

MEETING DATE:

11/05/07

AGENDA ITEM:

Consideration of: (1) Approval of an *Addendum to the Culver City Redevelopment Plan Amendment and Merger Final Subsequent Environmental Impact Report*; (2) a Twelfth Amendment to the Corporate Pointe Disposition and Development Agreement for the Development of 700 Corporate Pointe; and (3) an Amendment to the Corporate Pointe Design For Development.

ATTACHMENTS

	<u>Pages</u>
1. Sample Public Notification, dated October 22, 2007	1
2. Twelfth Amendment to the Disposition and Development Agreement	2-77
3. Amendment to the Corporate Pointe Design for Development	78
4. Addendum to the Environmental Impact Report for the Culver City Redevelopment Project	79-149

October 22, 2007

Attachment 1

RE: 700 Corporate Pointe, Culver City

Dear Interested Party:

Culver **CITY**

This letter is to notify you that Culver City Redevelopment Agency ("Agency") has scheduled for its meeting on **November 5, 2007**, consideration of a 12th Amendment to the Disposition and Development Agreement, which has been in effect for, and guided development of, the Corporate Pointe business park since 1981. If the 12th Amendment and related documents are approved by the Agency, then the proposed developer, IDS Real Estate Group intends to complete its purchase of the site, designated as 700 Corporate Pointe, from the current property owner, and apply for a building permit to construct the final parking structure and office building planned for Corporate Pointe.

The meeting will be held in the **City Hall Council Chambers** at 9770 Culver Boulevard at **7:00 p.m.** Other items may precede this item on the agenda. Free parking is available in the garage, which is entered from Duquesne Avenue. The Council Chambers is an accessible building.

Copies of the staff report will be available at the office of the Redevelopment Agency after October 31, 2007, and on the City's website at www.culvercity.org. If you have any questions related to this item please call me at (310) 253-5767.

Sincerely,



John Fisanotti
Redevelopment Project Manager

cc: Chair and Members of the Agency
Jerry Fulwood, Executive Director
Sol Blumenfeld, Assistant Executive Director
Todd Tipton, Redevelopment Administrator

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TWELFTH AMENDMENT
TO THE
DISPOSITION AND DEVELOPMENT AGREEMENT
BETWEEN
THE CULVER CITY REDEVELOPMENT AGENCY,
BAY STREET NUMBER TWENTY-NINE, LTD.,
AND
IDS REALTY JV, LLC

Attachment 2

This TWELFTH AMENDMENT (the "Twelfth Amendment") is entered by and between the CULVER CITY REDEVELOPMENT AGENCY, a public body, corporate and politic (the "Agency"), BAY STREET NUMBER TWENTY-NINE LTD., a Delaware corporation ("Bay Street 29"), and IDS REALTY JV, LLC, a Delaware limited liability company ("IDS"). This Twelfth Amendment is entered into with reference to the following facts:

A. On or about July 27, 1981, Agency entered into a Disposition and Development Agreement ("Original Agreement") with a joint venture consisting of Edward C. Ellis Company and Bramalea, Ltd. The joint venture which was party to the Original Agreement and/or its successors under the Agreement (except for Bay Street 29, BAY STREET NUMBER THIRTY LTD., a Delaware Corporation ("Bay Street 30") and SYMANTEC CORPORATION, a Delaware corporation ("Symantec")) is referred to hereinafter as "Bramalea". The Original Agreement was subsequently amended by that certain Amendment to the Disposition and Development Agreement between Agency and Bramalea dated as of October 26, 1981 (the "First Amendment"), that certain Second Amendment to the Disposition and Development Agreement dated as of December 17, 1981 between Agency and Bramalea (the "Second Amendment"), that certain Third Amendment to the Disposition and Development Agreement between Agency and Bramalea dated as of January 17, 1983 (the "Third Amendment"), that certain Fourth Amendment to the Disposition and Development Agreement between Agency and Bramalea, dated as of April 18, 1983 (the "Fourth Amendment"), that certain Fifth Amendment to the Disposition and Development Agreement between Agency and Bramalea dated as of September 6, 1983 (the "Fifth Amendment"), that certain Sixth Amendment to the Disposition and Development Agreement between Agency and Bramalea dated as of April 17, 1983 (the "Sixth Amendment"), that certain Seventh Amendment to the Disposition and Development Agreement between Agency and Bramalea dated as of May 21, 1983 (the "Seventh Amendment"), that certain Eighth Amendment to the Disposition and Development Agreement between Agency and Bramalea dated as of November 10, 1986 (the "Eighth Amendment"), that certain Ninth Amendment to the Disposition and Development Agreement between Agency and Bramalea dated as of September 8, 1987 (the "Ninth Amendment") and that certain Tenth Amendment to the Disposition and Development Agreement among Agency, Bay Street 29 and Bay Street 30 dated as of January 15, 2003, (the "Tenth Amendment") and that certain Eleventh Amendment to the Disposition and Development Agreement among Agency, Bay Street 29, Bay Street 30 and Symantec Corporation, a Delaware corporation ("Symantec") dated as of December 20, 2004 (the "Eleventh Amendment"). The First Amendment, the Second Amendment, the Third Amendment, the Fourth Amendment, the Fifth Amendment, the Sixth Amendment, the Seventh Amendment, the Eighth Amendment, the Ninth Amendment, the Tenth Amendment, the

L.

Eleventh Amendment, and this Twelfth Amendment shall hereinafter collectively be referred to as the "Amendments." The Original Agreement, as amended by the Amendments, is referred to herein as the "Agreement."

B. Pursuant to the Agreement, Bramalea was to acquire from Agency and develop certain real property in the City of Culver City (the "City") defined in the Agreement and herein referred to as the "East Parcel." Bramalea acquired but has never developed the East Parcel as more specifically defined and shown in Attachment No. 1. The Agreement provided for Bramalea to develop on the East Parcel approximately 282,740 square feet of gross building space (exclusive of a parking structure) for office and related uses.

C. In order to develop the East Parcel, Bramalea borrowed the funds (the "Loan") from Bank of Montreal ("Bank"). The Loan was secured by a deed of trust on the East Parcel (the "Deed of Trust"). By making the Loan, the Bank became (and remained as of the date of the Tenth Amendment) a "holder" entitled to all the rights afforded to "holders" under the Agreement.

D. On or about August 31, 1994, Agency gave Bramalea a default notice pursuant to Section 501 of the Agreement based on Bramalea's failure to develop the East Parcel within the time specified in the Agreement, which defaults Bramalea disputed and which defaults were not cured. On or about August 4, 1995, and pursuant to Section 512 of the Agreement, Agency recorded against the East Parcel a Notice of Exercise of Power of Termination and Notice of Failure to Proceed with Construction recorded as Instrument Number 95-1275019 (collectively, the "Notices") in the office of the County Recorder of Los Angeles County. Pursuant to the Tenth Amendment, Agency rescinded the Notices through recordation of a quit claim deed recorded as Instrument Number 03-0632020.

E. At various times during the intervening years between Agency filing the Notices and the present, Agency and the Bank entered discussions with numerous individuals and entities to replace Bramalea and develop the East and West Parcels.

F. Bramalea failed to repay the Loan within the time specified in the agreements between the Bank and Bramalea and, as a result, the Bank recorded a Notice of Default with respect to the Loan and Deed of Trust on or about June 14, 2002.

G. In reliance on and subject to the Tenth Amendment, the Bank exercised its foreclosure remedies under the Deed of Trust and other documents related to the Loan (the "Foreclosure"). The Foreclosure included an instruction from the Bank to the trustee ordering the trustee to prepare and record trustee's deeds that vested title to the East Parcel (as defined in the Agreement) in Bay Street 29 (which took title as "Bay Street 29, Inc.").

H. Pursuant to the Eleventh Amendment, any further amendment to the Agreement related to the East Parcel, which does not create any obligations or rights as to either or both Bay Street 29 or Bay Street 30, will be effective if signed by Agency and the then fee owner(s) of the East Parcel.

I. On November 1, 2005, Bay Street 29 entered into a purchase and sale agreement with IDS for IDS to purchase the East Parcel and, pursuant to that agreement and the Tenth Amendment, IDS must use reasonable diligent efforts to enter into an agreement with Agency which includes a schedule of performance ("SOP") and a scope of development ("SOD") for the East Parcel.

J. Pursuant to Condition "J" of that certain Resolution 87-P034 of the Planning Commission of the City of Culver City, California, approving site plan review, SPR No. 87-09, to construct two, twelve-story office buildings and a two-phase parking structure with retail space at 501, 600 and 700 (which parcels are now referred to as 600, 601, 700 and 701) Corporate Pointe in the Commercial (C-3) zone ("Resolution 87-P034"), and modified by the City's Conditional Approval of Minor Modifications, dated July 10, 2002 signed by Linda Tatum, Planning Manager ("Project Land Use Entitlements") and Section 2.2 (a) of that certain Declaration of Covenants, Conditions and Restrictions Corporate Pointe Tract 33152 Culver City, California dated as of [July 6], 1983 and recorded in the Official Records of Los Angeles County (the "Official Records") on August 1, 1983 as Instrument No. 83-882633 (as amended, the "CC&Rs"), Arden Realty Finance, LLC, a Delaware limited liability company ("Arden") constructed a free standing parking structure (the "600 Parking Structure") on the 600 Corporate Pointe Property containing 1,010 parking spaces, which services the parking needs of the existing office building located on the 600 Corporate Pointe Property (the "600 Office Building").

K. Pursuant to Resolution 87-P034 and Section 2.2(c) of the CC&Rs, IDS intends to construct the 700 Office Building and the second phase parking structure (the "700 Parking Structure") on the East Parcel contiguous with the existing 600 Parking Structure, which structures shall together form an operationally-combined parking structure. Such operationally combined parking structure is referred to herein as the "Combined Parking Structure".

L. On or about December 12, 2006, Bay Street 29 and Arden entered into that certain "Parking Development and Reciprocal Easement Agreement (600/700 Corporate Pointe)" ("Parking Agreement") for the construction of the 700 Parking Structure and the operation of the Combined Parking Structure.

M. IDS intends to, and has the financial support and capacity and development experience to, successfully develop and operate the East Parcel with a development (consistent with the May 3, 2007 schematic plans prepared by Gensler and submitted by IDS to the Agency and the City ("IDS Plans") set forth in Attachment No. 2) which substantially conforms to (i) Site Plan Review PL-87-09 conditionally approved by Planning Commission Resolution No. 87-P034 on August 12, 1987, (ii) the City's Conditional Approval of Minor Modifications as set forth in that certain letter dated July 10, 2002 signed by Linda Tatum, Planning Manager, (iii) that certain letter dated July 7, 2005 signed by Susan Evans, Community Development Director, (iv) that certain letter dated May 8, 2006 signed by Susan Evans, Community Development Director, (v) that certain letter dated August 30, 2006 signed by Susan Evans, Community Development Director, (vi) that certain letter dated September 8, 2006 signed by Craig Johnson,

Building Official, Building and Safety Division, Community Development Department, and (vii) that certain letter dated September 27, 2007 signed by Sol Blumenfeld (collectively, the "IDS Project") (Attachment No. 3).

NOW, THEREFORE, Agency, Bay Street 29, and IDS do hereby amend the Agreement as follows:

1. All capitalized terms not otherwise expressly defined in this Twelfth Amendment, shall have the same meaning ascribed to such terms elsewhere in the Agreement.

2. The parties agree and acknowledge IDS is a Qualified Developer and that IDS may elect to transfer and assign all of its right, title and interest in and to the East Parcel, the purchase and sale agreement between IDS and Bay Street 29, and the Agreement, to (i) an entity controlled by IDS or (ii) under the common control with IDS, without the requirement of obtaining any further Agency consent or approval to such transfer or assignment if that entity, without the need for any consultation with the Agency, meets the criteria of a Qualified Developer, provided, however, if the assignee is controlled by IDS, then such assignee shall be deemed a Qualified Developer. In the event of any such transfer or assignment, such entity shall succeed to all of the rights, duties and obligations under the Agreement, and IDS shall be released and relieved from all obligations and liabilities thereunder.

3. The parties agree and acknowledge that the anti-discrimination covenants set forth in the original grant deed between Bramalea and Agency (the "Grant Deed") shall remain in full force and effect in perpetuity. The parties further agree and acknowledge that the Agency approvals for the development of the East Parcel remain in full force and effect, including, but not limited to, the Scope of Development and Design for Development ("DFD") for the East Parcel, as approved by the Agency in 1981, and incorporated into the Agreement. The Agency hereby acknowledges that the IDS Plans conform in all material respects with i) the Culver City Redevelopment Plan, as amended, ii) the Agreement, as amended, and iii) the Agency development approvals, development standards, and DFD for the East Parcel, as amended. The Agency acknowledges and agrees that Sections 303, Attachment 2 (including any amendments or modifications thereto) and Attachment 5 (including any amendments or modifications thereto) of the Agreement have been fully implemented. The Agency further acknowledges and agrees that Section 312 of the Agreement shall not apply to and will not be enforced against IDS as a Qualified Developer, and the Agency waives any and all rights under Section 317 of the Agreement to receive a conveyance of the Undeveloped Parcels. If requested by IDS, Agency's Assistant Executive Director shall execute for IDS's use, including recordation, any document reasonably needed, as determined by IDS's counsel, to implement this Paragraph 3 and have effect upon the Grant Deed.

4. The original development plans for the Project, as the second phase of a two-phased development, are set forth in the Project Land Use Entitlements which include (i) Site Plan Review PL-87-09 conditionally approved by Planning Commission Resolution No. 87-P034 on August 12, 1987, (ii) the City's Conditional Approval of Minor Modifications as set forth in that certain letter dated July 10, 2002 signed by Linda Tatum, Planning Manager, (iii)

that certain letter dated July 7, 2005 signed by Susan Evans, Community Development Director, (iv) that certain letter dated May 8, 2006 signed by Susan Evans, Community Development Director, (v) that certain letter dated August 30, 2006 signed by Susan Evans, Community Development Director, (vi) that certain letter dated September 8, 2006 signed by Craig Johnson, Building Official, Building and Safety Division, Community Development Department, and (vii) that certain letter dated September 27, 2007 signed by Sol Blumenfeld. Although the parties understand the Agency cannot bind the City, the parties further understand that the City's representative has reviewed the IDS Plans and that the City is not requiring any additional discretionary approvals for the development of the Project at this time, and the Agency acknowledges that Bay Street 29, IDS, and any successors in interest that may subsequently acquire title to the property on which the Project will be located, may proceed with the application for building permits for the second phase of the Project consistent with the July 10, 2002 Conditional Approval of Minor Modifications, subject to any new laws, rules or regulations which the City or Agency may adopt prior to the issuance of a building permit for the Project and the expenditure of substantial construction costs in reliance on that building permit.

5. The parties acknowledge and agree that as to the East Parcel, the Schedule of Performance contained in this Twelfth Amendment replaces and supercedes the Schedule of Performance set forth in the Agreement, including but not limited to Section 305 and Attachment 3. IDS shall use commercially reasonable efforts to complete construction of a development on the East Parcel within five (5) years of the Effective Date of this Twelfth Amendment consistent with the Revised East Parcel Schedule of Performance attached hereto as Attachment No. 4 and incorporated herein by this reference, and consistent with the Project Land Use Entitlements granted by the City as set forth in Recitals J and M, above. Without limiting and based on the foregoing and the public interest in achieving completion of the Corporate Pointe development, the parties agree they will in good faith cooperate to cause a feasible development to occur on the East Parcel which reasonably meets IDS's business needs and the public interest. To that end, IDS (i) agrees to notify the Agency no later than four (4) years after the Effective Date of any anticipated failure of IDS to timely develop the East Parcel and concurrently with such notification submit for the reasonable approval of the Agency (a) satisfactory evidence documenting any conditions beyond the reasonable control of IDS that are anticipated to result in such failure, and (b) a revised proposed schedule of performance, and (ii) acknowledges and agrees that the Design for Development referred to in Paragraph 3 above has been amended concurrently with the Agency's approval of this Twelfth Amendment to provide for the termination of the Design for Development in the event the construction of the development of the East Parcel as referenced herein is not completed within the five (5) years of the Effective Date, subject to the extension of such Design for Development at the discretion of the Agency.

6. It is expressly acknowledged by the parties that the Agency's Right of Reverter, as set forth in Section 512 of the Original Agreement, and as amended and restated by the Tenth Amendment, shall be deleted from the Agreement as to the East Parcel in all respects and shall be of no further force and effect. The Agency expressly acknowledges, covenants and agrees that any Agency reversionary interest in the Agreement as to the East Parcel is hereby fully extinguished.

