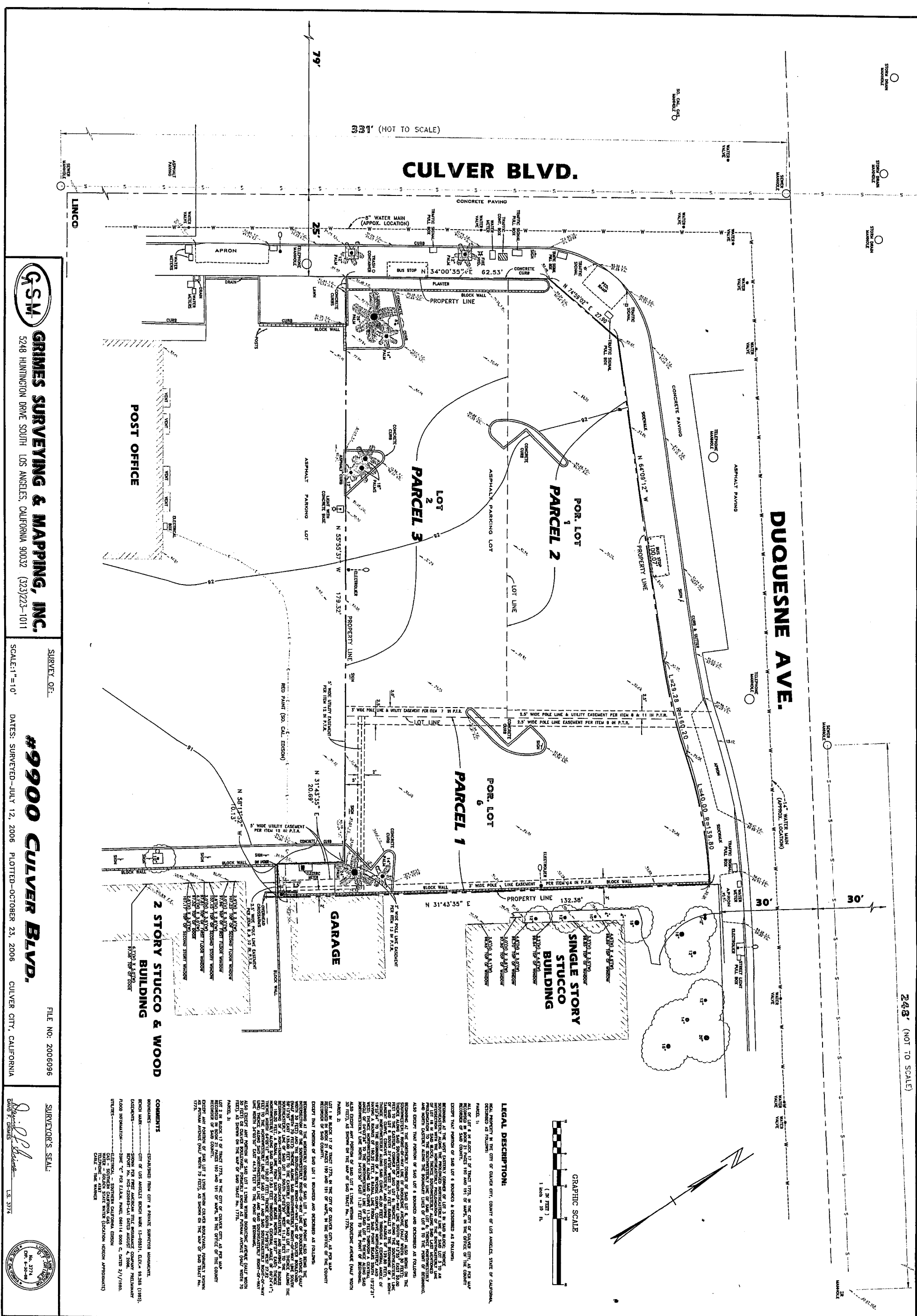
The approval of the minutes of March 14, 2007 to the April 11, 2007 meeting was continued to the May 9, 2007 meeting.

ITEMS FROM STAFF

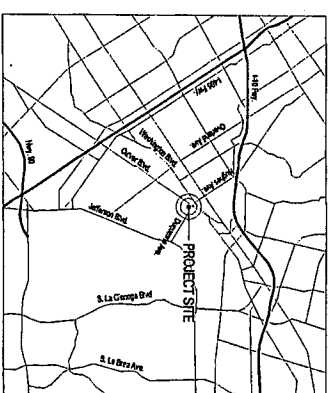
Thomas Gorham stated that the only item on the May 9, 2007 agenda would be the Valero carwash and possibly the Commission discussion session. Mr. Gorham also suggested the Commission provide a list of the topics to be discussed.

Suggested items to be discussed are:

- *Mixed use densities*
- *Tandem parking*
- *Traffic thresholds mitigation*
- *Parking ratios*



A ONE LOT TRACT MAP FOR CONDOMINIUM PURPOSES THAT COMPRISES 23 AIR SPACE UNITS BEING THE SUBDIVISION OF LOT 2 AND PORTIONS OF LOT 1 & LOT 6, TRACT No. 1775 IN THE CITY OF CULVER CITY PER MAP RECORDED IN BOOK: 21, PAGES: 190 & 191 OF MAP RECORDS OF LOS ANGELES COUNTY, CALIFORNIA. ADDRESS: 9900 CULVER BLVD.

[illegible]

- | EASEMENT TABLE | |
|----------------|---|
| 7 | ALL EASEMENT FOR POWER LINES AND MEDICAL SERVICES RECORDED IN BOOK 212, PAGE 79 OF OFFICIAL RECORDS. |
| 8 | ALL EASEMENT FOR POWER LINES AND MEDICAL SERVICES RECORDED IN BOOK 212, PAGE 201 OF OFFICIAL RECORDS. |
| 9 | ALL EASEMENT FOR POWER LINES AND MEDICAL SERVICES RECORDED IN BOOK 212, PAGE 224 OF OFFICIAL RECORDS. |
| 10 | ALL EASEMENT FOR POWER LINES, POWER AND TELEPHONE RECORDED IN BOOK 212, PAGE 174 OF OFFICIAL RECORDS. |
| 11 | ALL EASEMENT FOR ELECTRIC, LIGHT, POWER AND TELEPHONE RECORDED IN BOOK 232 OF OFFICIAL RECORDS. |
| 12 | ALL EASEMENT FOR POWER LINES AND MEDICAL SERVICES RECORDED IN BOOK 232 OF OFFICIAL RECORDS. |
| 13 | ALL EASEMENT FOR POWER LINES AND MEDICAL SERVICES RECORDED IN BOOK 277, PAGE 13 OF OFFICIAL RECORDS. |
| 14 | ALL EASEMENT FOR UNDERGROUND CONDUITS AND MEDICAL SERVICES RECORDED IN BOOK 454, PAGE 40 OF OFFICIAL RECORDS. |

100
OF OR IN SA BLOOD, IN THE CITY OF CHANDLER, CO. COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, THE PROPERTY OF THE CITY OF CHANDLER, CO. COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

ALL OF LOT 1 IN BLOCK 17, OF TRACT 1776, IN THE CITY OF CHANDLER, CO. COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING THE SAME AS SHOWN ON THE MAP OF SA TRACT 1776, AS FILED IN THE OFFICE OF THE COUNTY RECORDER OF SA COUNTY, ON AND TO THE 17TH DAY OF JANUARY, 1976.

