

Yun, Susan

Planning Commission
Item PH-2

To: Andrew Janko
Subject: RE: Culver Studios expansion plan

Culver Studios

From: Andrew Janko [mailto:ajanko@gmail.com]
Sent: November 18, 2015 4:04 PM
To: Yun, Susan <susan.yun@culvercity.org>
Subject: Re: Culver Studios expansion plan

Thank you. My list is attached. I added a few comments on traffic as the report prepared by Hackman's consultant draws some conclusions that are impossible to believe i.e. zero new trips through the residential neighborhood. Thanks for your help!

- The finding of the Traffic Study that the project will result in no new trips through the residential neighborhood just because of PR and signage is not credible. **A new report should be prepared by an independent consultant to explore this issue further** since the current consultant appears to be ignoring the reality of traffic conditions in the neighborhood.

- There is no physical impediment to prevent trips through the neighborhood by vehicles exiting through Gates 2, 3, and 4 making a right hand turn onto Ince or to prevent vehicles from entering the Ince by making a left hand turn from Ince. Especially it is likely that exiting vehicles will naturally make the easy right hand turn out of the gates into the residential areas rather than drive across a lane of traffic to turn left towards Washington. I have seen this happen currently. Vehicles leaving the studio will turn right on Ince and then get back to Culver/Washington by turning on Lucerne and Irving, taking them past the school, or left towards Higuera.

- How much taller will the new proposed parking structure on Van Buren be than the existing structure? Based on the plan, it appears that it will dwarf all of the surrounding residential structures.

- What will you do to protect the privacy of the surrounding residents? Will there be windows on the sides of the new structure?

- What will be the noise impact of increasing the above grade parking structure from 200 spaces to more than 1,400? How will you handle noise and air pollution from the extra vehicles?

- How will you protect the views and light of the surrounding residents?

- How far will the setbacks be from the property line? How does it compare to the existing setback, given the height of the structure looks like it will approximately triple? As drawn, it looks like adjacent residents as well as those across the street would not even be able to see the sky from their windows unless the setbacks are increased substantially and building height decreased.

- What will be the hours of operation of the expanded parking structure? Will it be limited to normal working hours?

- Can you utilize more off-site parking and more below grade levels rather than going further above grade? Expand the existing below grade structure to more levels and go below grade for the Van Buren structure instead?

~~- Can you utilize valet parking and mechanical stacked parking to reduce the height of the structure by making the space more efficient within its footprint?~~

- Can the existing production vehicle parking location be increased with more levels to offset some of the need for additional above grade parking at Van Buren? This appears largely unutilized from the plan.

- The plan now includes 341 spaces above the required amount. Can you reduce the size of new structure by eliminating these surplus 341 spaces from the Van Buren garage plan?

- Will the Van Buren Gate be utilized for anything other than emergency fire department access? Will there be any increase to traffic on Van Buren place or otherwise near the school?

- How will you prevent noise, odors, etc. from affecting residents by locating your trash compaction and trash storage to the property line, at grade, for the expanded facilities?

- Will the expansion plan create more noise from outside air handlers, compressors, other mechanical components, etc.? Where will these be located? What will you do to prevent the noise from mechanical components from being a nuisance?

- What public amenities are being created that will benefit the nearby residents who are being affected by your expansion plan? Any new public space, publicly accessible retail resources on site, etc.?

Yun, Susan

Planning Commission
Item #1-2
Culver Studios

To: Mike Reynolds
Cc: David LaRose
Subject: RE: The Culver Studios Comprehensive Plan Amendment No. 6

From: Mike Reynolds [mailto:mikereynolds@ccusd.org]
Sent: November 18, 2015 3:17 PM
To: Yun, Susan <susan.yun@culvercity.org>
Cc: David LaRose <davidlarose@ccusd.org>
Subject: FW: The Culver Studios Comprehensive Plan Amendment No. 6

Hi Susan,

In regard to the attached comments, could you please forward them to the Planning Commission together with our request that these specific noise mitigation measures be added as **Conditions of Approval** to the Culver City Studios Comprehensive Plan Amendment No. 6, if they are not already included in the existing conditions? Thank you very much.