7. As additional consideration for Agency's agreement to the provisions of Paragraphs 5 and 6, IDS agrees to jointly cooperate and participate with the Agency in extending the Culver City signage program to include the Corporate Pointe area, and also participating in a landscaping program in the vicinity of the Corporate Pointe area. IDS's aggregate financial contribution to Agency for such programs shall not exceed Thirty-Five Thousand Dollars (\$35,000) (the "Total Additional Compensation"). Agency may request IDS to (i) install, or cause the installation of, either or both of the above described programs, (ii) remit all or a portion of the Total Additional Compensation to Agency for Agency to expend only for either or both of the above described programs or (iii) do some combination of both; provided, that in no event shall the aggregate amount of installation costs and money remitted exceed the Total Additional Compensation. IDS shall not be obligated to fund the Total Additional Compensation unless and until the City issues a building permit for the IDS Project. IDS shall thereafter remit the Total Additional Compensation, if requested by Agency, within thirty (30) days after City issues a building permit for the IDS Project.

8. This Twelfth Amendment is executed in four (4) duplicate originals, each of which is deemed to be an original. This Twelfth Amendment includes seven (7) pages plus Attachment Nos. 1 through 4 hereto, which constitute the entire agreement and understanding of the parties.

9. This Twelfth Amendment integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiations or previous agreements between the parties with respect to all or any part of the subject matter hereof.

10. All waivers of the provisions of this Twelfth Amendment must be in writing and signed by the appropriate authorities of Agency, Bay Street 29, and IDS and all amendments hereto must be in writing and signed by the appropriate authorities of Agency, Bay Street 29 and IDS. The Agency is unaware of any breach or default by any party under the Agreement.

11. This Twelfth Amendment shall be executed by Bay Street 29 and IDS and delivered to Agency, and thereafter executed and delivered by Agency to Bay Street 29 and IDS within thirty (30) days after the date of signature by Bay Street 29 and IDS. Prior to execution by Agency, this Twelfth Amendment may be withdrawn by either Bay Street 29 or IDS upon delivery of notice in writing to Agency. This Twelfth Amendment shall become effective only

upon the transfer of title to the East Parcel from Bay Street 29 to IDS ("Effective Date"), and upon such transfer, Bay Street 29 will be released from all obligations and liabilities under the Agreement.

Dated: _____, 2007

BAY STREET NUMBER TWENTY-NINE LTD.

By: Jack J. Kane

Its MANAGER

By: _____

Its _____

Dated: _____, 2007

IDS REALTY JV, LLC a Delaware limited liability company

By: IDSREG EQUITIES, LLC,
a Delaware limited liability company
its Manager

By: David G. Mgrublian
Managing Director

Dated: _____, 2007

CULVER CITY REDEVELOPMENT AGENCY

By: _____

D. Scott Malsin, Chair

APPROVED AS TO FORM:

KANE, BALLMER AND BERKMAN

By: Murray O. Kane
General Counsel

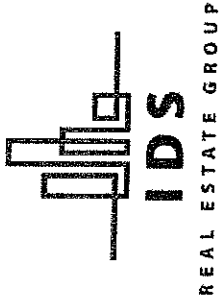
ATTACHMENT NO. 1

LEGAL DESCRIPTION

Lots 7 and 8 of Tract 33152 as shown on the Map recorded in Book 1020, Pages 31 to 35 inclusive of Maps, in the office of the County Recorder of the County of Los Angeles, California.

ATTACHMENT NO. 2

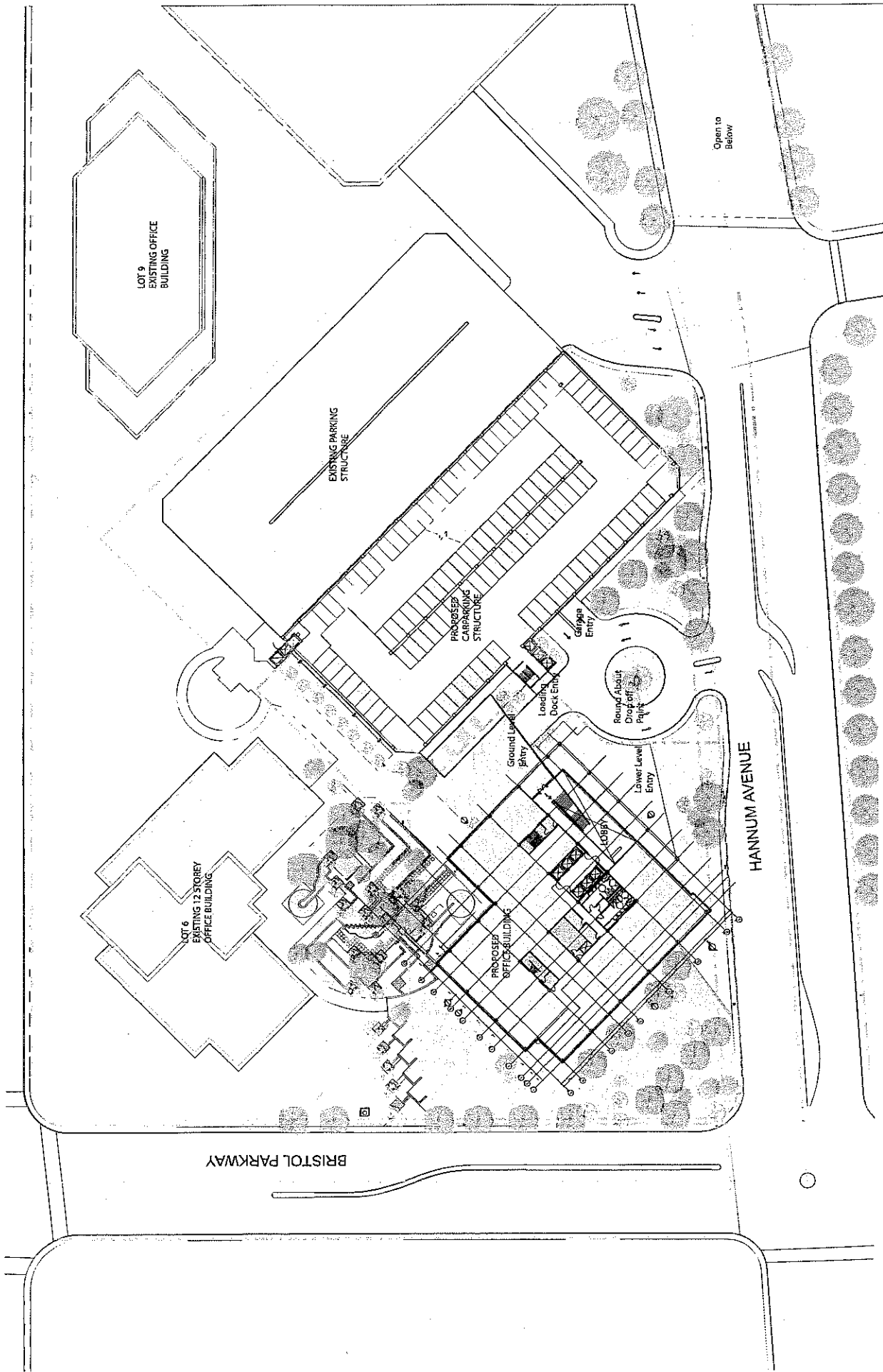
SCHEMATIC PLANS PREPARED BY GENSLER
(700 CORPORATE POINTE)



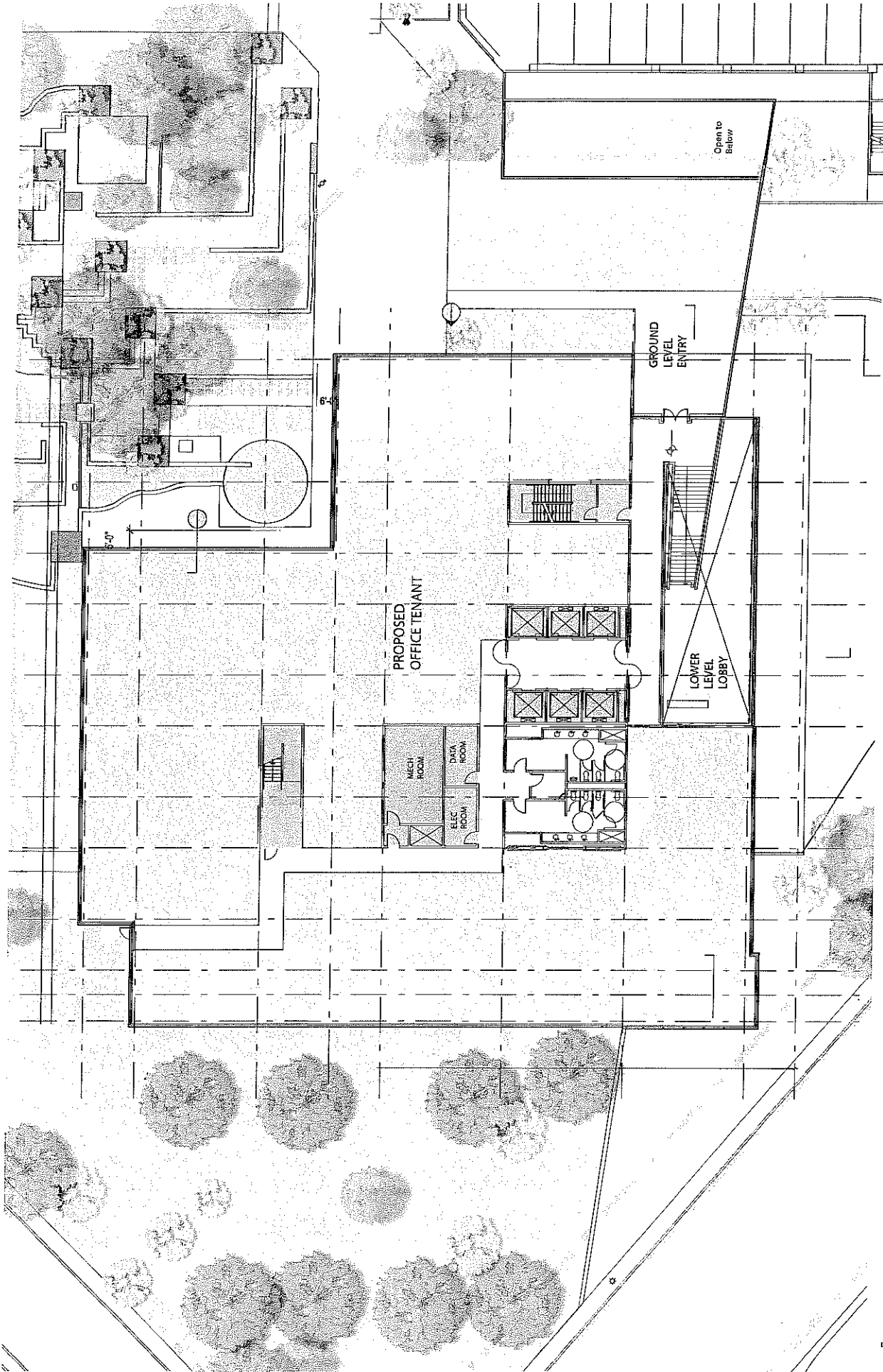
700 CORPORATE POINTE
CULVER CITY, CALIFORNIA