EXCEPT THAT PORTION OF SA LOT 1 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF SA LOT 1 IN SA BLOOD, THENCE, AN INTERSECTION WITH THE NON-EXISTENT PRODUCTION OF THE SOUTHEASTLY LINE OF SA BLOOD, THENCE, S 89° 15' 00" E, 100.00 FEET TO THE POINT OF BEGINNING, PRODUCED TO THE NON-EXISTENTLY LANE OF SA LOT 4, THENCE, N 89° 15' 00" E, 100.00 FEET TO THE POINT OF BEGINNING, ALONG THE BOUNDARY LINES OF SA LOT 4 TO THE POINT OF

[illegible]

ALL OF LOT 1 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CLIVER CITY, AS PER MAP RECORDED IN BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

EXCEPT THAT PORTION OF SAID LOT 1 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERLY CORNER OF SAID LOT 1 SAID POINT ALSO BEING THE

[illegible]

BLOCK 21 IN BLOCK 17 OF 79-ACRE LOT 177A, IN THE CITY OF CLIVER CITY, AS PER MAP RECORDED BOOK 21, PAGES 180 AND 191 OF MAPS IN THE OFFICE OF THE COUNTY CLERK.

AREA OF PROPERTY (LOT SOLD):
17.946 ACRES

DEED RECORDING BUILDING:
TOWN

ZONING:
Rural Residential (Residential Medium-Density Rural Residential)

[illegible]

#9900 CULVER BLVD.

LEGAL DESCRIPTION:	SEE ABOVE
CULVER CITY	

SUPERVISOR'S SEAL: _____

David P. Davis

DAVID P. DAVIS
L.S. 3774

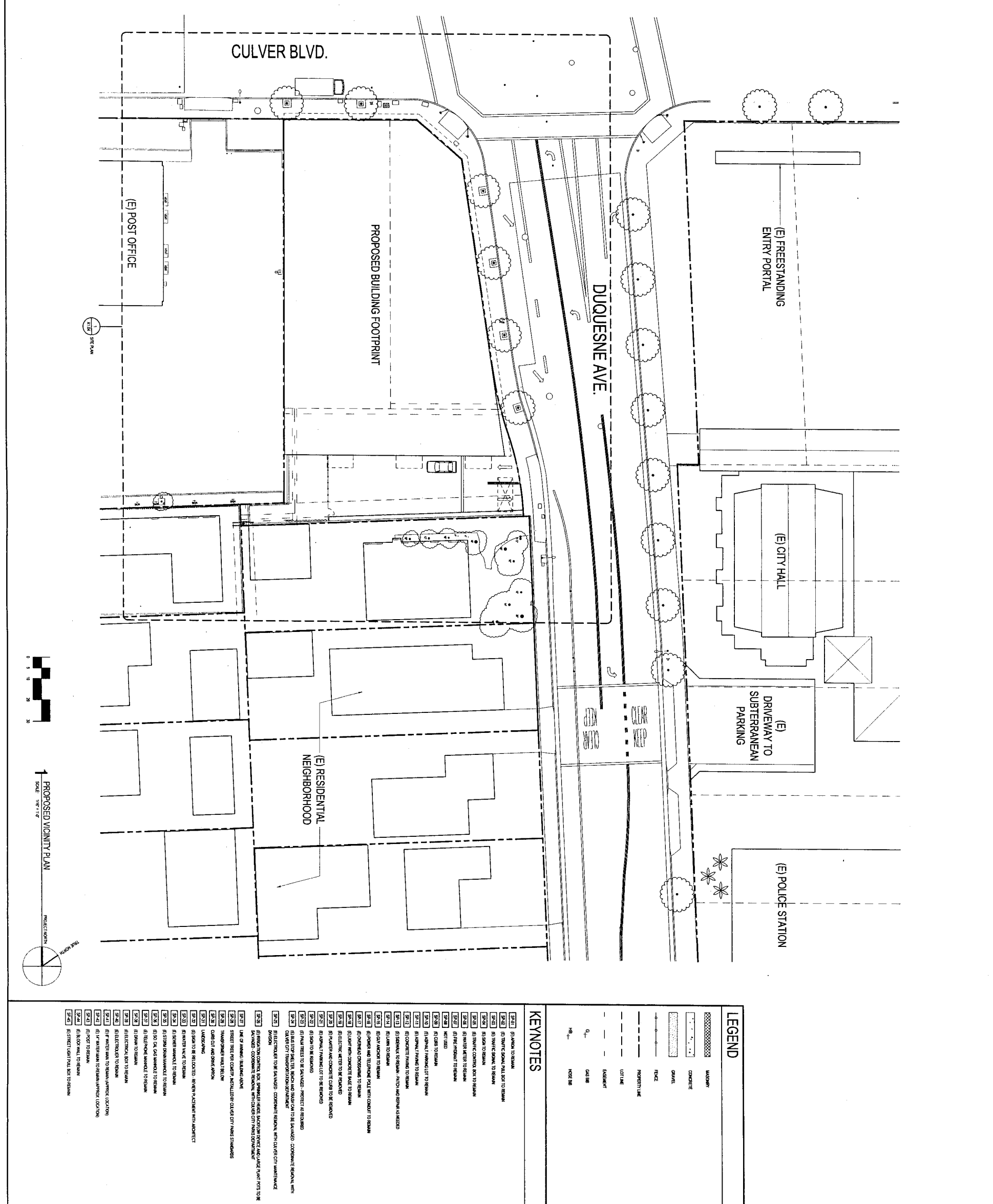
FILED
JUN 10 1993
CLERK OF COURSE

SPF:a
Studio Pacific Planning Architects
1000 12th Street, Suite 100
San Francisco, CA 94102
Tel: 415.398.4444
Fax: 415.398.4445
www.spfa.com

CULVER CONDOS
9900 CULVER BLVD., CULVER CITY, CA 90232
PROPOSED
VOYANT PLAN

PLANNING SUBMITTAL (REVISED)
DATE: JAN 12, 2011
PROJECT: CULVER CONDOS
SHEET: A1.03
DRAWN BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]
DATE: JAN 12, 2011
PROJECT: CULVER CONDOS
SHEET: A1.03
DRAWN BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