Best Regards,

Mike

From: Mike Reynolds [mailto:mikereynolds@ccusd.org]
Sent: Wednesday, November 18, 2015 3:08 PM
To: 'Yun, Susan'
Cc: David LaRose; 'Michael Goldfarb'; 'Jim Suhr'
Subject: RE: The Culver Studios Comprehensive Plan Amendment No. 6

Hi Susan,

After collaborative discussions with Michael Goldfarb and Jim Suhr about potential construction noise mitigation measures, we are submitting the attached comments regarding Culver Studios Comprehensive Plan Amendment No. 6. Thanks!

Best Regards,

Mike

CULVER CITY UNIFIED SCHOOL DISTRICT

COMMENTS IN REGARD TO CULVER STUDIOS COMPREHENSIVE PLAN AMENDMENT NO. 6

November 18, 2015

The Culver City Unified School District asks that demolition, excavation, and heavy construction activities are scheduled by Culver Studios to coincide as much as possible with the District's summer break (which typically is scheduled to begin in Mid-June and end in the latter part of August), during our Spring Break and our Winter Break, on weekends, and on other dates when classes are not in session. For construction activities that take place on days when classes are in session, we ask that high-decibel generating activities occur after school has ended as much as possible (currently on Mondays, Tuesdays, Thursdays, and Fridays at 3:15 pm and on Wednesdays at 1:45 pm).

During the duration of the project, whenever classes are in session, we ask that Culver Studios be required to implement sufficient mitigation measures as may be necessary to prevent project construction noise inside each of the Lin Howe classrooms from exceeding the 35 decibel maximum classroom noise threshold established by the American National Standards Institute (Standard 12.60) as determined in a manner that differentiates construction noise generated by the project from ambient noise otherwise present in the classrooms.

planning commission
item PH-2
Culver Studios

Karl Manheim
4181 Irving Place
Culver City, CA 90232
karl@karl.us

November 18, 2015

Kevin Lachoff, Chair
Culver City Planning Commission
9770 Culver Blvd.
Culver City, CA 90232

Dear Chairman Lachoff:

I write to oppose the Comprehensive Plan Amendment submitted by Culver Studios - item no. 15-416 on the Nov. 18, 2015 Planning Commission agenda. The historic Culver Studios lot is an important part of Culver City's identity. However, as with any large commercial or industrial facility located in a residential neighborhood, it must respect limits imposed by its proximity to homes, children and families. The proposed expansion plan fails to do that.

Summary:

The comprehensive plan amendment, which includes a net addition of 138,997 square feet and 1,408 new parking spaces to Culver Studios, is projected to generate over 1,500 new vehicle trips each day. Some of these will traverse local streets in the already overburdened downtown residential neighborhood. It does not appear that the traffic and noise studies considered impact on those streets, specifically Van Buren Place and Irving Place, immediately southwest of the project. This is problematic because increased traffic in close proximity to Linwood E. Howe Elementary School on Irving Place poses a potential threat to children. Streets adjacent to the project are already unable to accommodate school-related traffic. Additional vehicle trips will make a bad situation worse.

Culver City is lucky to have a fabulous administrative staff and I have nothing but the highest regard for them. However, even they were unable to get critical documents to interested parties in time for meaningful review. The completed Comprehensive Plan Amendment and the Environmental Impact Analysis were not filed with the Planning Department until Thursday, Nov. 12. As a result, the Planning Commission agenda containing the 1,185 page Staff Report and supporting documents were not emailed to residents until Monday morning.¹ Giving interested parties, as well as the Commission itself, only 2 business days (3 if you count the previous Friday when City Hall was closed) to read and comment is simply inadequate. If the proposal is not rejected, it should be tabled for 90 days to allow for meaningful public comment.