05-03-07

Gensler

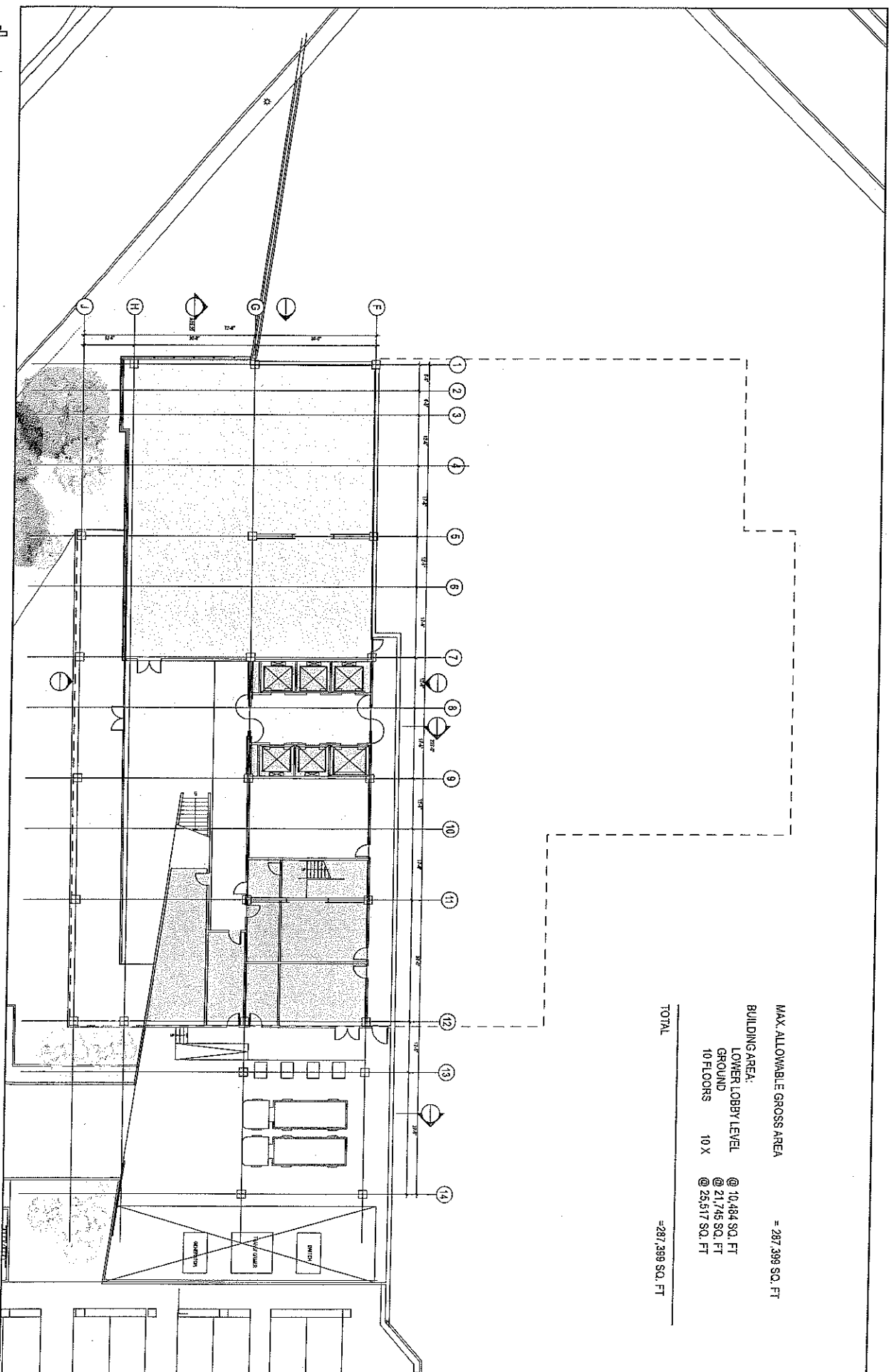


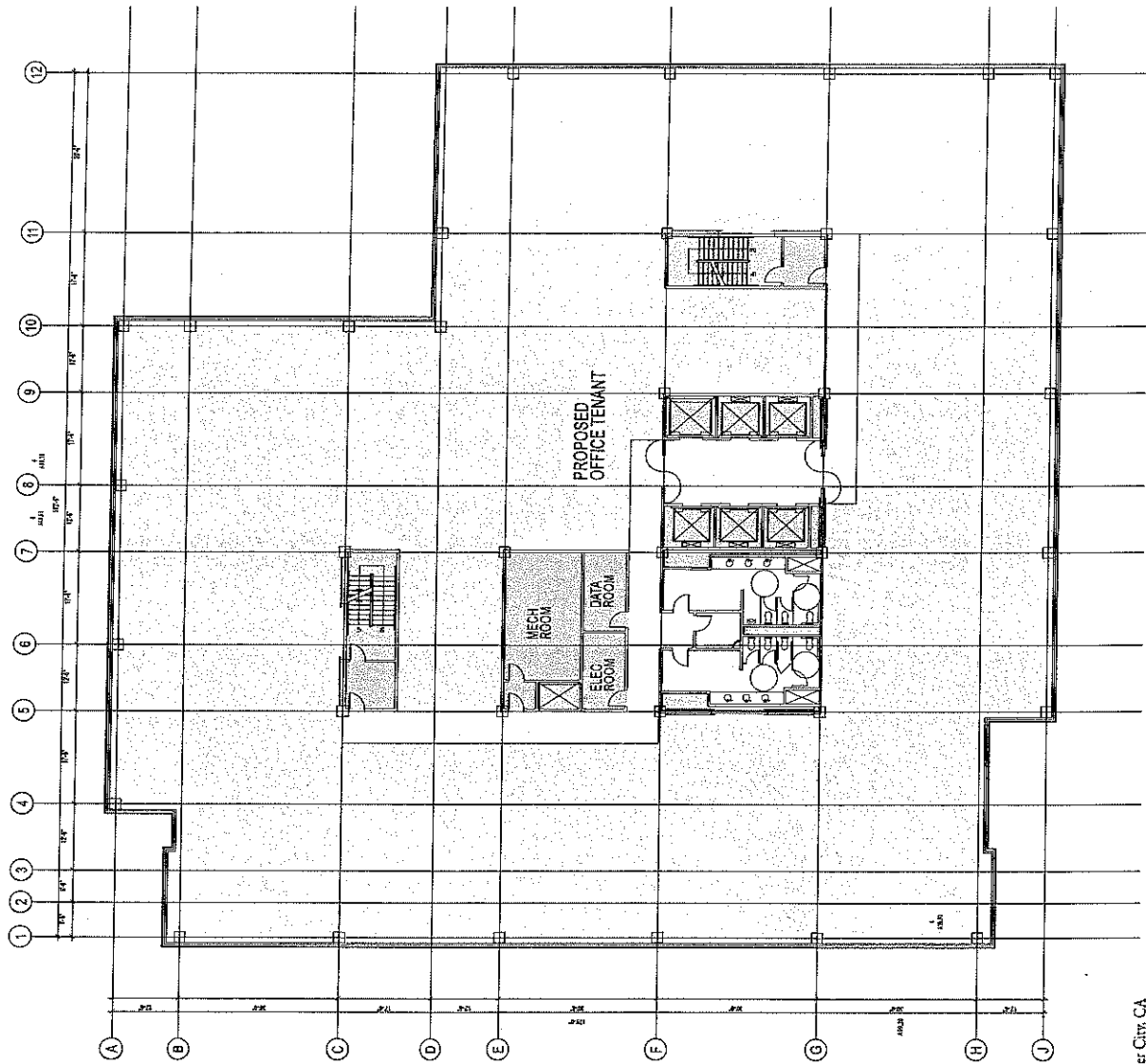
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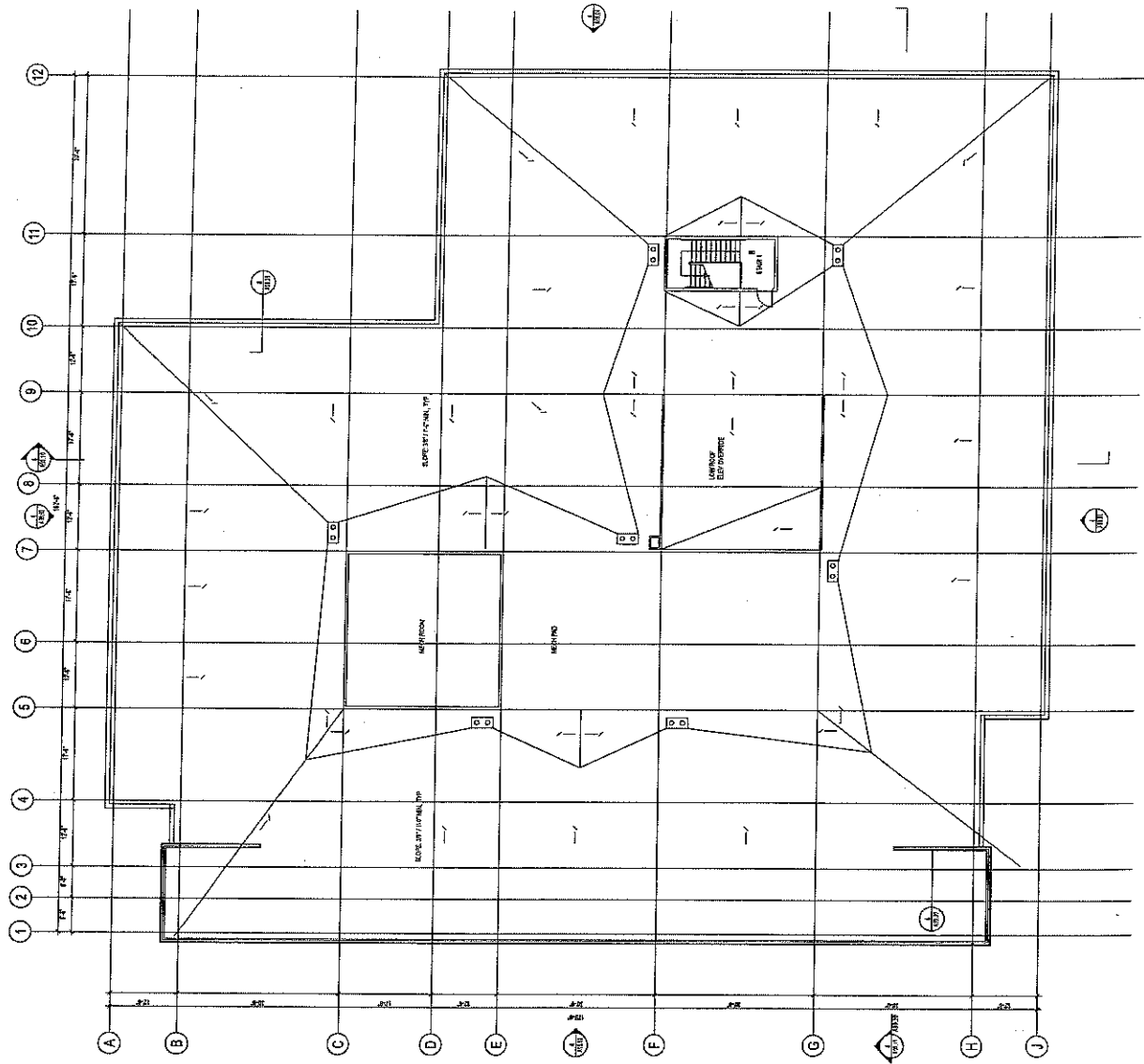
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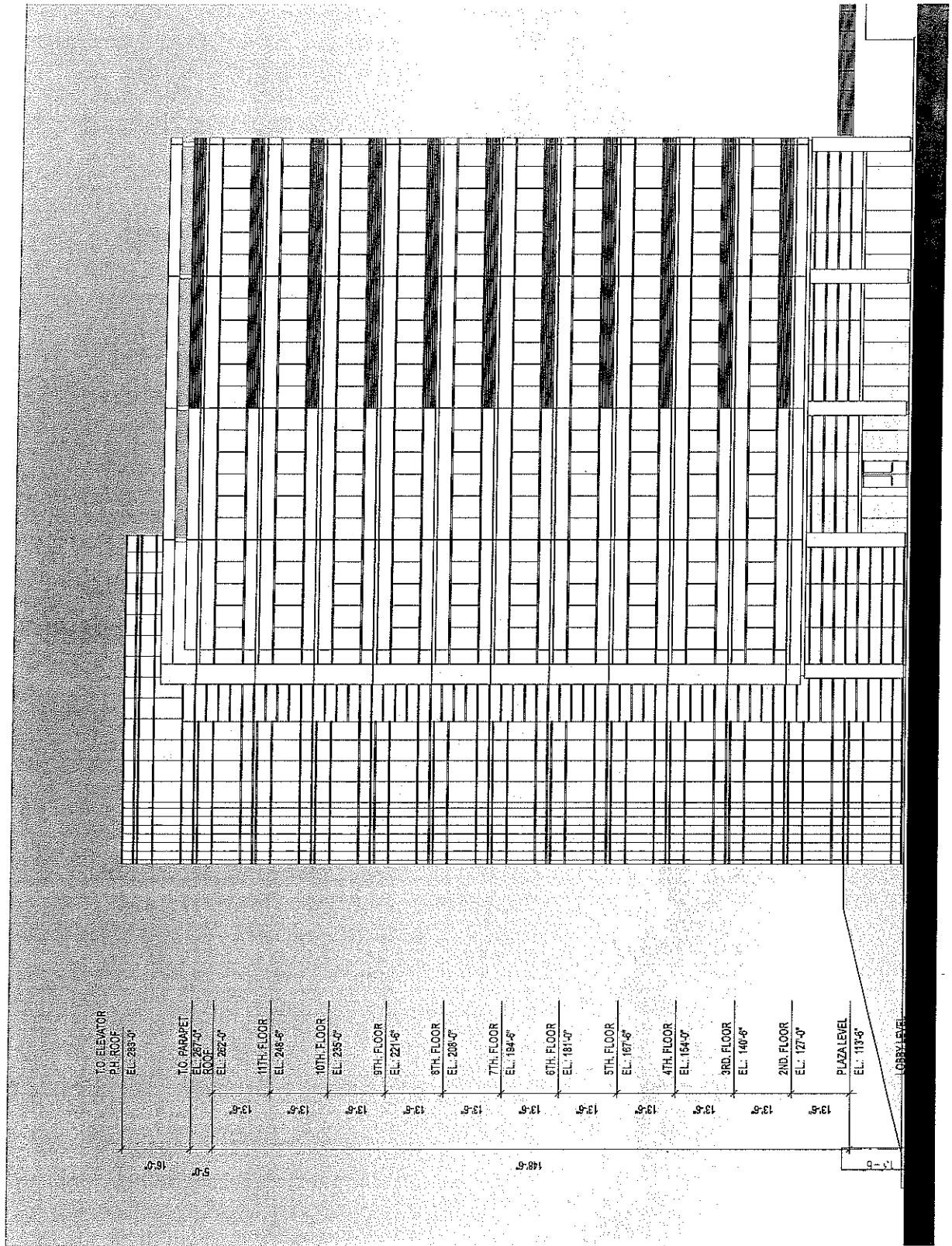
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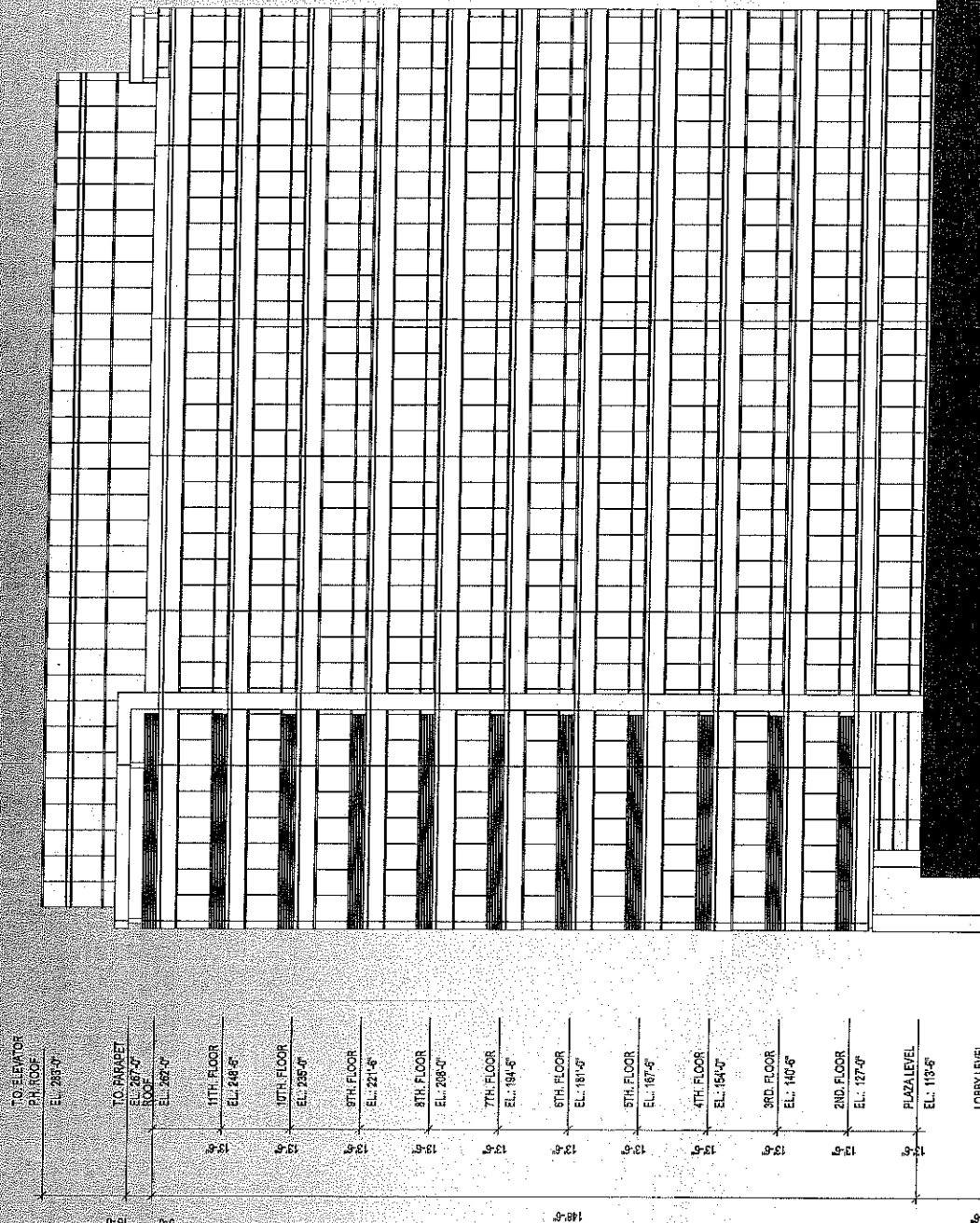


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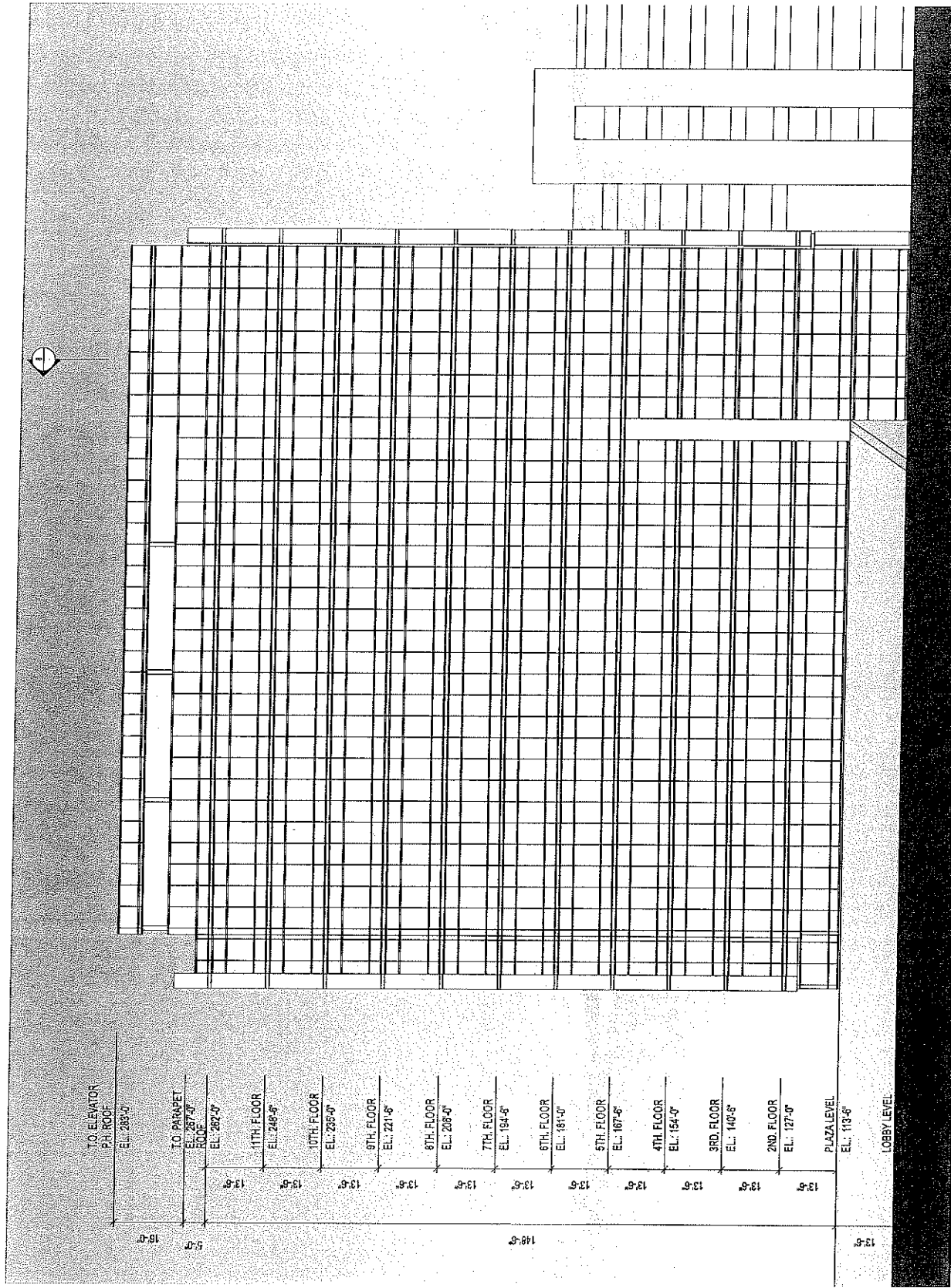