A1.03
CULVER CONDOS
9900 CULVER BLVD., CULVER CITY, CA 90232

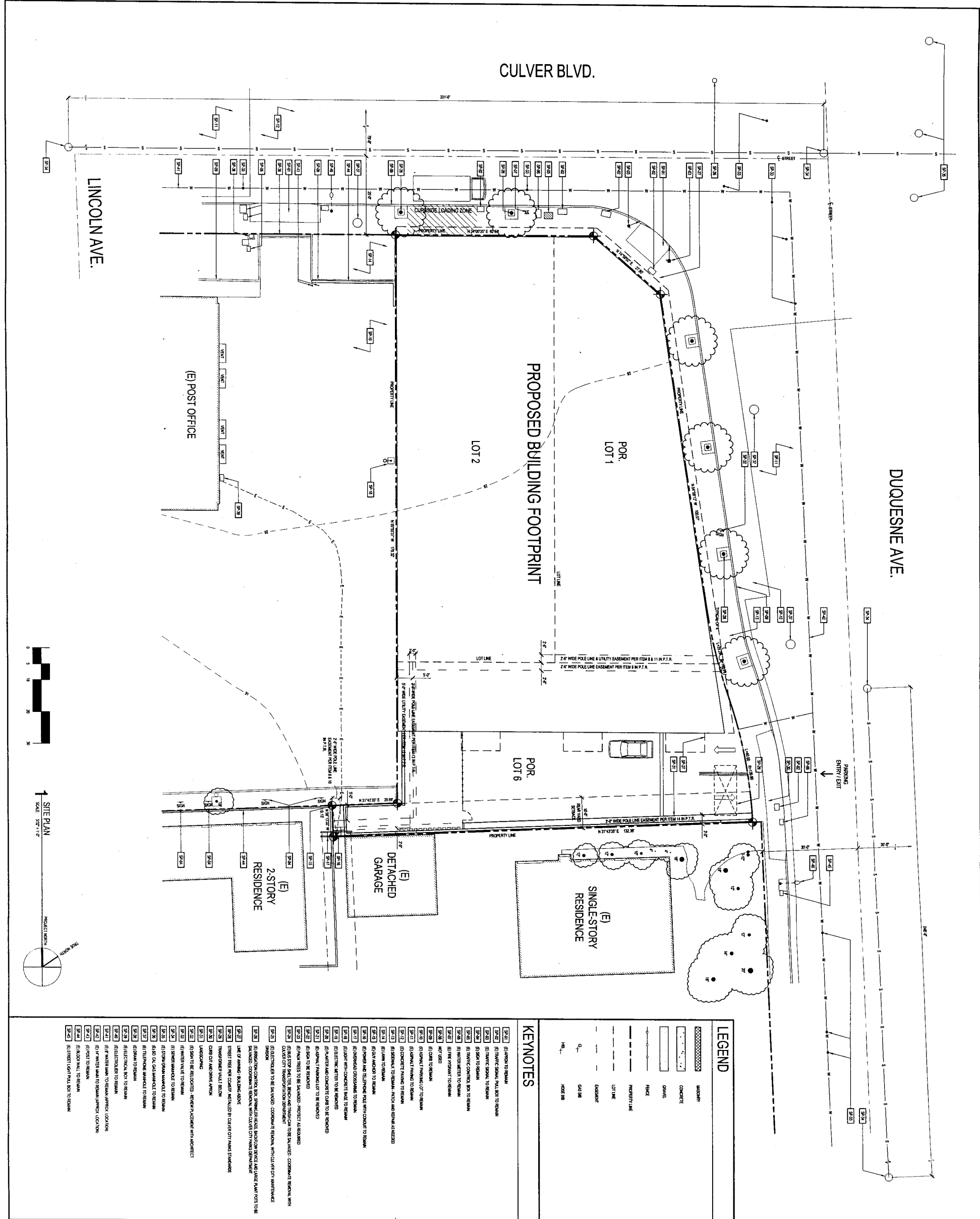


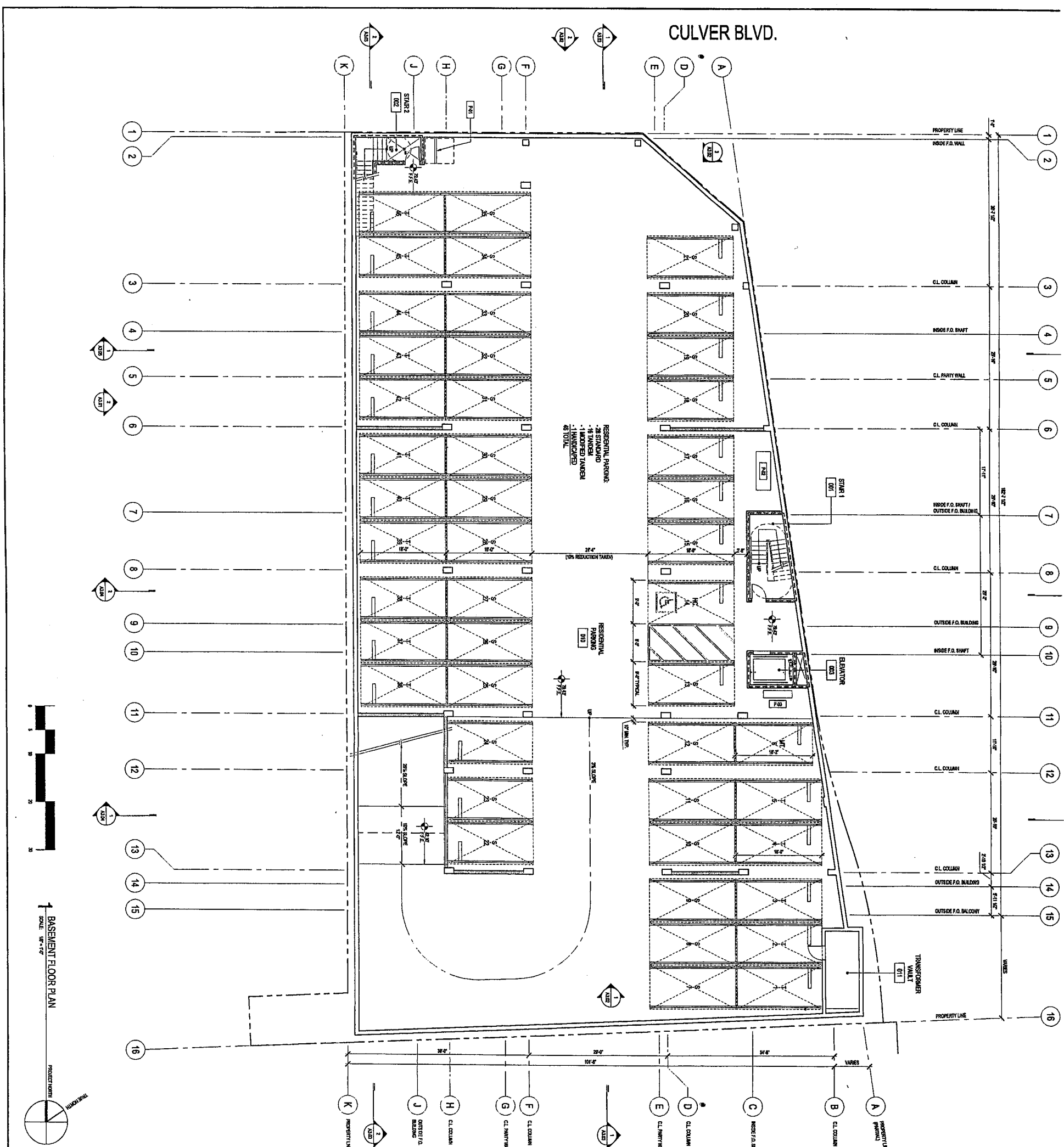
SPF:a
SPEA CONSULTANTS, INC.
10000 E. 15th Avenue, Suite 100
Denver, CO 80231
303.751.8800
www.spfa.com
Studio: Paul, Jennifer, Steven, Kristin

CULVER CONDOS
CULVER BLVD., CULVER CITY, CA 90232
9000 1886
SITE PLAN

PLANNING DEPARTMENT (APR 2005)
DATE: APR 15, 2005
PROJECT: CULVER CONDOS
SHEET: A1.04
SCALE: 1"=10'-0"

A1.04
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[illegible]

LEGEND

 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER
 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER
 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER
 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER
 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER
 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER
 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER
 2x40 18"PT 100% POLYESTER WITH 10% PA, 100% COVER