¹ A link provided on Thursday night did not function. The package exceeds 1,185 pages since the agenda did not include critical documents (e.g., Noise Study, available only at the counter).

Background:

1. "Culver City derives its strength and stability from its tree-lined residential neighborhoods."² Accordingly, the very first objective of the General Plan is to:

"Protect the City's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards, which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions)."³

2. Another prime objective of the General Plan is to reduce commuter traffic in residential neighborhoods.⁴ Higher levels of allowed density defeats that by increasing traffic on local streets, especially intrusion of traffic into residential neighborhoods.⁵

3. Culver City residents and officials have been concerned about overdevelopment in downtown for a quarter-century. A City-sponsored Charette in 1991 supplied warnings and recommendations to the Redevelopment Agency that included:⁶

- because of the confusing configuration of downtown streets and intersections, the "character of downtown is more heavily influenced by traffic consideration than would ordinarily be the case"
- "it is not recommended, for instance, that stores be oriented to a regional market in any significant way;"
- "that Irving Place be closed to through traffic south of Culver" to "reduce the amount of traffic passing through the abutting neighborhood;"
- "reconfigur[ing] Van Buren [so that] through traffic would be diverted away from the residential blocks just south of the business district;"

4. The Downtown Culver City Streetscape and Transportation Design (1991) set a goal to mitigate traffic in the local neighborhood.⁷ When Town Plaza was proposed, a Revised Draft Supplemental Environmental Impact Report noted that Irving Place had a weekday Average Daily Traffic (ADT) count of 700.⁸ With Town Plaza, the Irving/ Culver/Washington intersection was projected to deteriorate from Level of Service (LoS) "A"

² Culver City General Plan, July, 1996, Land Use Element, p. LU-26

³ Id. Policy 1.B

⁴ Culver City General Plan, July, 1996, Circulation Element, p. C-5.

⁵ Id. at C-8

⁶ Id. at 19.

⁷ Nov, 18, 1991.

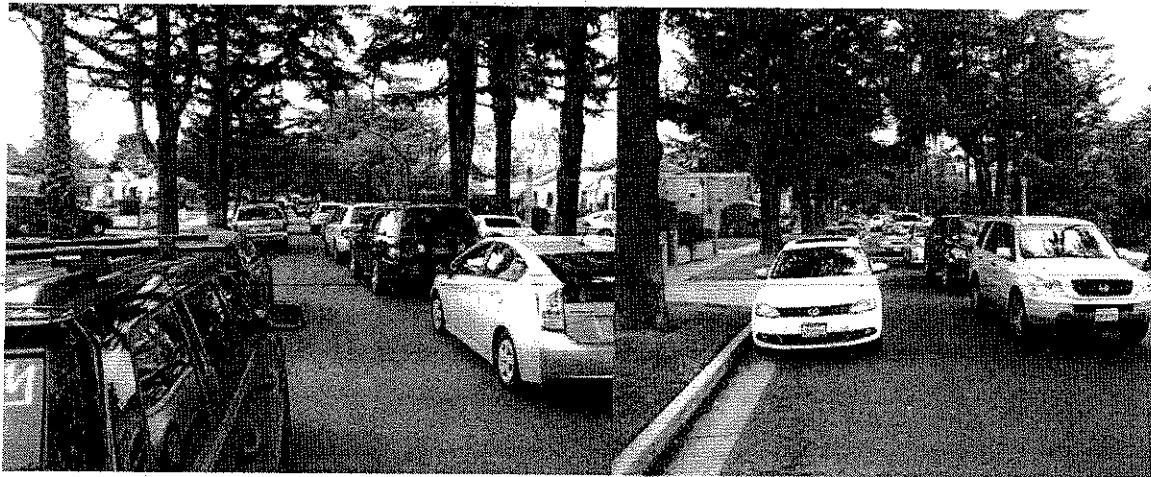
⁸ Revised DSEIR, Nov. 10, 1998, p. 44.

to LoS "E" (high delays, high cycle lengths and saturation).⁹ Irving Place was projected to have an ADT of 750.¹⁰ "Mitigation measures [were] determined to be infeasible."¹¹

5. The Town Plaza project was scaled back in 1998 due to environmental concerns and opposition from the adjoining neighborhood. The revised plan eliminated the proposed Irving/Van Buren parking structure, so as to reduce traffic impact. It is ironic that the Culver Studios' project reintroduces those traffic impacts to the neighborhood.