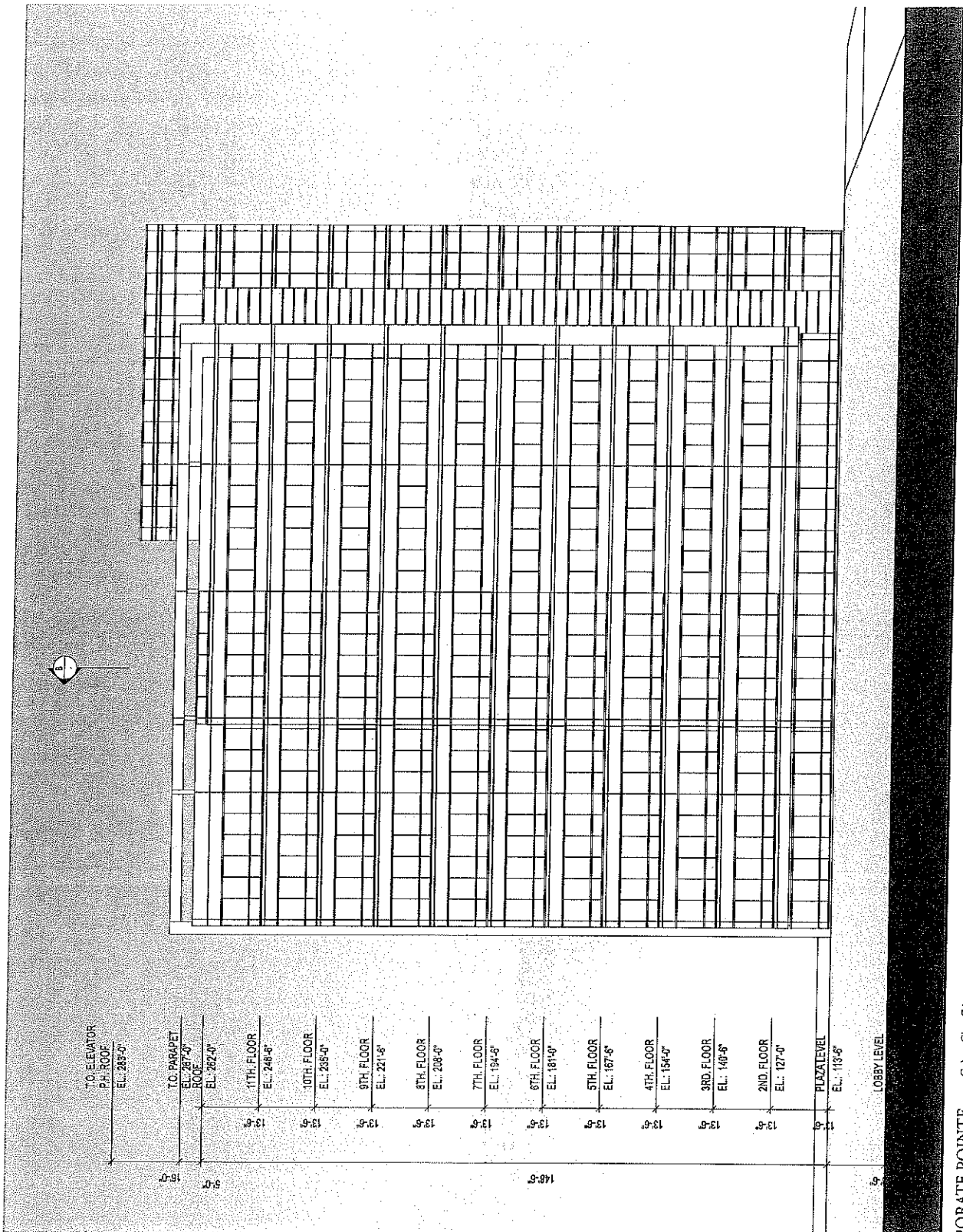
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18.

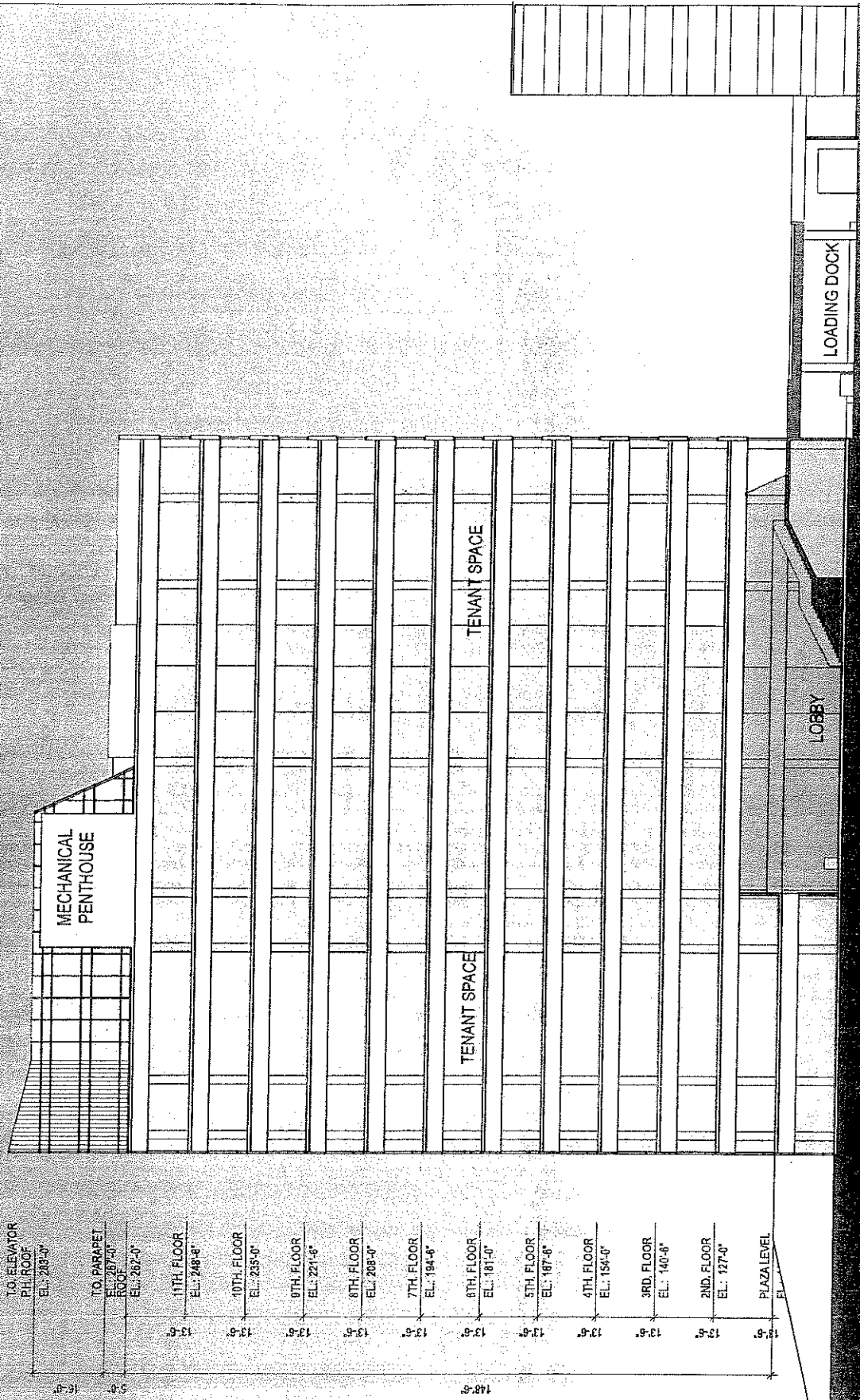


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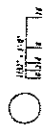


TO ELEVATOR PH. ROOF EL. 285'-0"	16'-0"
TO PARAPET EL. 287'-0" ROOF EL. 282'-0"	5'-0"
11TH FLOOR EL. 248'-6"	13'-6"
10TH FLOOR EL. 235'-0"	13'-6"
9TH FLOOR EL. 221'-6"	13'-6"
8TH FLOOR EL. 208'-0"	13'-6"
7TH FLOOR EL. 194'-6"	13'-6"
6TH FLOOR EL. 181'-0"	13'-6"
5TH FLOOR EL. 167'-6"	13'-6"
4TH FLOOR EL. 154'-0"	13'-6"
3RD FLOOR EL. 140'-6"	13'-6"
2ND FLOOR EL. 127'-0"	13'-6"
PLAZA LEVEL EL. 113'-6"	13'-6"
LOBBY LEVEL	5'
	148'-6"

20.



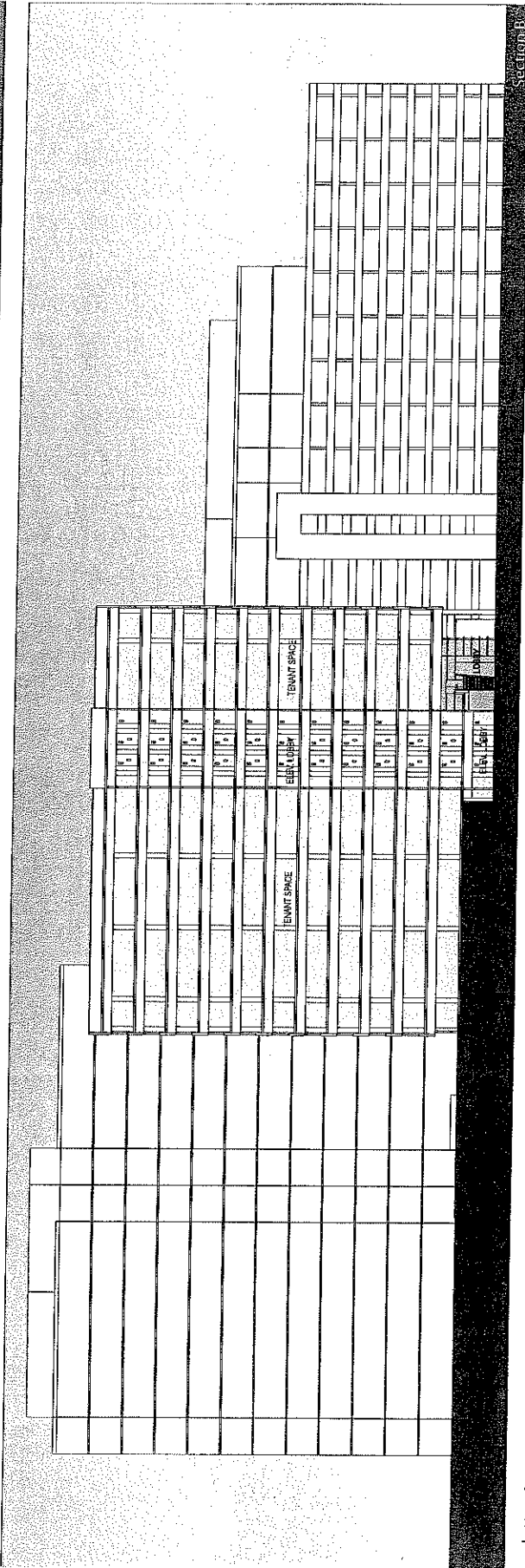
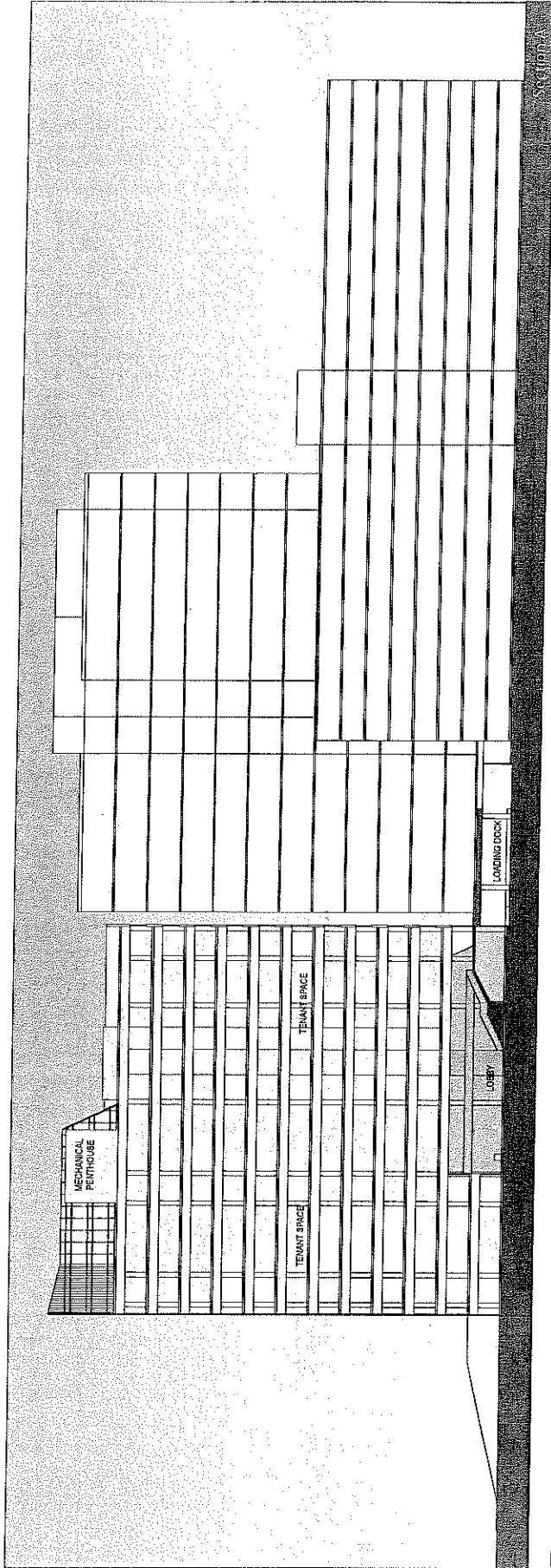
Gensler
May 3, 2007



700 CORPORATE POINTE Culver City, CA
03.7007.000 Building Section A



21.