KEYNOTE

- | | |
|------|--|
| P-24 | ACQUA PAVINO |
| P-25 | MOORE PAVIMENTO |
| P-26 | PERIMETRO CONTROL VALVES |
| P-27 | SEAL CEMENT COAT |
| P-28 | STIFF TOPPED LAYER (TYPICAL OF 2) |
| P-29 | PLASTER ROOF |
| P-30 | CONCRETE ON GRAVEL FOUNDATION (TYPICAL OF 2) |
| P-31 | GRAVEL (TYPICAL OF 2) |
| P-32 | CENTRAL DISPERSED SYSTEM |
| P-33 | ELECTRICAL TRANSFORMER |
| P-34 | INTERMEDIATE AIR-SEAL AND |
| P-35 | WATER TIGHTNESS ADJUST |
| P-36 | SOIL REMOVAL JOINT |
| P-37 | CONCRETE WITH STIFF PLASTER SYSTEM |
| P-38 | INTERMEDIATE WALL FOLLOW |

SHR:a

8409 E. Washington Blvd.
Culver City, CA 90230
P. 310.558.8902
F. 310.558.8904
WWW.SPR-a.COM

Studio Pail *Fekete architects*

CULVER CONDOS
8900 CULVER BLVD. CULVER CITY, CA 90232

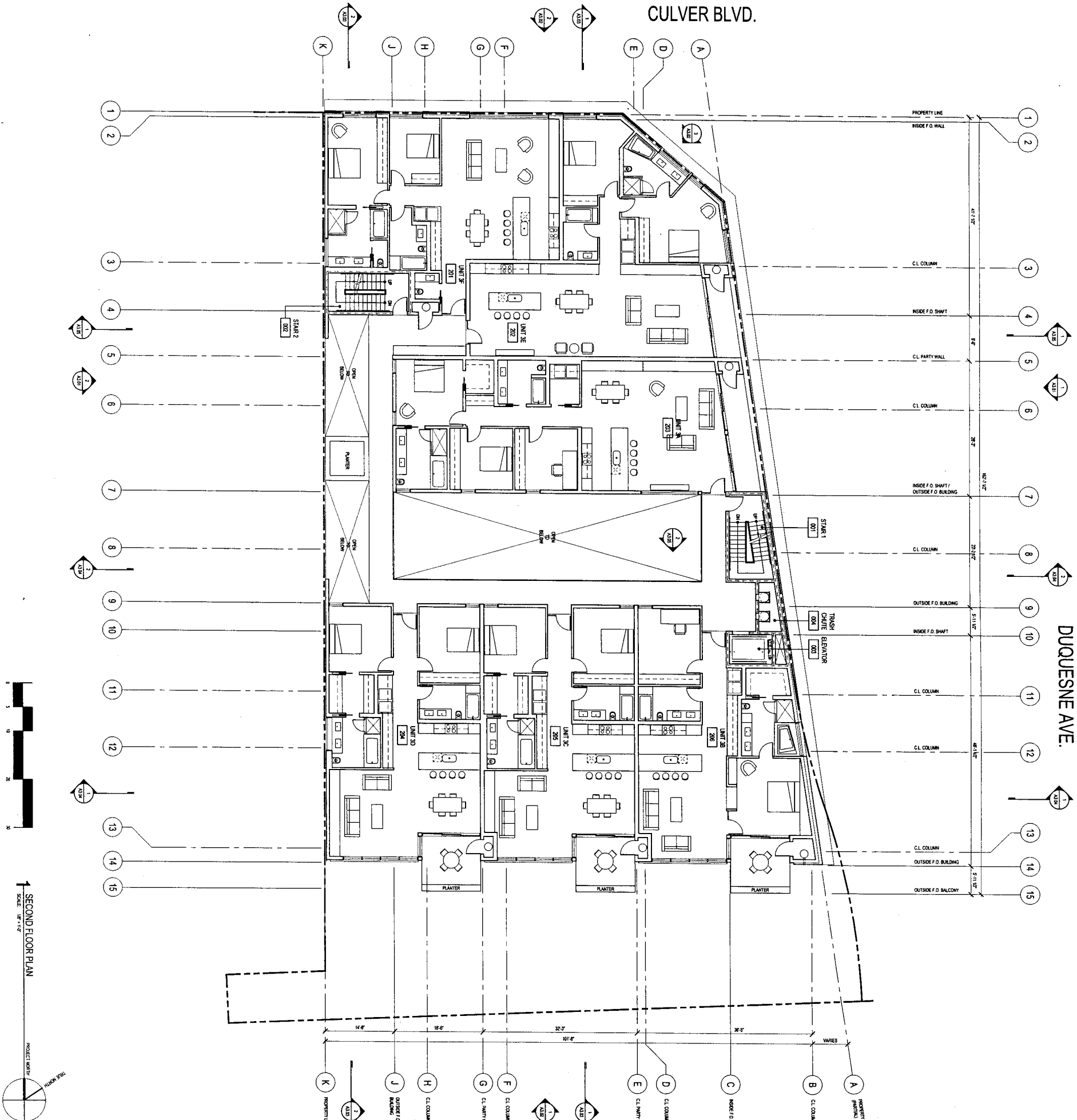
**BASEMENT FLOOR
PLAN**

A2.01

PLAN NUMBER A2.01	PROJECT NO. 1201	DATE 08-2011	SHEET NO. 108	PLAN TITLE 108
				PROJECT TITLE 108
PROJECT LOCATION 108				
PROJECT DESCRIPTION 108				
PROJECT OWNER 108				
PROJECT MANAGER 108				
PROJECT ENGINEER 108				
PROJECT ARCHITECT 108				
PROJECT CONSULTANT 108				
PROJECT STATUS 108				
PROJECT NOTES 108				
PROJECT COMMENTS 108				
PROJECT REVISIONS 108				
PROJECT APPROVALS 108				
PROJECT SIGNATURES 108				
PROJECT STAMPS 108				
PROJECT DATES 108				
PROJECT TIMES 108				
PROJECT PLACES 108				
PROJECT PEOPLE 108				
PROJECT THINGS 108				
PROJECT IDEAS 108				
PROJECT FEELINGS 108				
PROJECT BELIEFS 108				
PROJECT VALUES 108				
PROJECT PRINCIPLES 108				
PROJECT LAWS 108				
PROJECT RULES 108				
PROJECT CUSTOMS 108				
PROJECT TRADITIONS 108				
PROJECT CULTURE 108				
PROJECT SOCIETY 108				
PROJECT ECONOMY 108				
PROJECT POLITICS 108				
PROJECT RELIGION 108				
PROJECT ETHICS 108				
PROJECT AESTHETICS 108				
PROJECT SCIENCE 108				
PROJECT TECHNOLOGY 108				
PROJECT ARTS 108				
PROJECT LITERATURE 108				
PROJECT MUSIC 108				
PROJECT DANCE 108				
PROJECT THEATRE 108				
PROJECT FILM 108				
PROJECT TELEVISION 108				
PROJECT RADIO 108				
PROJECT INTERNET 108				
PROJECT MOBILE 108				
PROJECT VIDEO 108				
PROJECT AUDIO 108				
PROJECT PHOTOGRAPHY 108				
PROJECT JOURNALISM 108				
PROJECT HISTORY 108				
PROJECT GEOGRAPHY 108				
PROJECT CLIMATE 108				
PROJECT ENVIRONMENT 108				
PROJECT NATURE 108				
PROJECT ANIMALS 108				
PROJECT PLANTS 108				
PROJECT WEATHER 108				
PROJECT SPACE 108				
PROJECT TIME 108				
PROJECT ENERGY 108				
PROJECT MATTER 108				
PROJECT FORCE 108				
PROJECT MOTION 108				
PROJECT CHANGE 108				
PROJECT STABILITY 108				
PROJECT GROWTH 108				
PROJECT DECAY 108				
PROJECT CREATION 108				
PROJECT DESTRUCTION 108				
PROJECT REPAIR 108				
PROJECT IMPROVEMENT 108				
PROJECT PROTECTION 108				
PROJECT DEFENSE 108				
PROJECT OFFENSE 108				
PROJECT WAR 108				
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PROJECT HUMILITY 108				
PROJECT PRIDE 108				
PROJECT PATIENCE 108				
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PROJECT FOOLISHNESS 108				
PROJECT SENSE 108				
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PROJECT EMOTION 108				
PROJECT FEELING 108				
PROJECT THOUGHT 108				
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PROJECT INACTION 108				
PROJECT EFFORT 108				
PROJECT LAZINESS 108				
PROJECT DUTY 108				
PROJECT CARELESSNESS 108				
PROJECT RESPONSIBILITY 108				
PROJECT NEGLIGENCE 108				
PROJECT ACCOUNTABILITY 108				
PROJECT INDEPENDENCE 108				
PROJECT DEPENDENCY 108				
PROJECT FREEDOM 108				
PROJECT SLAVERY 108				
PROJECT EQUALITY 108				
PROJECT INEQUALITY 108				
PROJECT JUSTICE 108				
PROJECT INJUSTICE 108				
PROJECT FAIRNESS 108				
PROJECT UNFAIRNESS 108				