6. Notwithstanding downsizing, traffic estimates in the Town Plaza planning documents have proven to be understated. Rather than a maximum projection of 750 vehicle trips per day on Irving Place, current traffic is now far greater than that.¹² There have been no recent traffic counts on these streets despite substantial new development.

7. Not only has Irving Place – a designated "local street" – already been transformed into a thoroughfare, it poses a real safety hazard at certain times of the day. The pictures below show how Irving Place backs up during drop-off and pickup times at Linwood E. Howe School.¹³ Because it is a one-way street, there is no other exit for homes on the street and no way for emergency vehicles to reach local residences.



1/5 mile backup on Irving Place during morning rush hour¹⁴

⁹ Id. at 63.

¹⁰ Id. at 71. See also RDSEIR Traffic and Parking Study, Nov. 1998, p. 97.

¹¹ DSEIR at 86.

¹² See 2007 Traffic Study for 4043 Irving Place. Figure 5 shows 640 peak hour vehicle trips south of Braddock Dr. If the other 21.5 hours were added in (not actually measured), it would surely bring the ADT above 750. Moreover, the 2007 study was conducted during a reduced school week with "less attendance than a typical school week." Id. p. 9.

¹³ 80% of the 560 students at Linwood E. Howe are driven to and from school each day.

¹⁴ Picture taken on 3/7/13. Looking north towards the school and south towards Farragut.

The City's Traffic Engineer, Gabe Garcia, confirms that adding vehicle trips will magnify the congestion and danger.¹⁵ This is not simply a matter of inconvenience to local residents, although it is surely that, but a genuine health and safety matter. That does not appear to have been considered in the Plan Amendment documents.

Culver Studio Expansion

8. One-Way Nightmare. Traffic in the downtown neighborhood is exacerbated by the fact that most local neighborhood streets are one-way. Getting to one's destination often requires additional travel to navigate the complex circulation pattern. Even before that pattern was established, it was noted that downtown Culver City's "configuration results in confusing and conflicting movements for vehicles."¹⁶ With one-way streets, the situation is now far worse. It is reasonable to expect that some of the nearly 2,000 daily vehicle trips to or from Culver Studios will encounter the one-way maze in the downtown neighborhood, thereby compounding an already serious problem. The streets adjacent to the project site are characterized as "local streets," rather than feeder streets, collectors or arteries.¹⁷ Even feeder streets, such as Ince Blvd., are "not designed to attract traffic traveling through the neighborhood."¹⁸ Yet, the three new office buildings and proposed 8-level 56-foot high parking structure will do just that.

9. Lack of Data in Traffic Study. Some of the traffic counts are derived using data that is more than 6 years old. The update formula (1% increase/year) assumes that the Westside is still in economic recession. Anyone who has driven in Culver City or Los Angeles in recent years has experienced first hand much greater traffic growth. The data is deficient in another respect. Although the "study area" purportedly includes the downtown neighborhood area, no analysis was done of residential streets to the west of the project. Most significantly, there are no traffic counts or projections for Van Buren Place, which borders Culver Studios or Irving Place, the next street over.¹⁹ The last count of vehicles on Irving Place was done in 2007, before downtown was built out. That was only a partial study, but still showed traffic on Irving exceeding the 750 originally projected with Town Plaza.²⁰ There is simply no way of assessing the impact of the Culver Studios expansion without a serious traffic study of adjacent streets. It is also odd that Culver City's traffic engineer was not consulted on the Culver Studios expansion.²¹

¹⁵ Meeting with Gabe Garcia, Nov. 11, 2015.