T.O. ELEVATOR
P.H. ROOF
EL.: 283'-0"

T.O. PARAPET
EL.: 267'-0"
ROOF
EL.: 262'-0"

11TH. FLOOR
EL.: 248'-6"

10TH. FLOOR
EL.: 235'-0"

9TH. FLOOR
EL.: 221'-6"

8TH. FLOOR
EL.: 208'-0"

7TH. FLOOR
EL.: 194'-6"

6TH. FLOOR
EL.: 181'-0"

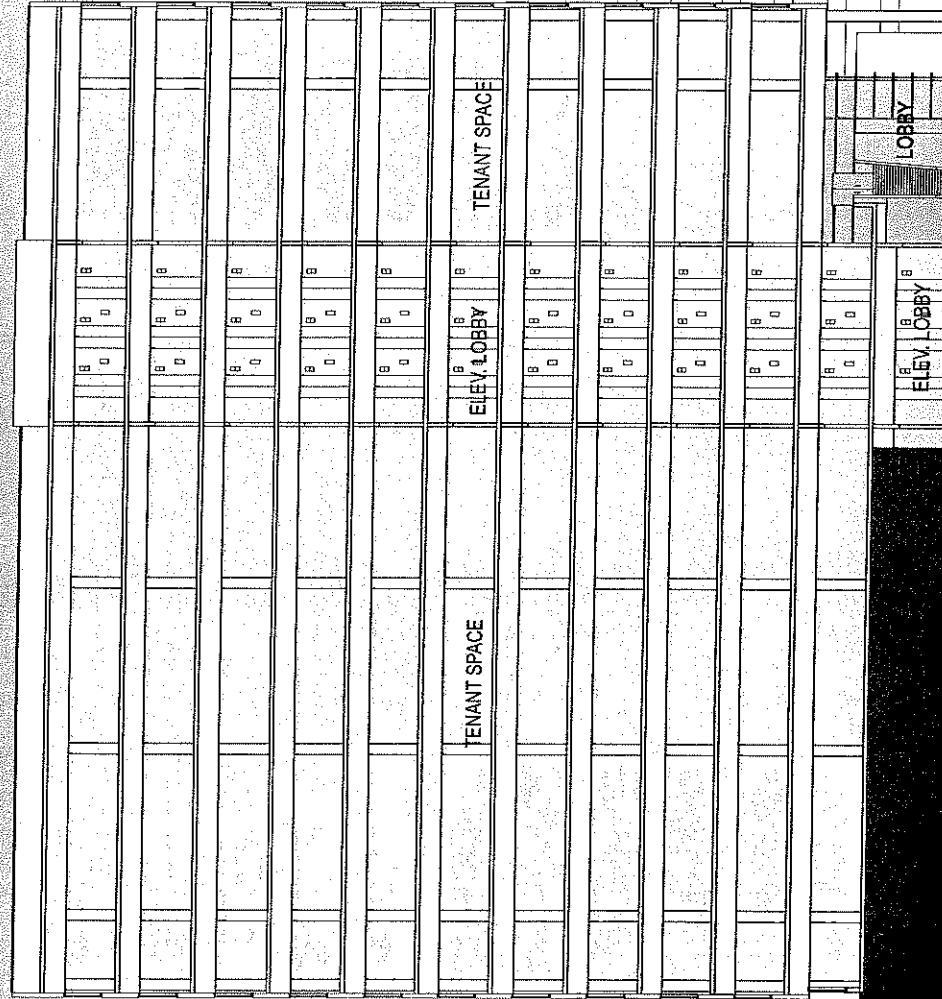
5TH. FLOOR
EL.: 167'-6"

4TH. FLOOR
EL.: 154'-0"

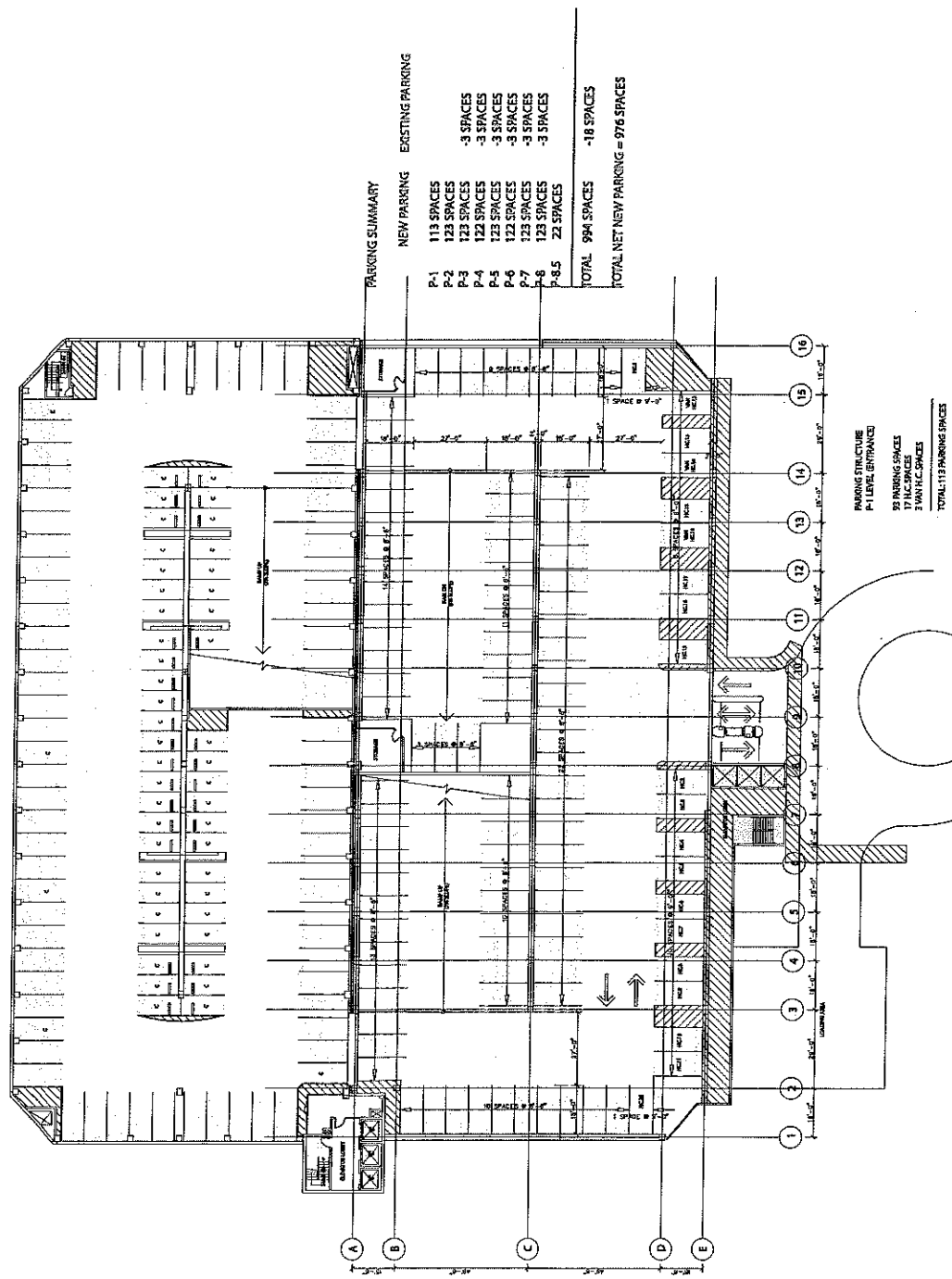
3RD. FLOOR
EL.: 140'-6"

2ND. FLOOR
EL.: 127'-0"

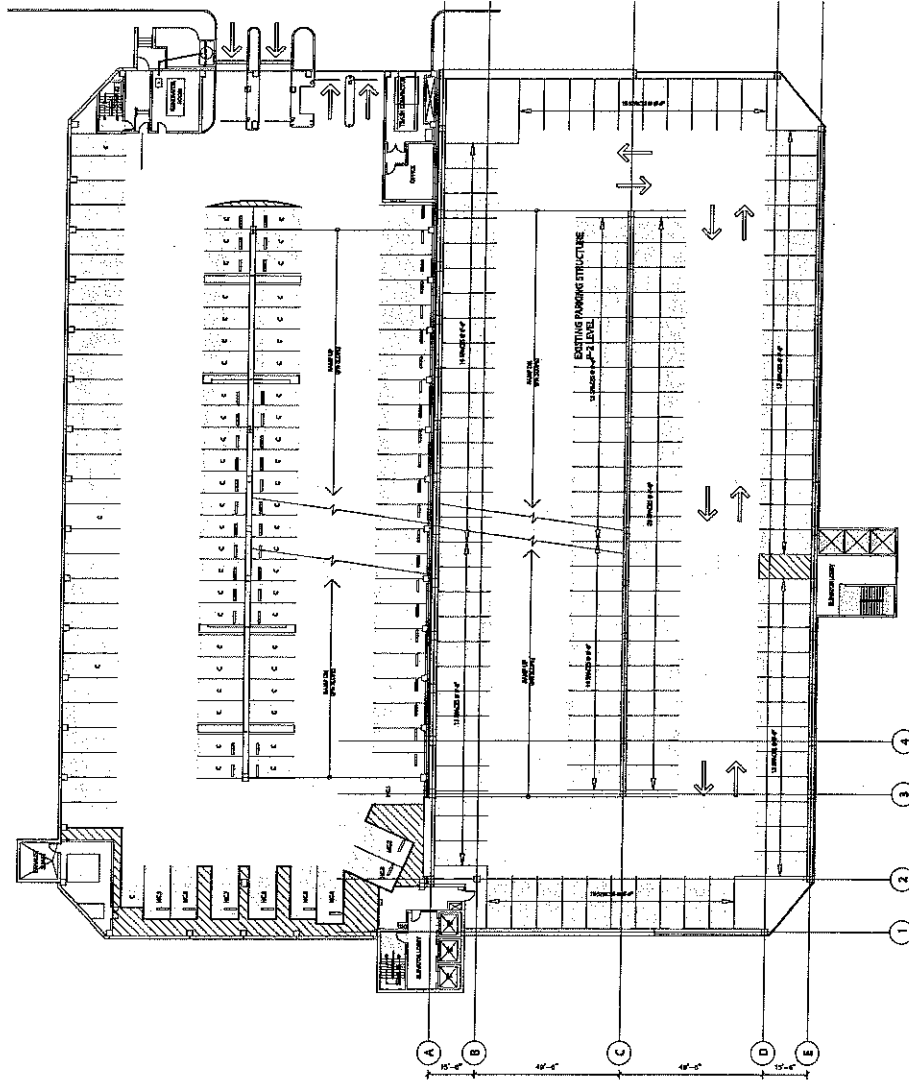
PLAZA LEVEL



23.

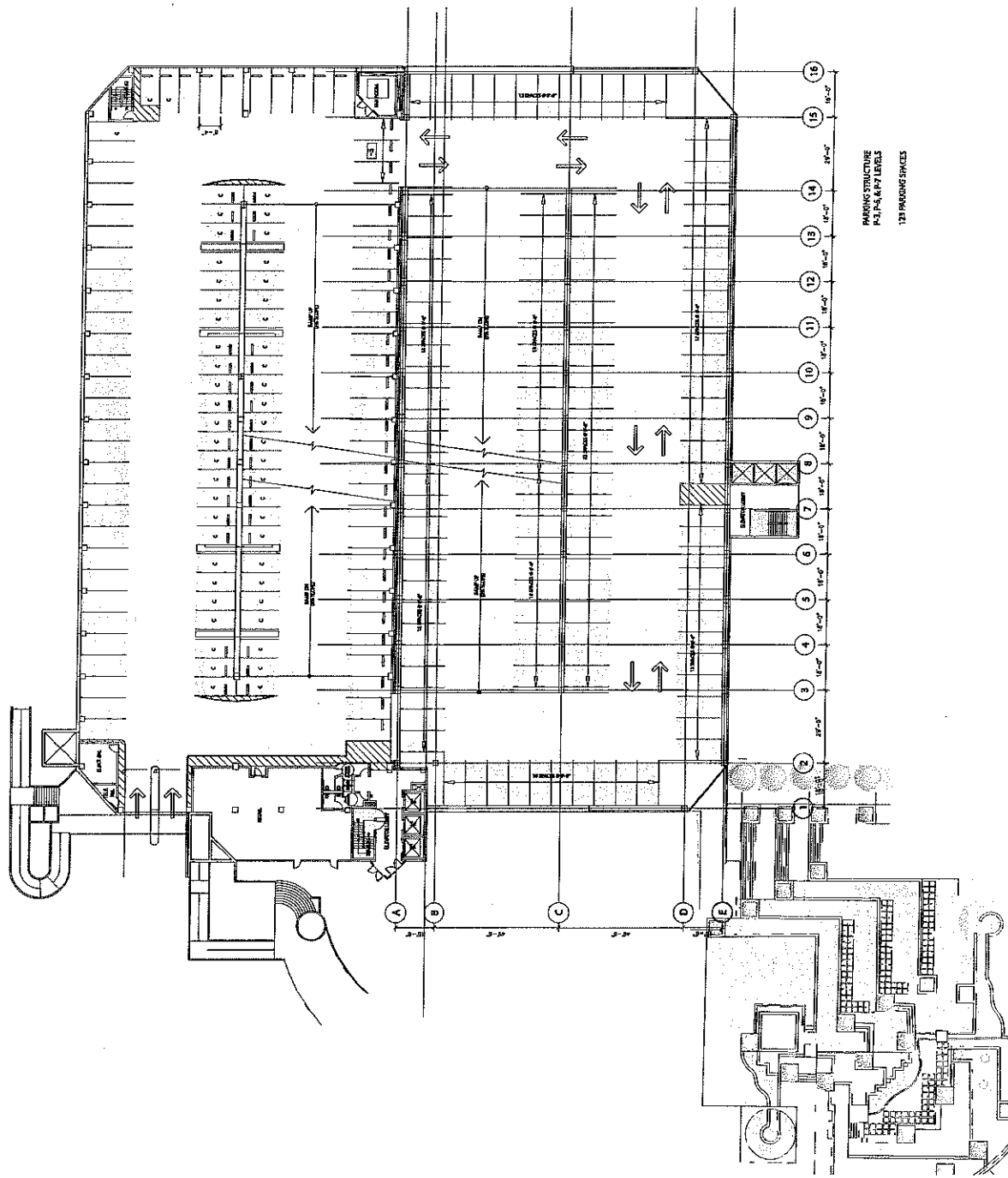


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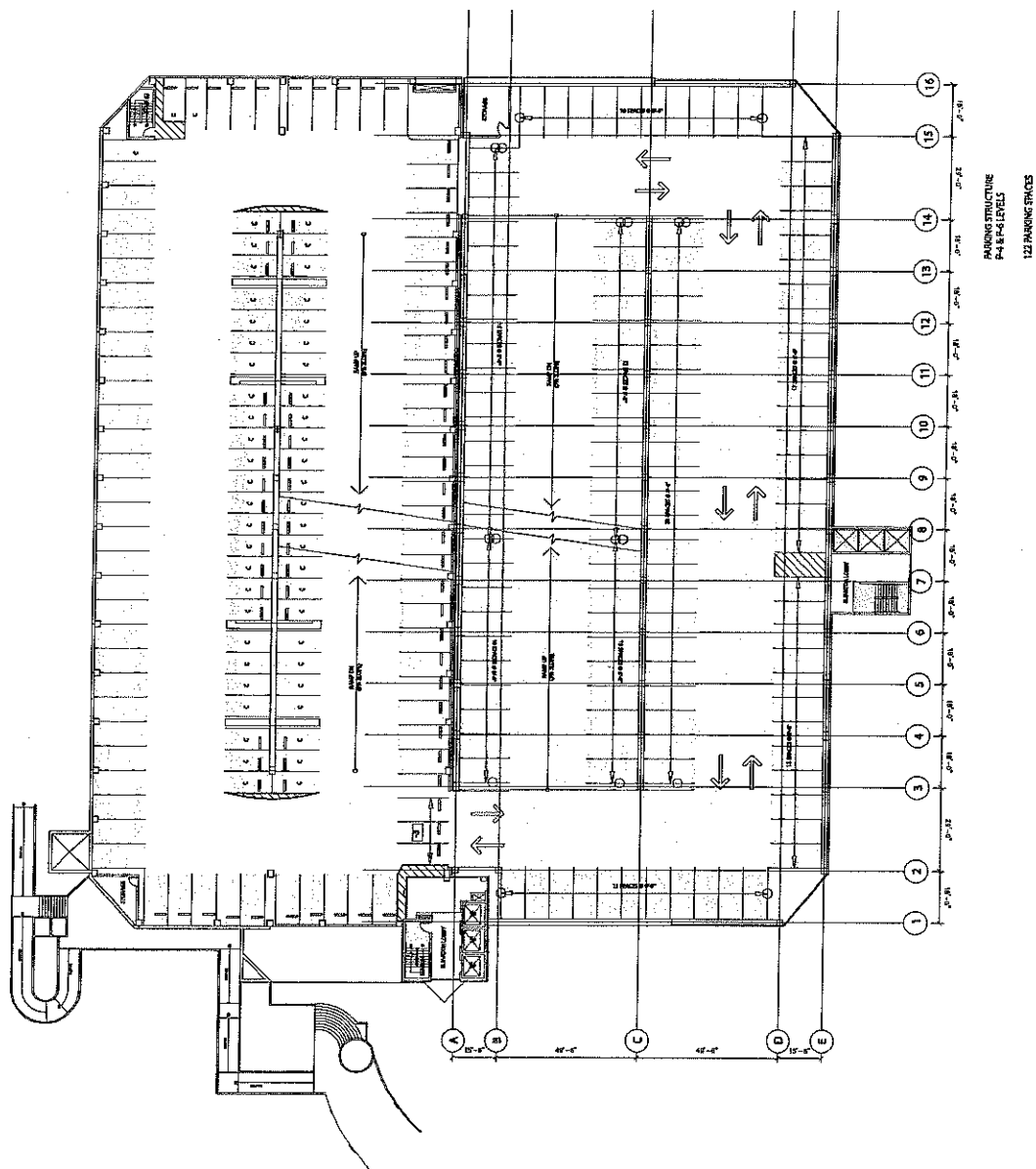