DUQUESNE AVE.

CULVER BLVD.



SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. EXISTING FOUNDATION FOOTINGS.
3. ALL CONCRETE SHALL BE 4000 PSI COMPRESSIVE STRENGTH.
4. ALL CONCRETE SHALL BE CAST IN PLACE.
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15. ALL CONCRETE SHALL BE CAST IN PLACE.

LEGEND

- 1. 1/2" DIA. REINFORCING BARS
- 2. 1/4" DIA. REINFORCING BARS
- 3. 1/2" DIA. REINFORCING BARS
- 4. 1/4" DIA. REINFORCING BARS
- 5. 1/2" DIA. REINFORCING BARS
- 6. 1/4" DIA. REINFORCING BARS
- 7. 1/2" DIA. REINFORCING BARS
- 8. 1/4" DIA. REINFORCING BARS
- 9. 1/2" DIA. REINFORCING BARS
- 10. 1/4" DIA. REINFORCING BARS
- 11. 1/2" DIA. REINFORCING BARS
- 12. 1/4" DIA. REINFORCING BARS
- 13. 1/2" DIA. REINFORCING BARS
- 14. 1/4" DIA. REINFORCING BARS
- 15. 1/2" DIA. REINFORCING BARS

KEYNOTES

1. 1/2" DIA. REINFORCING BARS
2. 1/4" DIA. REINFORCING BARS
3. 1/2" DIA. REINFORCING BARS
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5. 1/2" DIA. REINFORCING BARS
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12. 1/4" DIA. REINFORCING BARS
13. 1/2" DIA. REINFORCING BARS
14. 1/4" DIA. REINFORCING BARS
15. 1/2" DIA. REINFORCING BARS

SPF:a

1101 N. MAIN STREET, SUITE 1101
P.O. BOX 1101, SUITE 1101
CULVER CITY, CA 90230
STUDIO PAF / PAF & PAF ARCHITECTS

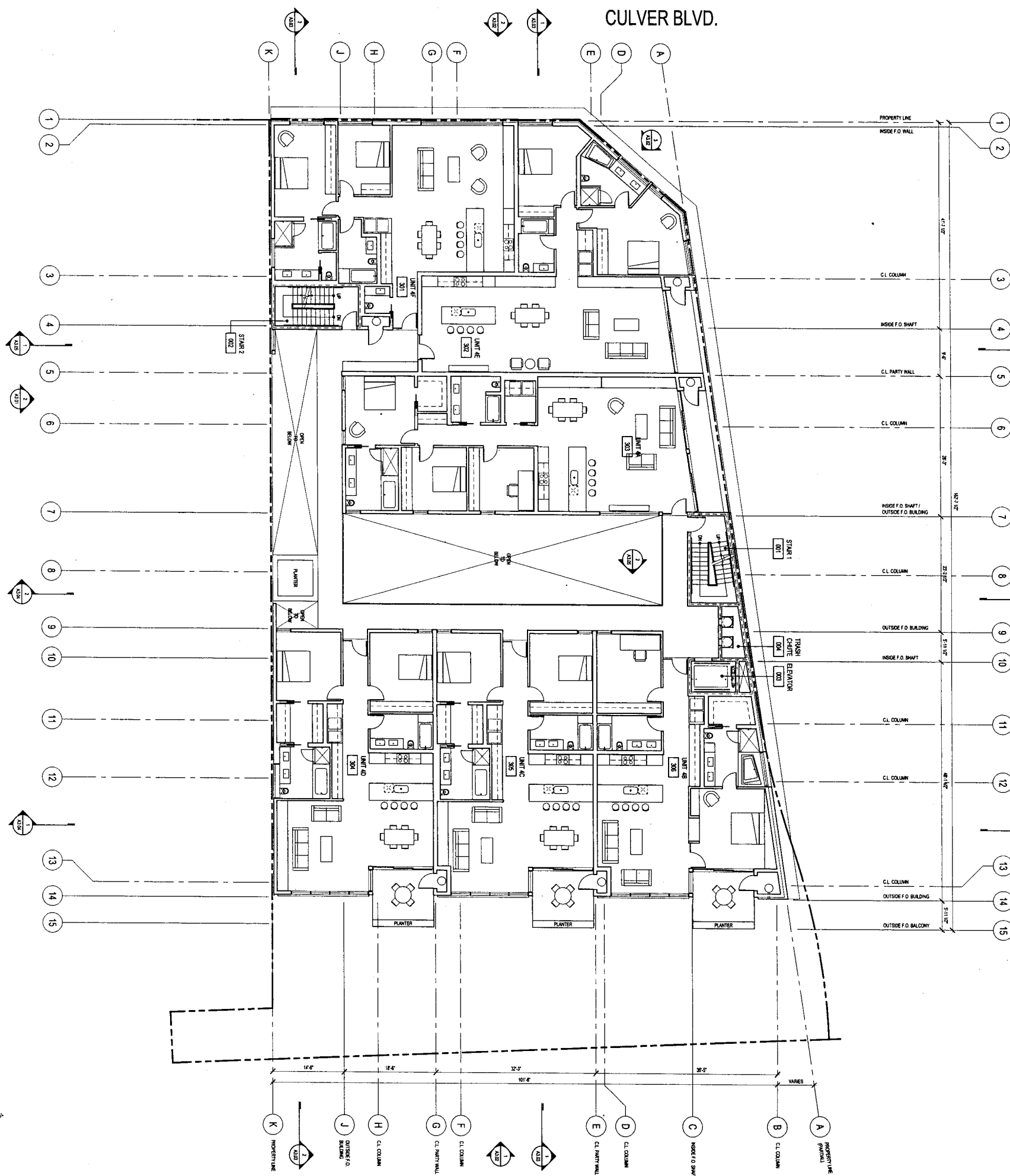
CULVER CONDOS
8800 CULVER BLVD., CULVER CITY, CA 90232
SECOND FLOOR
PLAN

A2.04

PLANNING SUBMITTAL (REVISION)
DATE: APR 2, 2003
BY: [Signature]
PROJECT NO: [Number]
SHEET NO: [Number]
SHEET TOTAL: [Number]
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: [Date]
CITY: [City]
COUNTY: [County]
STATE: [State]

DUQUESNE AVE.