¹⁶ Culver City Downtown Charette, March 1991, p. 4.

¹⁷ Id. at C-10

¹⁸ Id.

¹⁹ Irving place is included in the Street Characteristics table, but not in any traffic analysis, current or projected. See Transportation Analysis Report, Sept. 2015, p. 7, and Tables 12-13. Van Buren Place is not included in the report at all.

²⁰ Supra, n. 12.

²¹ Meeting with Gabe Garcia, Nov. 11, 2015.

10. Traffic Study Undercounts Traffic from Related Projects. Critical for any evaluation of traffic impact is consideration of cumulative traffic from pending projects nearby. The traffic study lists 31 nearby related projects and estimates the vehicle trips they will generate. The estimates are not documented and differ significantly from estimates given in other traffic studies. Parcel B – across the street from Culver Studios – seems to be the most glaring inconsistency. The Traffic Study estimates it will generate 3,702 vehicle trips per day. But, the Draft EIR Cumulative Impact report for LAX expansion gives a count of 6,340 vehicle trips per day for Parcel B.²² This is not an isolated instance. At least 5 other estimates given for related projects are lower than those prepared by other cities.²³ The Intersection Level of Service analysis (Table 9) projects a better LoS for the Washington/Culver/Irving intersection with the project than had previously been determined without the project.²⁴ The Traffic Study makes no effort to justify, must less explain, its lower projections.

11. Traffic Study Fails to Consider Access to Nearby Facilities. The traffic study looks at some affected streets and intersections and suggests mitigations to offset unacceptable consequences such as degraded LoS. Thus, for instance, significant queuing is expected at the intersection of Ince and Washington Blvds., for which mitigation is proposed. But it is not clear how extending the westbound left-turn lane on Washington at Ince will alleviate egress blockage (which is already severe) from the Ince parking structure. Anyone who has tried to exit from Trader Joe's onto Washington on a weekday afternoon knows first hand how difficult that maneuver already is.

12. Noise Impact on Neighboring Streets. The Nov. 5 Van Buren Garage Sound Analysis Report²⁵ projects a Community Noise Equivalent Level (CNEL) at adjacent residences of 55-60. This is right at the boundary of unacceptable levels for residential neighborhoods. The CNEL measurement was designed for airports. Does this mean that so long as Culver Studios is no louder than an airport, it triggers only a negative declaration. It should also be noted that ambient noise measurements done near Linwood E. Howe School were taken on July 13, 2015, when the school was not in session. Adding school-related noise (such as children playing and school traffic) into the equation could very well produce a CNEL above 60. CNEL is an average. The Noise Study indicates dBA levels above 60 were detected at the school,²⁶ which are estimated to increase by 5 dBA with the project.²⁷ Given all these factors, it is likely that actual CNEL will be in the un-

²² LAX Draft EIR Cumulative Impact, March 2014, Table 3-2. The LAX report assumes the same usage and square footage as the Culver Studios Traffic Study does.

²³ See, e.g., Transportation Study for the Century City Project, Sept. 2012, Table 7, p. 76.

²⁴ Compare Table 9 (projecting LoS of D) with the Revised Draft Supplemental Environmental Impact Report for Town Plaza, Nov. 10, 1998, p. 63 (LoS E - high delays, high cycle lengths and saturation).

²⁵ This critical report is not included in the Commission Agenda packet nor available online.

²⁶ Noise Study, Table 3.