PARKING STRUCTURE
P-2 LEVEL
123 PARKING SPACES

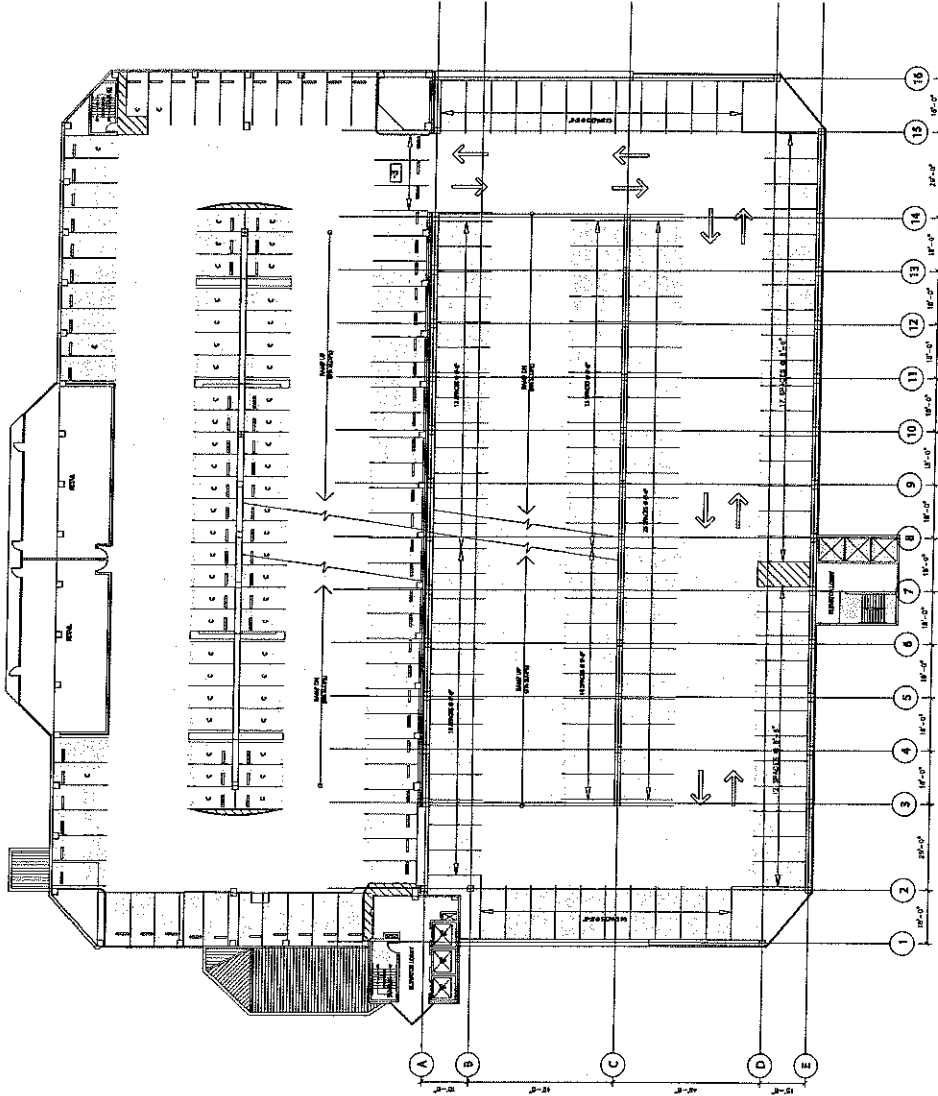
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26.

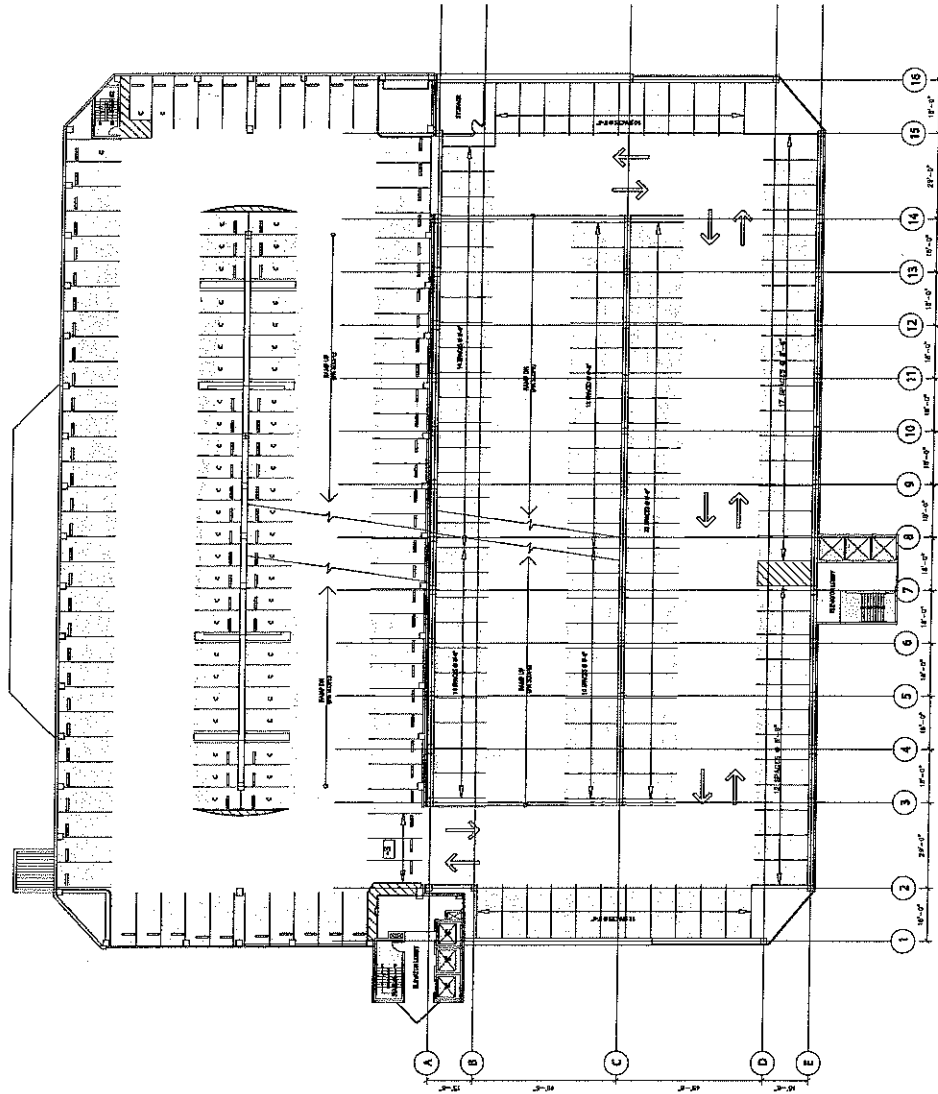


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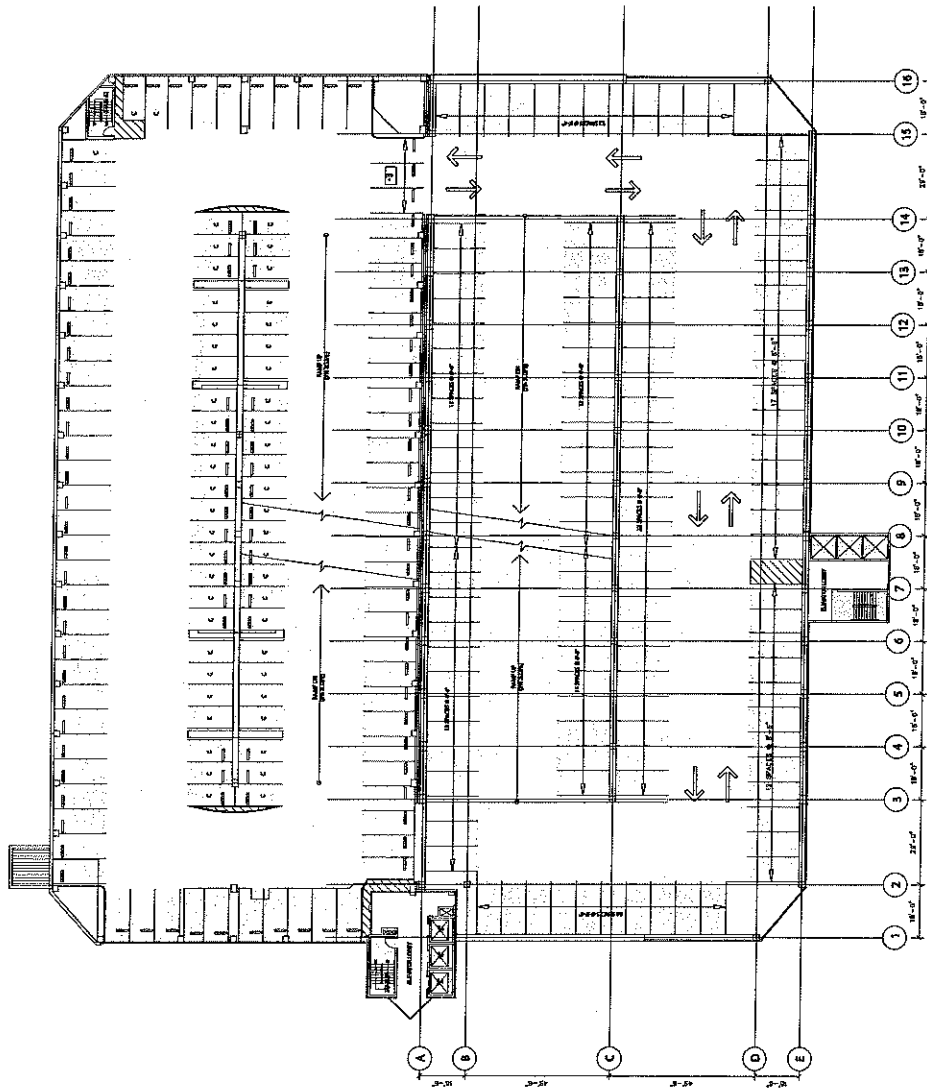
PARKING STRUCTURE
P-3, P-4, P-7 LEVELS
122 PARKING SPACES

28.



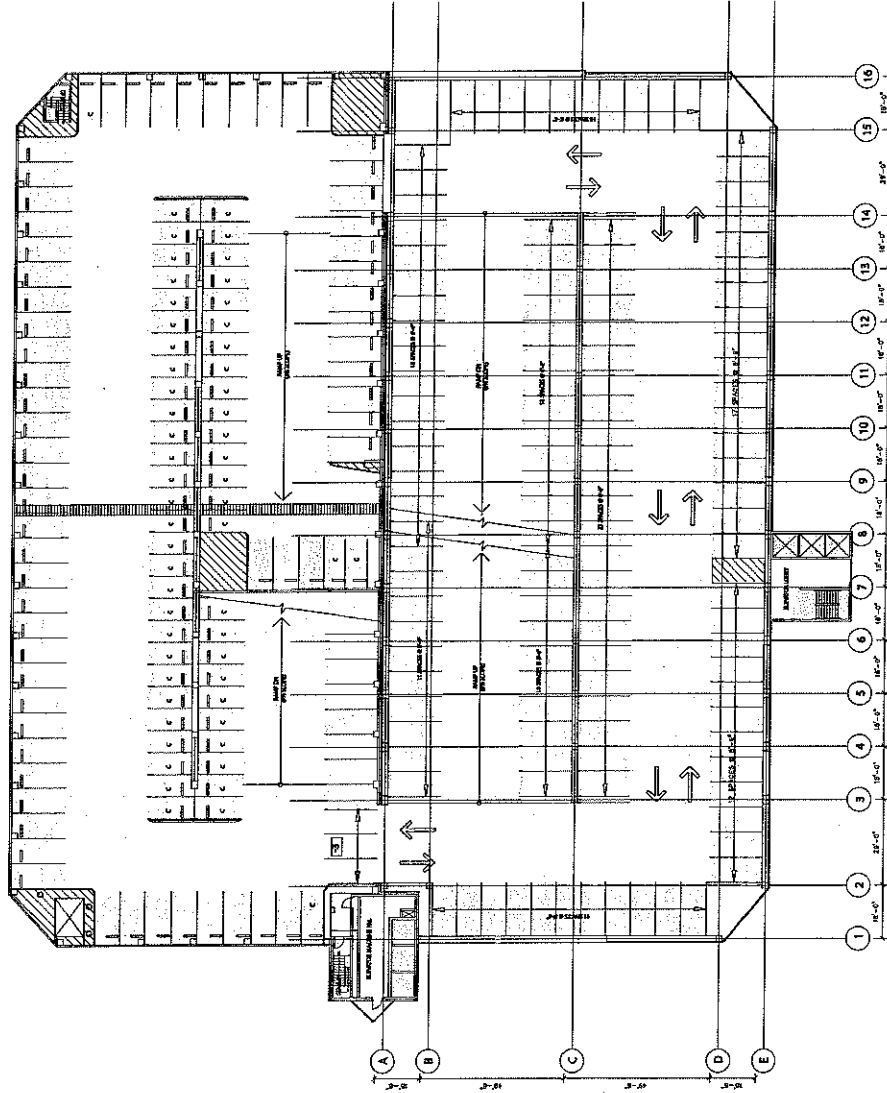
PARKING STRUCTURE
P-4, P-3, P-2 LEVELS
122 PARKING SPACES

29.

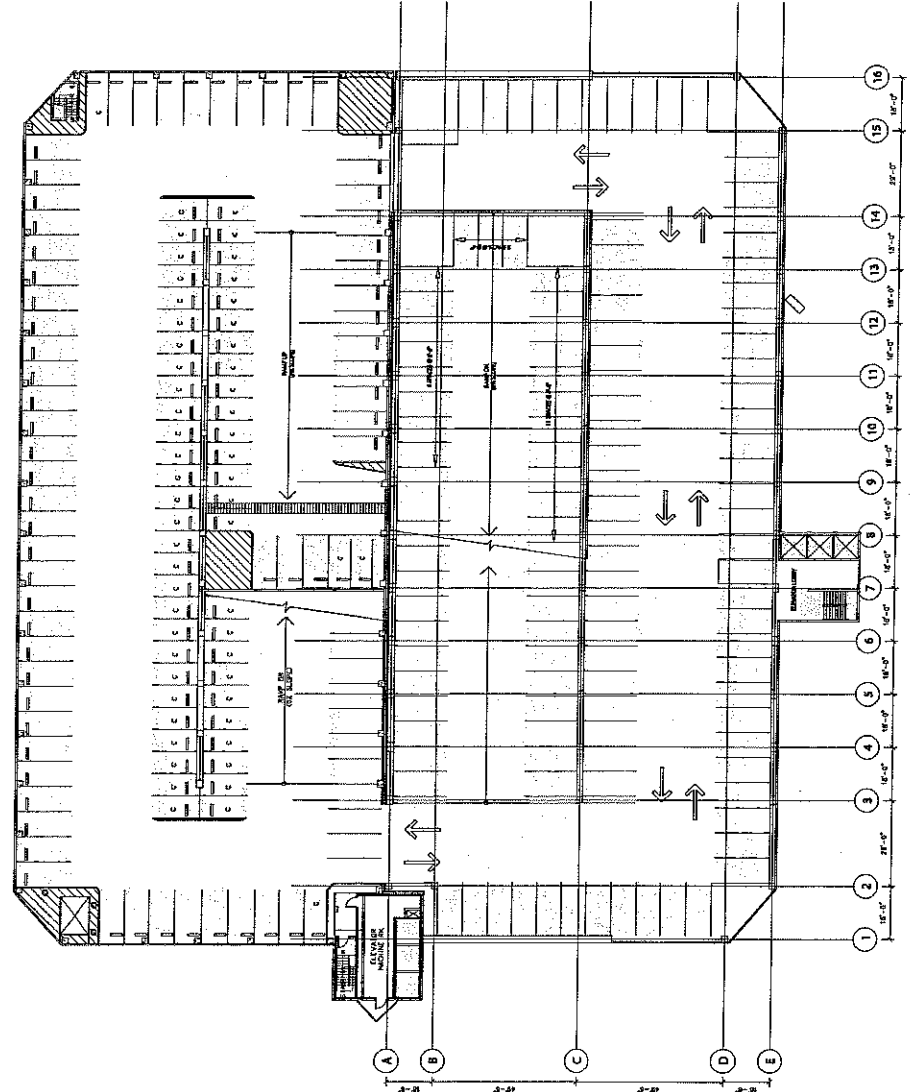


PARKING STRUCTURE
P2, P3, P4, P5 LEVELS
120 PARKING SPACES

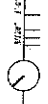
30.