CULVER BLVD.



NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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KEYNOTES

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SPF:a

DATE: 11/11/2010
BY: 11/11/2010
P: 11/11/2010
11/11/2010

Studio P / PAPER ARCHITECTS

CULVER CONDOS
8800 CULVER BLVD., CULVER CITY, CA 90232
THIRD FLOOR
PLAN

A2.05

PLANNING SCHEDULE (REVISED) APR 2, 2010
DATE: 11/11/2010
BY: 11/11/2010
P: 11/11/2010
11/11/2010



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SPF:a
STUDIO PULL / PAPER ARCHITECTS
1017 WASHINGTON BLVD
SUITE 200
SAN FRANCISCO, CA 94108
P 415.551.1882
F 415.551.1883
WWW.SPF.A
STUDIO PULL / PAPER ARCHITECTS

CULVER CONDOS
8900 CULVER BLVD, CULVER CITY, CA 90232
EXTERIOR
ELEVATIONS

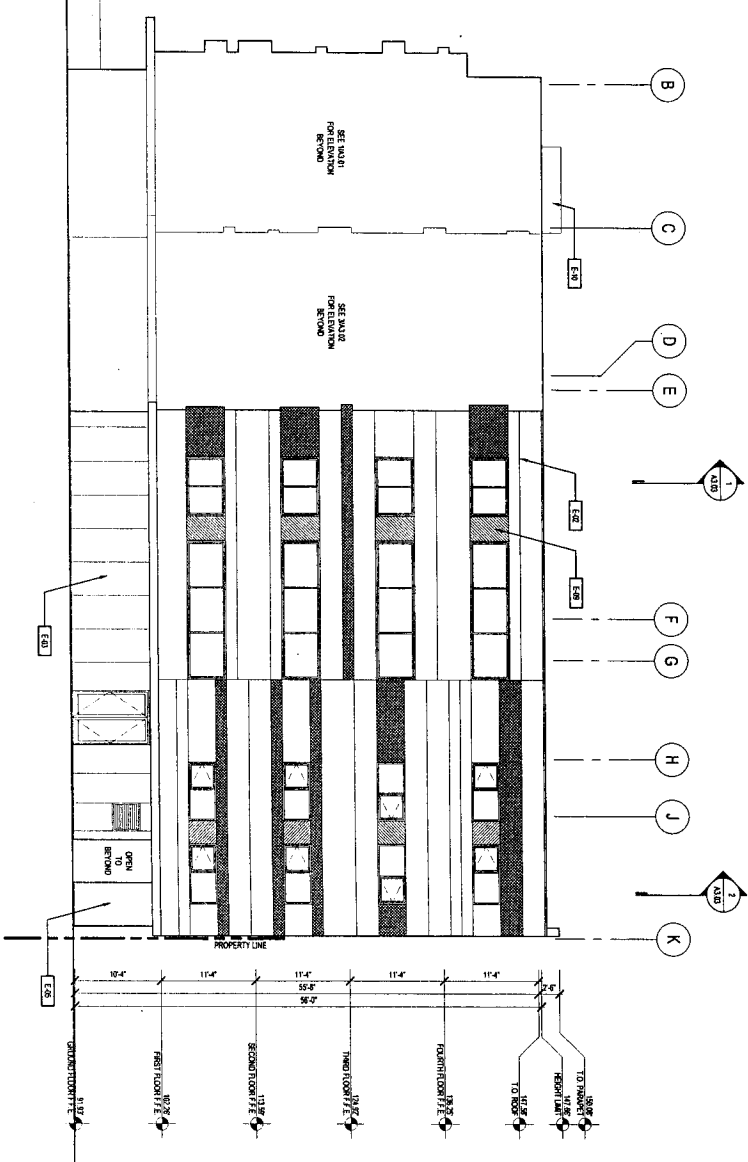
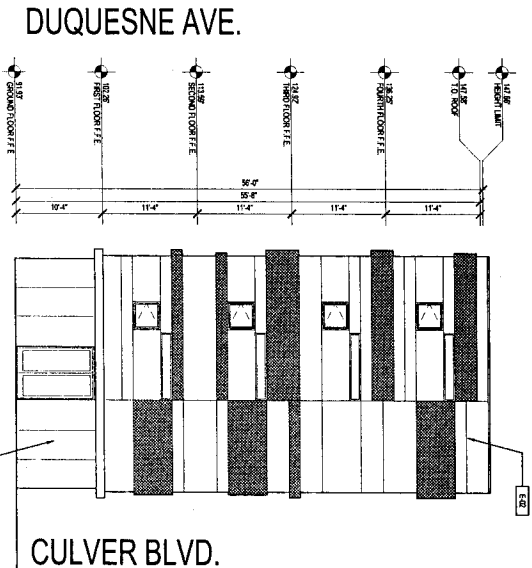
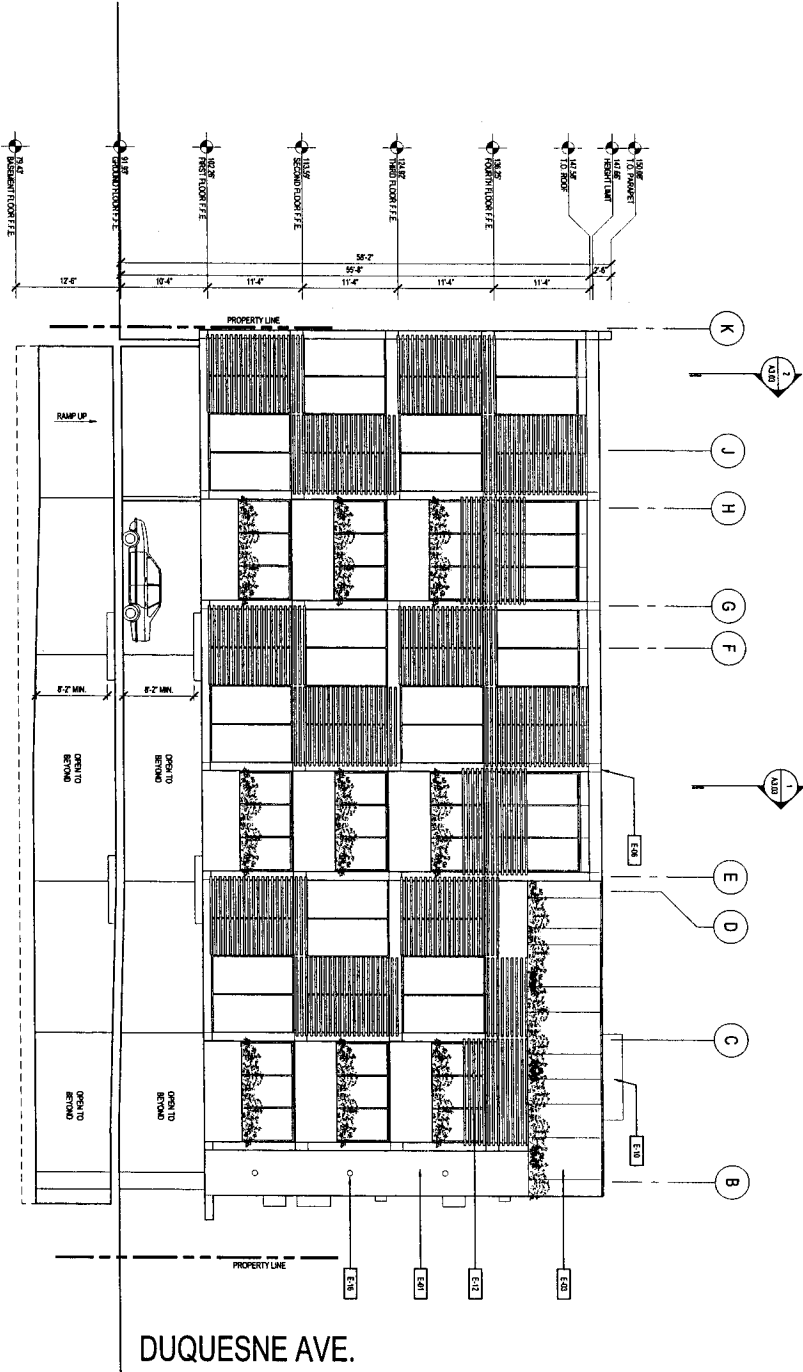
NOTES