²⁷ Id. at 3-2.

acceptable range. Also, there was no sound study done for Irving Place.²⁸ While that street is further from the garage and studio, it may have a higher ambient noise level because it now operates as a through street. But we don't know. Nor did the Noise Study consider increased traffic on Irving due to the studio expansion. It is in residential neighborhoods where vehicular noise has its most profound effect on the quality of life. Also, one can only speculate how many times a day (or night, since the garage is open 24 hours a day, 7 days a week) theft alarms will be activated on one or more of the 1,883 cars parked in the Van Buren Garage located in the middle of a residential neighborhood. "Noise" is not even indicated as a potential environment effect.²⁹

13. Proposed Mitigation Is Inadequate. The proposed mitigation to otherwise significant environmental effects is mostly limited to revising one intersection in Culver City, a few in Los Angeles and some landscaping.³⁰ This is curious given that increased traffic is not the only adverse consequence of the project. For instance, the MND states that the project will "substantially degrade the existing visual character or quality of the site and its surroundings."³¹ It is not obvious how restriping a few intersections and architectural devices will mitigate that impact. Visual sight line impacts are minimized in the MND by limiting its discussion to the "view-scape along the Ince Boulevard portion of the site," thereby ignoring how 56' high structures (30' higher than currently; 69' with architectural elements) will visually impact the residential neighborhood on the other side of the studio.³² Also, apparently, blocking air and light for neighboring homes is not a significant impact.³³

14. Maximum Height Limit of 56 Feet. Culver City voters amended the Zoning Code by initiative (Measure 1) in 1990 to impose a 56-foot height limit on structures in the city. The limit applies to the Culver Studios.³⁴ It was previously argued that the limit did not apply to projects approved by the Redevelopment Agency. However, that agency no longer exists. Therefore, the loophole, if it ever existed, no longer applies. Another exception is stated in §17.250.025(c)(4) for "architectural features," which are allowed to project an additional 13.5 feet above the building's roof-line. However, that section is contrary to Measure 1, which contained no such exception and covered all "structures."

²⁸ See MND at 35, describing the locations where noise measurements were taken. It is also unclear whether the sound study for Van Buren Place includes projections for increased vehicular traffic. See Sound Analysis at 4.1 (suggesting predicted values only for vehicles in the garage).

²⁹ MND at 5.

³⁰ Other mitigations are proposed for impacts (e.g., hazardous waste) that are not relevant to this comment.

³¹ Id. p. 6.

³² There will be improvements to the west façade and ground level at Van Buren Garage, but there's no escaping the fact that 56-69' high structures will tower over that street.

³³ Id. at 8. The common law called this the "ancient lights" right.

³⁴ Measure 1, §3 amended §37-64 of the zoning code, now §17.250.015, which reads: "No structure within the S zoning district shall exceed a height of 56 feet (This provision is as approved by Initiative Ordinance No. 90-0131/2 adopted April 17, 1990, or as may be amended)."

Measure 1 was designed just for this purpose, to prevent tall structures, of whatever kind, from interfering with access to air and light.³⁵

15. Other Studio Expansion Efforts. A Comprehensive Plan Amendment proposed by Sony Studios two decades ago also triggered concerns about traffic. Studio expansion drew significant opposition from residents, the Governor's Office, DOT, SCAQMD, RTD, the City of LA and others.³⁶ Los Angeles noted that 36 intersections and local streets would be impacted by expansion. As a result "LADOT has determined that the proposed Sony Studios Comprehensive Plan cannot adequately mitigate its project-related impacts...."³⁷ In response, a Vehicle Miles of Travel (VMT) Reduction Conformity Analysis was done and submitted to the City. The City declined to accept the VMT formulas proposed by the Southern California Association of Governments and came up with its own estimates.³⁸ Nonetheless, the City's Reduction Needs Analysis included the following mitigation measures:

- Shuttle Services (VMT reduction of 5-10%)
- Transportation Demand Management (VMT reduction of 30%)
- Business Trip Reductions (VMT reduction of 5%)³⁹

"The mitigation package was designed to reduce all project traffic impacts to a level of insignificance."⁴⁰ However, rather than the prediction that "VMT reductions would more than be achieved,"⁴¹ it appears that either the mitigation measures have not been implemented or have failed to meet their predicted success.