PARKING STRUCTURE
P-4 ROOF LEVEL
123 PARKING SPACES



PARKING STRUCTURE
P-8.5 ROOF LEVEL
22 PARKING SPACES



32.

ATTACHMENT NO. 3

PROJECT ENTITLEMENTS AND CITY APPROVALS

RESOLUTION NO. 87-P034

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR NO. 87-09, TO CONSTRUCT TWO, TWELVE-STORY OFFICE BUILDINGS AND A TWO-PHASE PARKING STRUCTURE WITH RETAIL SPACE AT 501, 600 AND 700 CORPORATE POINTE IN THE COMMERCIAL (C-3) ZONE.

(Site Plan Review, SPR No. 87-09)

WHEREAS, Bramalea California, Incorporated filed a site plan review application for approval to construct two twelve-story office buildings (Buildings No. 3 and 4) and a two-phase parking structure (Parking Structure B) with retail space at 501, 600 and 700 Corporate Pointe, being Lots 6, 7, 8 and 9 of Tract 33152, in the Commercial (C-3) Zone; and

WHEREAS, on August 12, 1987, the Planning Commission reviewed the application, fully considering the staff report, plans, environmental and traffic information and all testimony presented; and

WHEREAS, at the conclusion of the review and thorough discussion of the matter, the Planning Commission determined by a vote of five to zero the application should be approved as set forth hereinbelow.

1 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
2 CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

3 SECTION 1. Pursuant to the foregoing recitations, the
4 following findings are hereby made:

- 5 A. Approval of the site plan review is in the best interest of
6 the public health, safety and general welfare, is
7 consistent with the objectives of the General Plan, and is
8 in conformity with zoning and other applicable Municipal
9 Code development standards, in that adherence to certain
10 conditions set forth hereinafter will insure compliance
11 with such standards.
- 12 B. The general layout of site improvements, including but not
13 limited to, orientation and location of buildings and open
14 space, vehicular and pedestrian access and circulation,
15 vehicular parking and loading facilities, building setbacks
16 and heights, landscaping, refuse storage facilities and
17 similar appurtenant site improvements, have been designed
18 to harmonize with existing conforming and potential
19 new uses and developments, and with the natural landform,
20 and to provide a safe and desirable environment on the site
21 and to minimize impacts on the adjacent area.
- 22 C. The architecture of the office buildings and parking
23 structure, including but not limited to, the character,
24 scale, quality of the design, relationship with the site
25 and adjacent conforming development, building materials,
26 screening of exterior appurtenances, exterior lighting, and
27 signs have been designed to insure the compatibility of the
28 development with the City's Primary Office Architectural
Design District Standards, and with the character of
adjacent conforming development.
- D. The landscaping, including but not limited to the location,
type, size, quantity and coverage of plant material, and
the provision for irrigation, maintenance, and protection
of landscaped areas, has been designed to be compatible
with the City's Primary Office Architectural Design
District Standards, to complement buildings and structures
on the site, to help conserve energy, to insure visual
relief, to help reduce heat-gain from paved areas, and to
provide an attractive environment for the enjoyment of the
public.

1 E. The proposed public service facilities necessary to
2 accommodate the project, including but not limited to, the
3 width and pavement of adjoining streets, traffic control
4 devices, sewers, stormdrains, parkways, sidewalks, street
5 lights, street trees, fire protection devices and public
6 utilities, can be provided for adequately provided that
7 traffic mitigation measures listed in the July 21, 1986,
8 Traffic Engineering Report prepared by Donald Frischer and
9 Associates for the Corporate Pointe Master Plan are
10 implemented as provided for below.

11 F. Approval and implementation of SPR No. 87-09 will not have
12 any significant impact on the environment other than as
13 identified in the prior environmental impact reports
14 certified for the Slauson-Sepulveda Redevelopment Project
15 No. 1 Area, specifically as identified in the Final
16 Supplemental Environmental Impact Report for the Surplus
17 CalTrans Site certified on July 27, 1981.

18 SECTION 2. Pursuant to the foregoing recitations and
19 findings, the Planning Commission of the City of Culver City,
20 California, hereby approves SPR No. 87-09 and related
21 architectural plans and materials board presented on August 12,
22 1987, subject to the following conditions:

23 A. All applicable development standards and improvements as
24 listed in the Final Supplemental Environmental Impact
25 Report for the CalTrans Site, the Statement of Overriding
26 Considerations, the Scope of Development including City
27 Council Ordinance No. 87-023 (Offstreet Parking and Loading
28 Requirements) and Planning Commission Resolution No.
29 86-P039 (Comprehensive Site Plan Review Development
30 Standards and Conditions of Approval), the Conceptual
31 Master Plan Site Modifications Conditions of Approval and
32 Planning Commission Resolution No. 1600 as amended shall be
33 provided for.

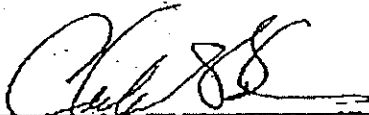
34 B. A full sprinkler system connected to the system serving the
35 existing garage shall be installed throughout the retail
36 building to include, but not be limited to, fire
37 extinguishers and smoke detectors.

- 1 C. The development shall comply with the Primary Office
2 Architectural Design District Standards of the Culver City
3 Design and Physical Development Plan.
- 4 D. Before any building permit is issued, a revised site plan
5 shall be submitted to the Engineering Division
6 illustrating the direction of drainage and finished
7 elevations on the site, and ground elevations on property
8 lines showing any grade differentials. In addition, the
9 site plan must show details on the construction of parking
10 area paving for conformance with Municipal Code Sections
11 37-91 and Resolution No. CS-6486 relating to Parking Lots
12 and Offstreet Parking. Additionally, the site shall be
13 graded and drained so no drainage passes over the public
14 sidewalk. A minimum of one and one-half inch (1-1/2")
15 sumped and grated catchbasins with through-the-curb drains
16 or comparable drainage systems will be required.
- 17 E. Within the plaza retail area, all wall signs shall be of
18 individual channel letter design without a raceway and
19 uniformly located within the tenant space elevations. Any
20 lighting shall be interior to each letter. No signage
21 shall be permitted on the commercial retail building walls
22 at angle with the adjacent parking structure or as a
23 freestanding, ground mounted or wall mounted sign elsewhere
24 within the adjacent landscaped plaza. Within the parking
25 garage wall elevation, signage shall be limited to the
26 uniform style mentioned above and to a uniform location.
- 27 F. The applicant shall include and enforce as part of each
28 commercial retail space lease the prohibition of any
loading, unloading and/or storage of goods along the
parking garage aisleway in front of the retail space
elevation.

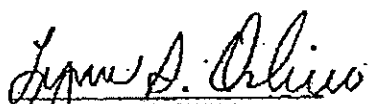
- 1 G. All onsite traffic engineering recommendations as listed in
2 the Traffic Engineering Report/Corporate Pointe Master Plan
3 prepared by Donald Frischer and Associates on July 21,
4 1986, and attached hereto as Exhibit A, which are
5 determined by the City Engineer to be applicable to this
6 site (being Lots 6, 7, 8 and 9 of Tract 33152) shall be
7 required.
- 8 H. The applicant shall submit for review by the City Engineer
9 plans of onsite striping and traffic control signing at the
10 vehicular accessways and loading areas.
- 11 I. All architectural materials, colors and textures for
12 Buildings 3 and 4, Parking Structure B (Phase I and II) and
13 the retail plaza spaces shall be consistent with the
14 materials board as approved by the Planning Commission.
- 15 J. Parking Structure B shall be designed constructed and
16 striped so as to provide continuous flow of traffic between
17 Phase I and Phase II. Such access shall occur at each end
18 of each parking level. The City Engineer may eliminate at
19 the initial time of construction certain aiseways from
20 interconnecting between Phase I and II provided that the
21 option for such connection is structurally maintained. A
22 reciprocal easement to the satisfaction of the City
23 Attorney shall be recorded to insure such interconnection.
24 The ingress/egress control system for the parking structure
25 shall be designed and implemented so as to allow a maximum
26 of fifty (50) nonvisitor vehicles to enter the parking
27 structure via Slauson Avenue. The parking structure shall
28 provide a minimum of 1,962 parking spaces. Two additional
loading areas shall be provided, one at the service dock of
each office building.
- K. The applicant shall dedicate the land area needed for a
right-turn pocket along westbound Hannum Avenue to
northbound Bristol Parkway as required by the City
Engineer.

1 L. The City Engineer may require that the right-turn lane to
2 be constructed on land dedicated under Condition No. 11 be
3 completed prior to building occupancy. (Said improvement
4 has previously been agreed to be financed by the Culver
5 City Redevelopment Agency (CCRA) and shall either be
6 constructed by the CCRA or the applicant.)

7
8 APPROVED and ADOPTED this 12th day of August, 1987.

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CHARLES S. BLUM, CHAIRMAN
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

ATTEST:

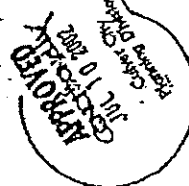

LYNN S. OSHIRO
Planning Secretary

(SPR No. 87-09)

700 CORPORATE POINTE
CULVER CITY, CALIFORNIA

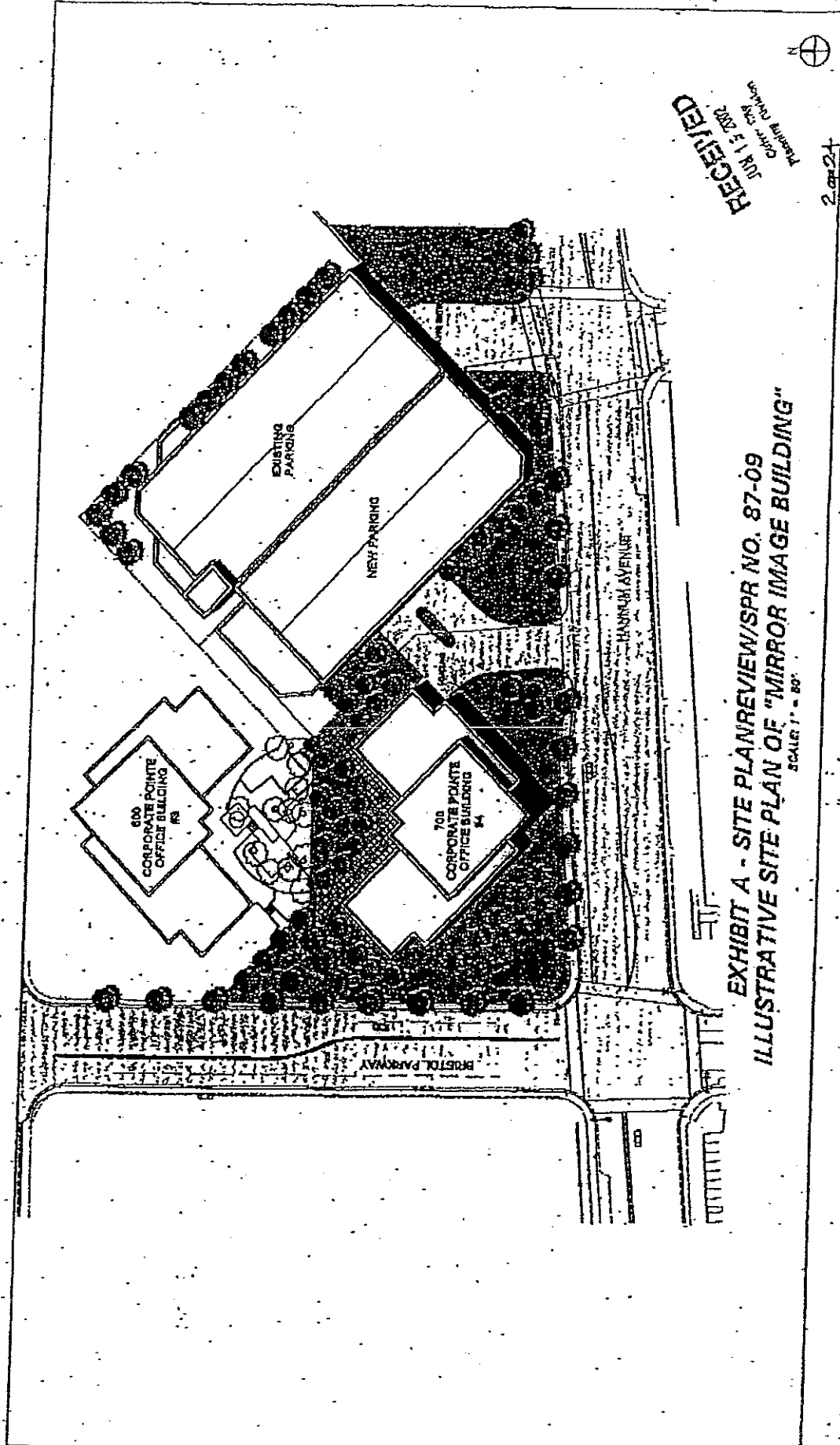
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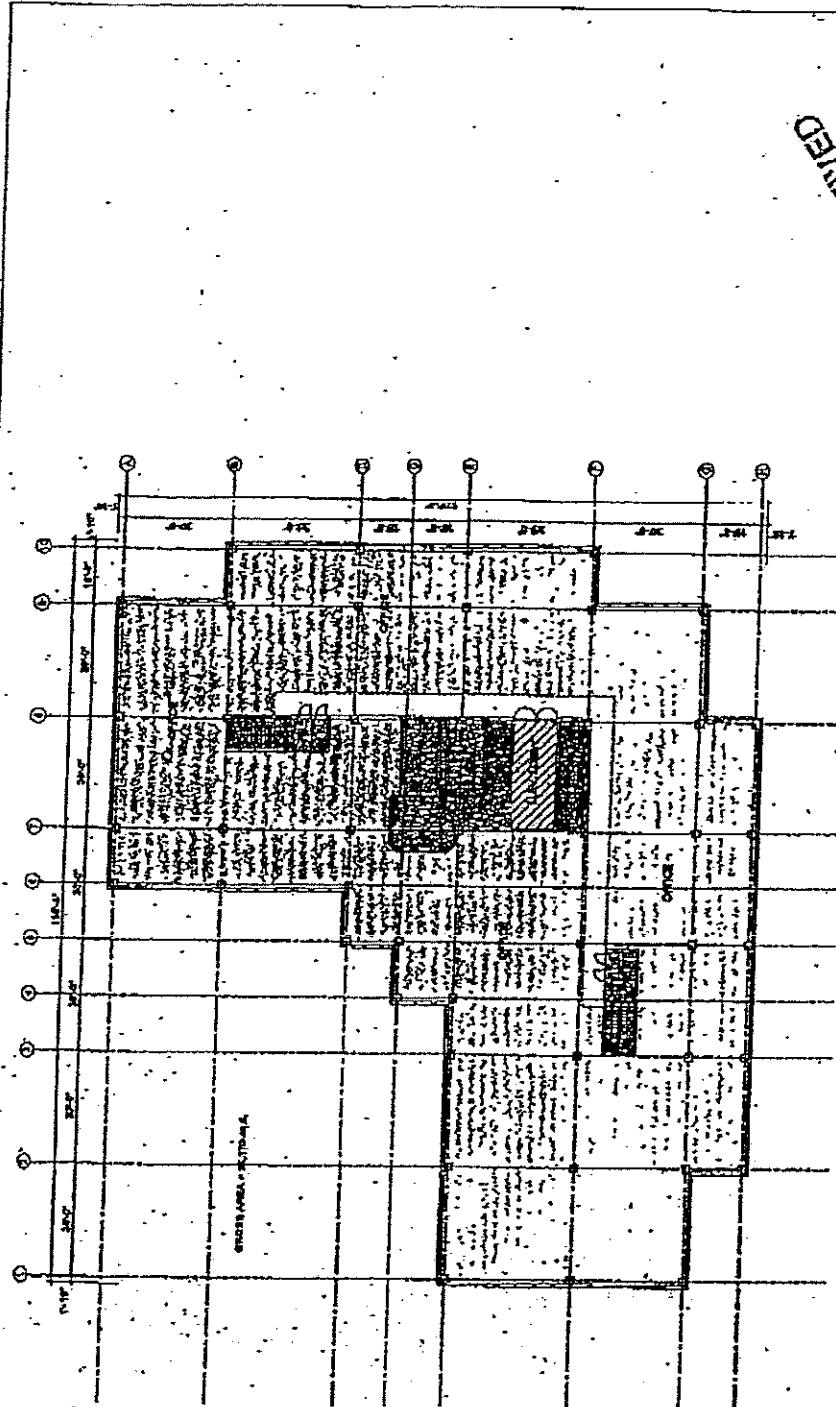
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JUNE 13, 2002



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Planning Division
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JUL 13 2002

10/24





TYPICAL FLOOR PLAN

SCALE: 1" = 30'

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Planning Dept.