LEGEND

- CONCRETE FLOOR
- GLASS CURTAIN WALL
- GLASS BRIDGE PANELS
- WOOD COMPOSITE PANEL
- ALUMINUM PANEL

KEYNOTES

- KEYNOTE 1: CONCRETE FLOOR
- KEYNOTE 2: CONCRETE FLOOR
- KEYNOTE 3: CONCRETE FLOOR
- KEYNOTE 4: CONCRETE FLOOR
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- KEYNOTE 100: CONCRETE FLOOR



3 NORTH-EAST CORNER ELEVATION
SCALE: 1/8" = 1'-0"

2 NORTH ELEVATION FACING CULVER BLVD.
SCALE: 1/8" = 1'-0"

A3.02

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SPF:a
ARCHITECT
1000 CALIFORNIA STREET
SUITE 100
SAN FRANCISCO, CA 94108
P: 415.398.8888
F: 415.398.8889
WWW.SPF.A
Studio 2011 / JENNIFER STEINBERG

CULVER CONDOS
9500 CULVER BLVD., CULVER CITY, CA 90232
EXTERIOR
SECTION
ELEVATIONS

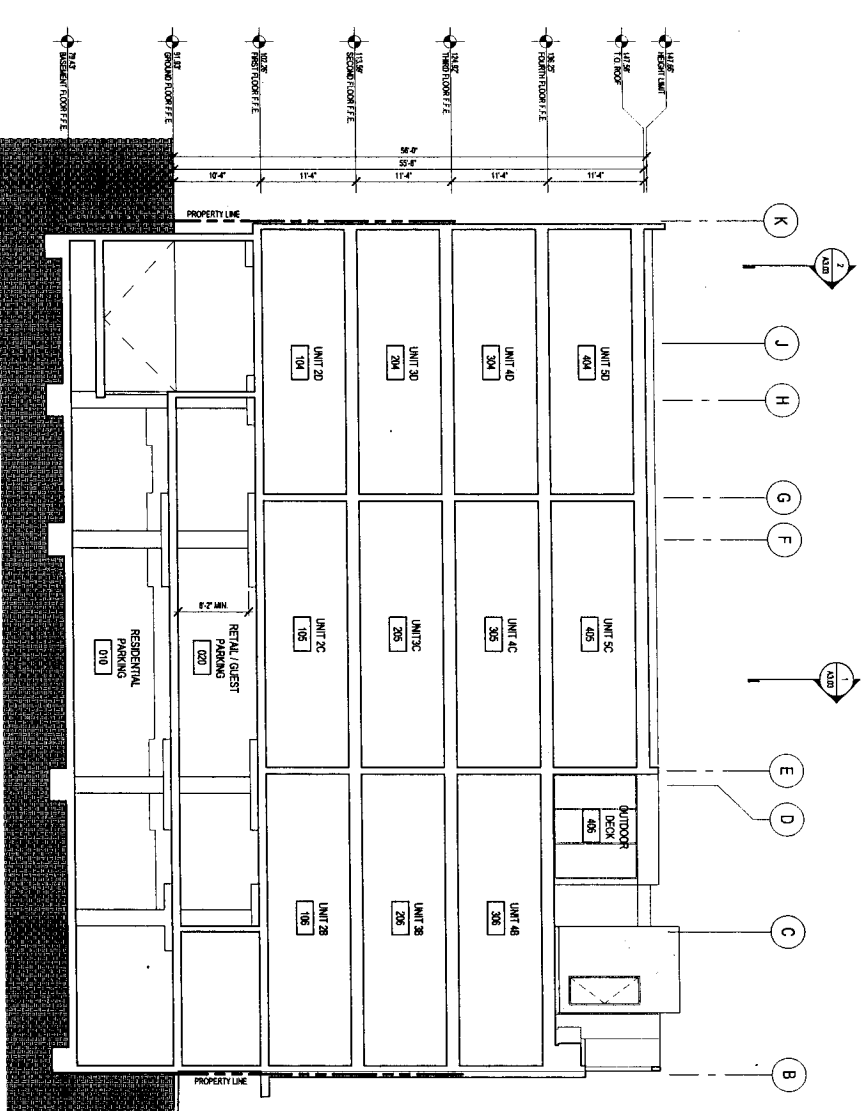
NOTES

LEGEND

- GRASS PAVING
- GRAVEL CURB/CLIFF