Conclusion

For the foregoing reasons, it is respectfully submitted that the Modified Comprehensive Plan Amendment # 6 should be rejected, or referred back to the proponent and staff for further analysis, and to allow more informed public comment.

cc: Susan Yun, Culver City Planning Division

³⁵ Cf. *Pacifica Homeowners' Ass'n v. Wesley Palms Ret. Cmty.*, 178 Cal. App. 3d 1147, 1152 (Cal. App. 4th Dist. 1986) ("Local governments may also protect views and provide for light and air through the adoption of height limits").

³⁶ See Draft EIR Response to Comments, July 15, 1992.

³⁷ Id. at 10-84

³⁸ Id. at 10-50

³⁹ Id. at 10-53, 10-55.

⁴⁰ Id. at 10-68

⁴¹ Id. at 10-58.

Yun, Susan

From: Andrew Janko <ajanko@gmail.com>
Sent: October 30, 2015 6:02 PM
To: Yun, Susan
Subject: Culver Studios expansion plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Susan, I am writing to express my concern about the impact of development project recently proposed by the Culver Studios, particularly with regard to increasing the height of the parking structure on Van Buren to 6 levels above grade from what is only I think 2 levels today, this will completely block the light and views of houses that would now be in the shadow of the new buildings.

In addition, putting nearly 1,900 parking stalls and an additional 180,000 sf of offices in the middle of a residential neighborhood with many small and one way streets, where people enjoy walking, biking, and walking their children to the elementary school seems like an unfair impact on the quality of life in the community in terms of the additional vehicle traffic that will result from the expansion.

Thank you,
Andrew

Yun, Susan

From: Karl Manheim <manheimk@gmail.com> on behalf of Karl Manheim <karl@karl.us>
Sent: November 07, 2015 4:21 PM
To: Yun, Susan
Subject: Comprehensive Plan Amendment No. 6

Susan:

I am hoping to attend the public meeting on the Culver Studios application to amend the Comprehensive Plan. In preparation for that, I've been trying to find the 3 documents referenced in the notice; namely the Comprehensive Plan Major Modification, the Historic Preservation Certificate of Appropriateness and the Mitigated Negative Declaration. However, I couldn't find any of them on the culvercity.org website. Could you kindly point me in the right direction to find those 3 documents. Alternatively, you can email them to me at this address.

Thank you so much.

best regards,
Karl Manheim

Yun, Susan

From: Mike Reynolds <mikereynolds@ccusd.org>
Sent: November 09, 2015 7:53 AM
To: Yun, Susan
Cc: David LaRose
Subject: The Culver Studios Comprehensive Plan Amendment No. 6

Hi Susan,

As I shared during my meeting with the Culver Studio representatives, our primary concern with Amendment No. 6 is the prospect of construction noise reaching our classrooms and our child development rooms at our Linwood E. Howe Elementary School. As I mentioned in my meeting with them, it takes a surprisingly small amount of construction noise to disrupt the educational programs in our classrooms.

As I also discussed with them, it would thus be very helpful if the demolition, excavation, and heavy construction activities could coincide as much as possible with our summer break; which typically runs from mid June to late August. This summer, for example, regular instruction in our classrooms ended on June 13th and will reconvene on August 24th.

During my meeting with them, Culver Studios also suggested that they could use a "Sound Blanket" concept to further assist in mitigating construction noise, particularly when our classes are in session during the regular school year, therefore we would like to see this become a requirement for the project.

If I can provide further information on this or other topics, please let me know, as I would be glad to do so at any time. Thanks again!

Best Regards,

Mike Reynolds
Assistant Superintendent, Business Services
Phone: (310) 842-4220 Ext. 4226

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Yun, Susan

From: Kristen Pawling <kristenmtpawling@gmail.com>
Sent: November 10, 2015 4:16 PM
To: Yun, Susan
Subject: Culver Studios traffic analysis

Hi Susan,

I'm a resident and live right by the area for the proposed Comp Plan amendment for the Culver Studios. I see that the staff report is supposed to be out tomorrow. If the staff report doesn't include the traffic analysis, I'd appreciate you sending that over.

Thanks,

Kristen Pawling