- GRAVEL DRIVE SWALE
- WOOD COMPOSITE FLOOR
- ALUMINUM RAIL

KEYNOTES

- [E1] GRASS PAVING
- [E2] GRASS PAVING
- [E3] GRASS PAVING
- [E4] GRASS PAVING
- [E5] GRASS PAVING
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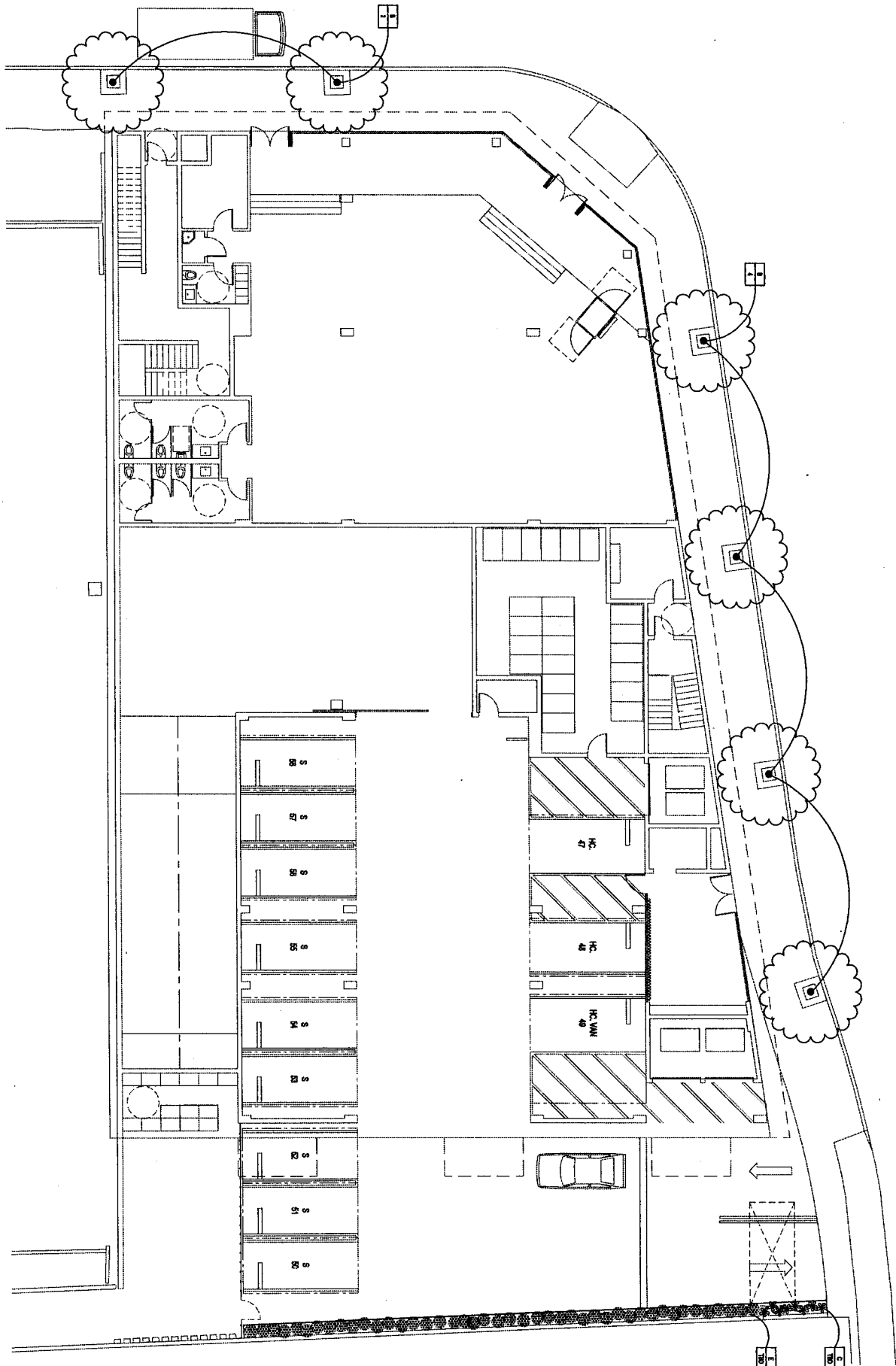


GENERAL NOTES

SP7-8
DATE: 11/15/2011
DRAWN: J. L. LEE
CHECKED: J. L. LEE
DATE: 11/15/2011
PROJECT: CULVER CONDOS
SHEET: 01 OF 01

CULVER CONDOS
8000 CULVER BLVD., CULVER CITY, CA 90232

GROUND FLOOR
PLANTING PLAN



LEGEND

- SHRUB PLANTING
- TREE PLANTING
- GROUND COVER PLANTING
- PLANTING NOTES
- PLANTING SYMBOLS
- PLANTING SCHEDULE
- PLANTING NOTES
- PLANTING SYMBOLS
- PLANTING SCHEDULE



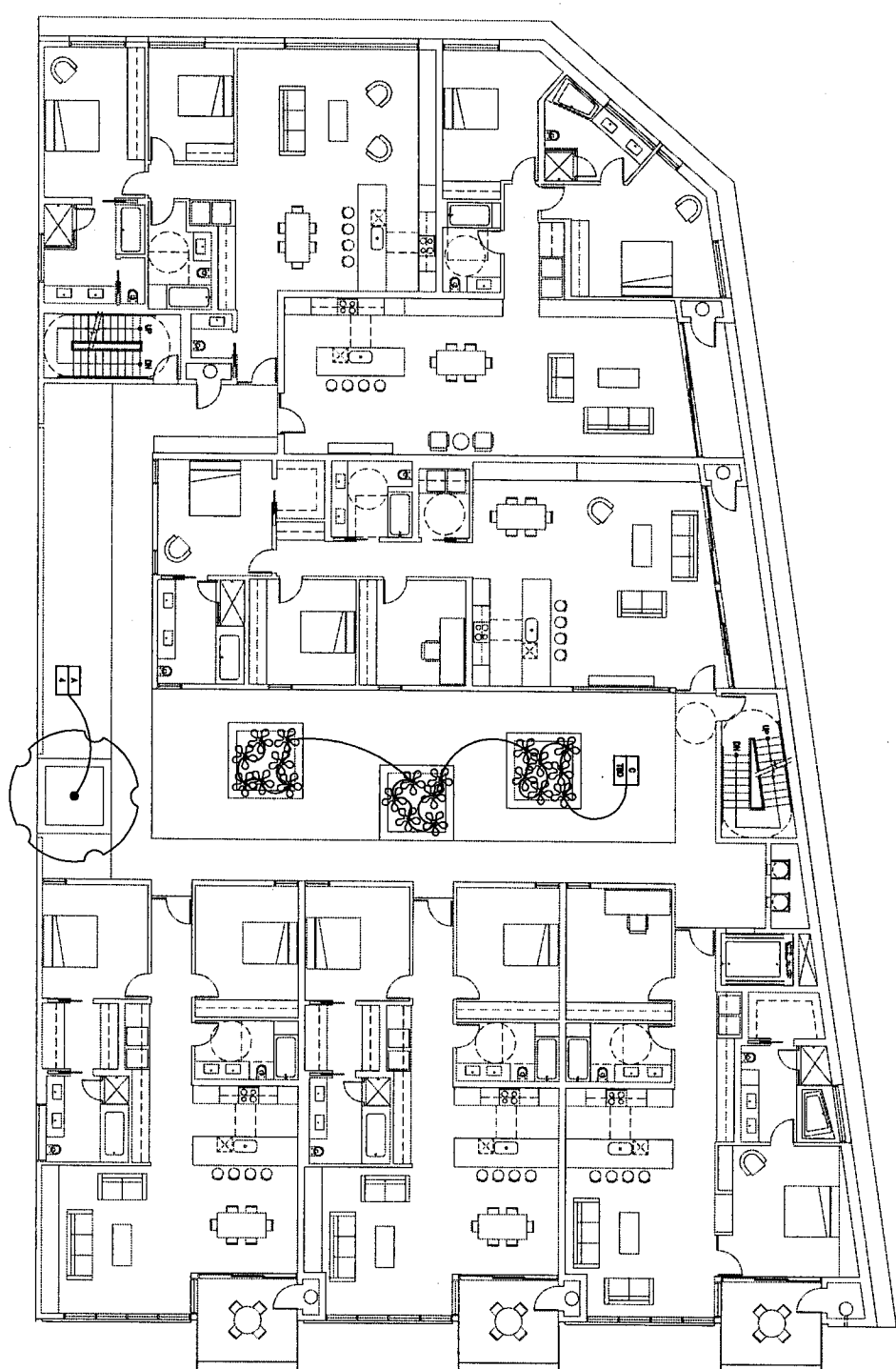
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**FIRST FLOOR
PLANTING PLAN**



L1.02