2003-24

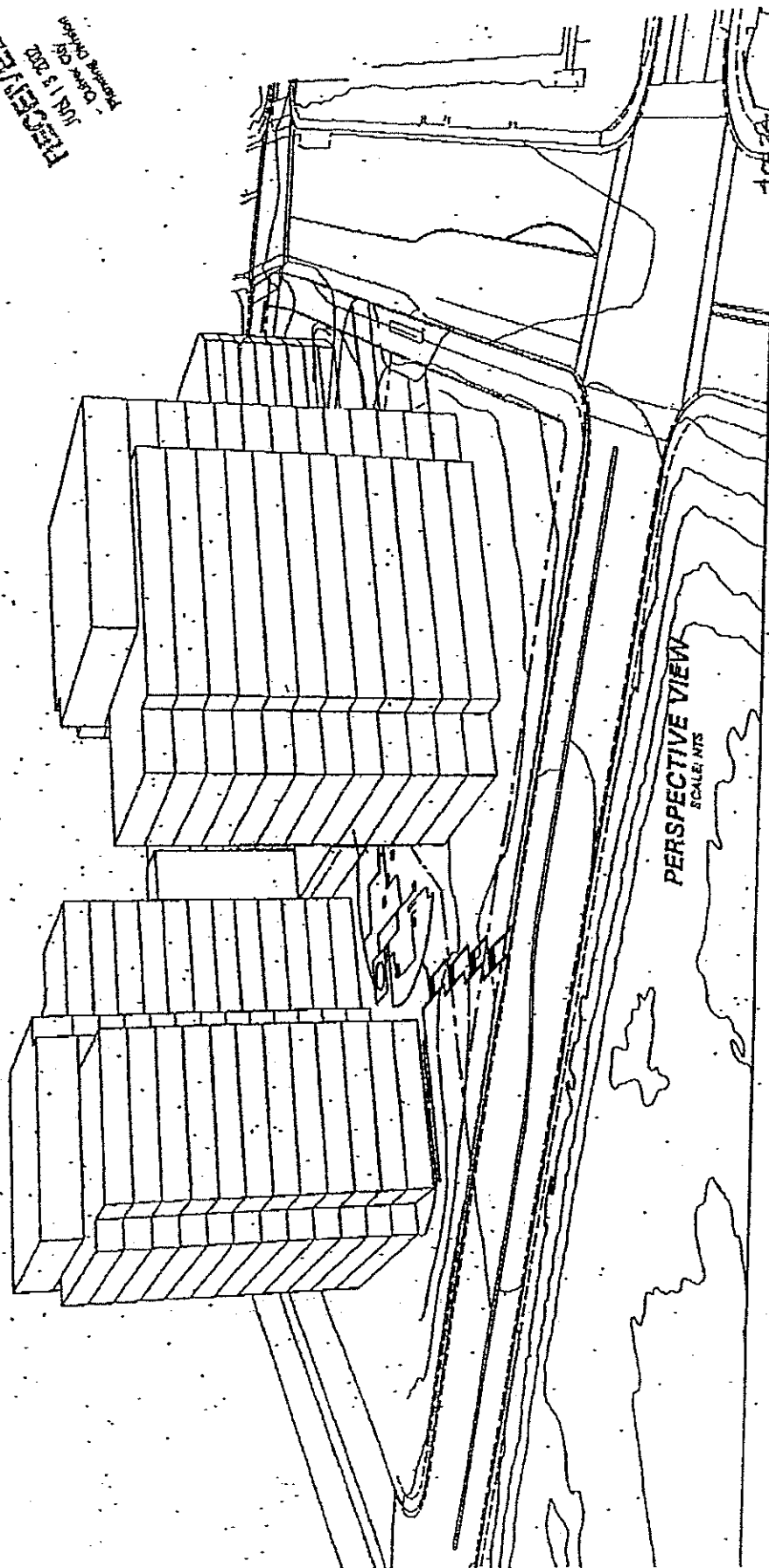
ARQUITECTONICA
414 SOUTH ROYAL STREET, SUITE 400
LOS ANGELES, CA 90011
JUNE 13, 2003

700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA

SITE PLAN REVIEW No. 87-09

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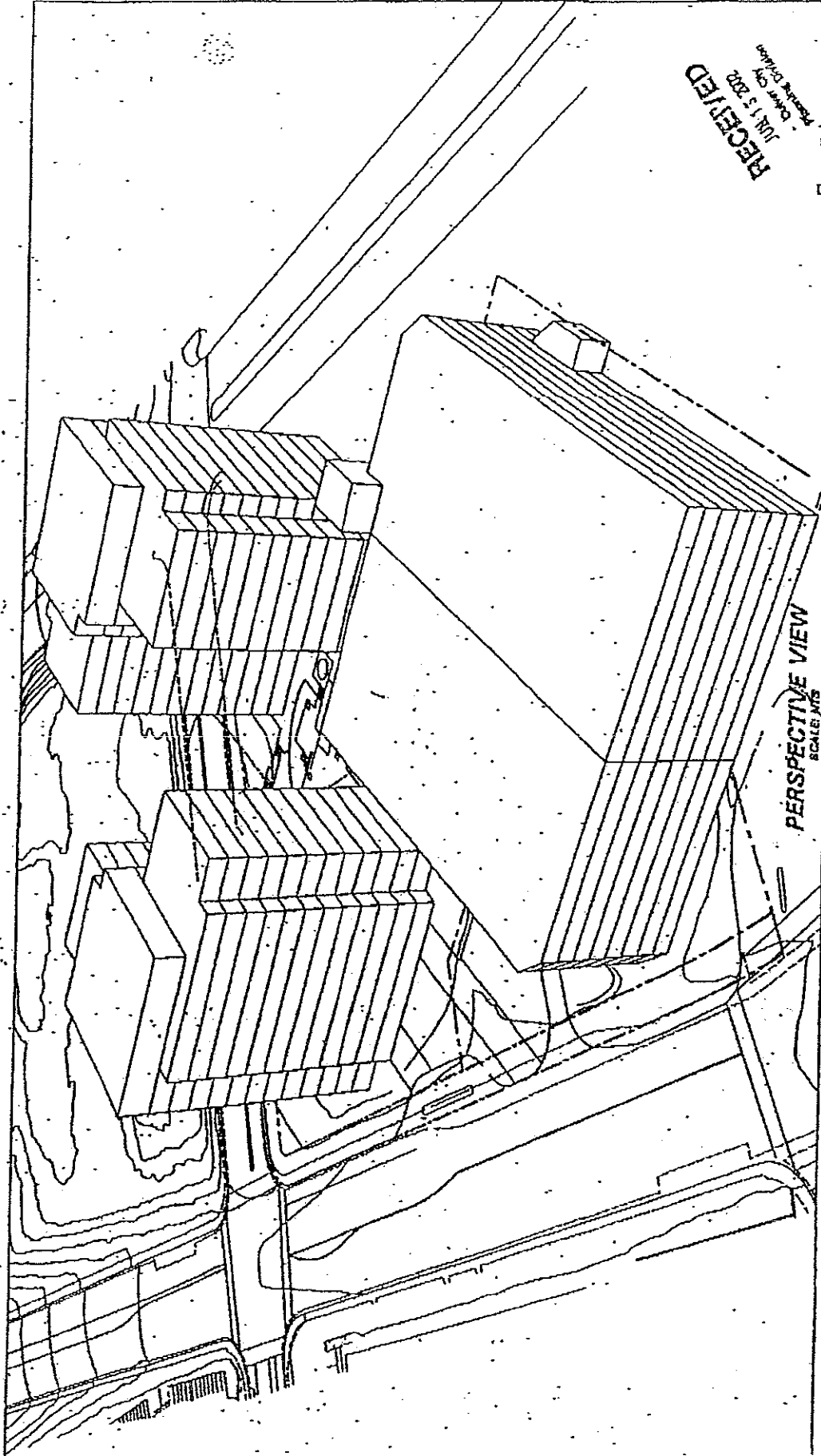
PERSPECTIVE VIEW
SCALE: NTS

700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA

SITE PLAN REVIEW No. 87.09

ARQUITECTONICA
444 SOUTH ALHAMBRA STREET, SUITE 400
LOS ANGELES, CA 90011
JUNE 12, 2009

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CITY OF LOS ANGELES

Box 24

ARQUITECTONICA
444 SOUTH FLOWER STREET, SUITE 400
LOS ANGELES, CA 90071
JUNE 13, 2002

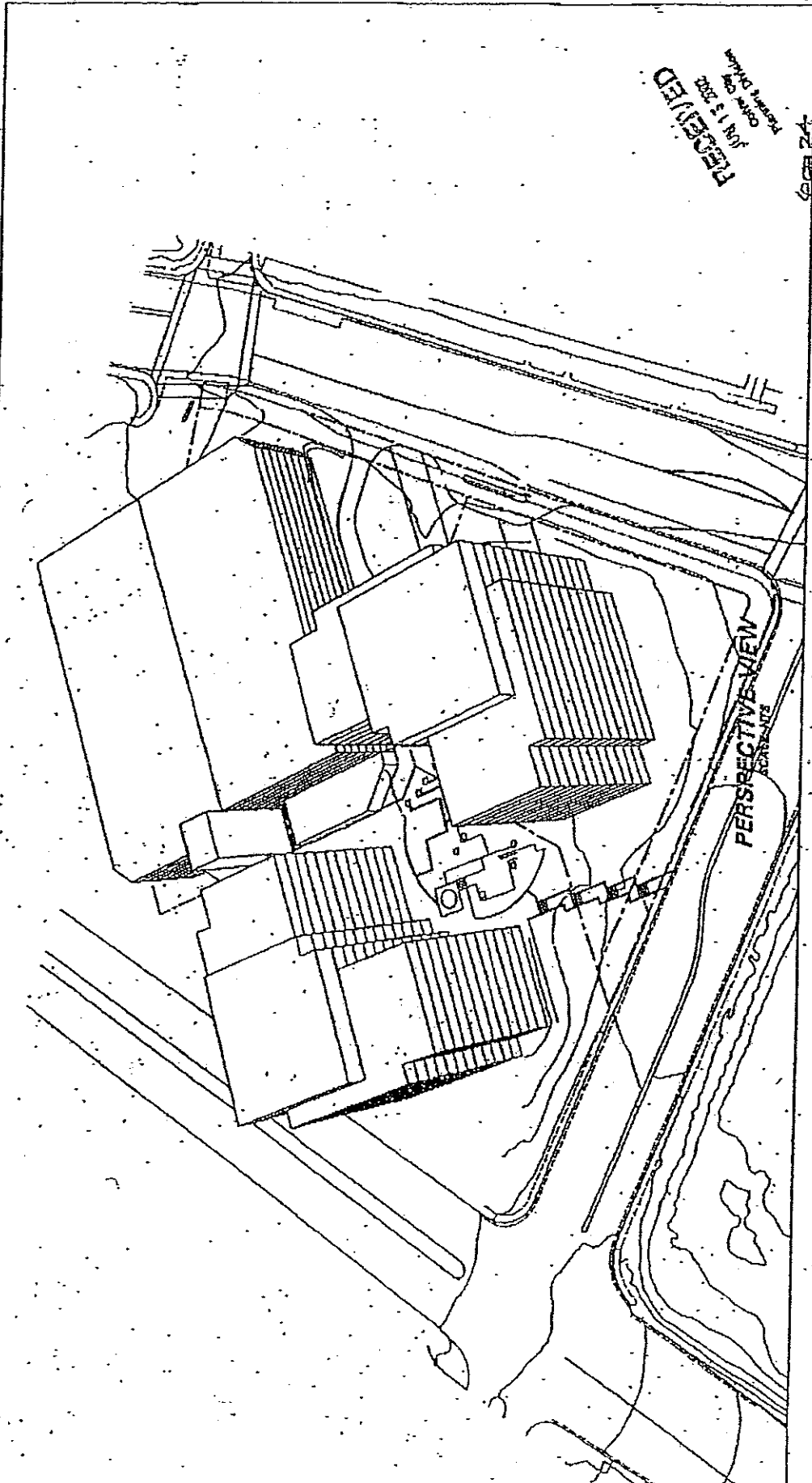
700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA

SITE PLAN REVIEW No. 87-09

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700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
SITE PLAN REVIEW No. 87-09

ARQUITECTONICA
444 SOUTH FLOWER STREET, SUITE 400
LOS ANGELES, CA 90071
JULY 13, 2004

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EXECUTIVE SUMMARY

Design and development of the East Parcel at 700 Corporate Pointe in Culver City, CA involving a rentable commercial office building with the density of approximately 232,742 gross square feet.

The subject property is located at the intersection of Slauson Avenue, Hawthorn Avenue and Bristol Street. Parkway near the 405 and 90 Freeways. The East Parcel is a gently sloping landscaped site of 3 acres and is adjacent to the existing 12-story 608 Corporate Pointe office building which consists of 153,742 GSF. This site was entitled to be developed as the "retail wedge" building to the 608 Corporate Pointe building. There is an existing 3-level above-grade parking structure that accommodates parking for the existing building. The Project consists of the master planning and concept design for a new office building to be located on this 3 acre parcel. The building shall be 12 stories high and approximately this same density as the 608 Corporate Pointe building.

Parking for the new building will be recommended in an 8-level "retail wedge" addition to the existing parking structure. The garage will accommodate approximately 980 cars. The area around the new building, parking structure and the site perimeter will be extensively landscaped.

PROJECT INFORMATIONEast Parcel
(3 acres)

700 Corporate Pointe	Floors	Floor Size (GSF)	Building Size (GSF)	Building Size (SQF)
Ground Floor		24,070	24,070	16,780
Typical Floors	10	24,070	240,700	204,000
Upper Floor	1	17,970	17,970	15,670
Total Office	12		262,740	236,370

Parking
980 spaces

Retail
4,000 GSF attached to parking structure

Concrete
Total Site Area = 144,308 sf
Building Area = 61,662 sf
Open Area = 80,446 sf (55%)

ENTITLEMENTSSummary

- No additional discretionary review is required. If this project requires in substantial performance in what was previously approved under SFR 87-09. The Lender plans to stay within the approvals granted with regard to height and density, but will redesign the building floor plates to meet current market standards.
- The conditions and mitigation measures of the previous approval have all been complied with.

Existing Entitlements

- The Planning Commission approved Site Plan Review No. 87-09 on August 12, 1987, through the adoption of Resolution No. 87-2034.
- The project approval consisted of two (2) office buildings (608 & 700 Corporate Pointe) and a parking structure, with retail space, to be built in two phases.
- Construction of the first office building and Phase 1 of the parking structure completed in 1985, vested the entitlements for development of the remaining three (3) acres.
- The second office building and parking structure fell within the approval granted in 1987.

700 Corporate Pointe

Gross Floor Area: 252,740 sf
Non-Leasable Area: (46,370)
Office (Leasable Floor Area) 206,370 sf
Height: 160 ft

Parking (Remaining Obligations)

Gross Floor Area: 302,363 sf
Retail (Gross Leasable Floor Area) 4,242 sf
Total Spaces: 982

(1) May be reduced to reflect area of 21,100 sq.

PROJECT CONSULTANTS

Architectural
Lead Use Legal

Architectural
Allen, Marking, Cook, Gamble & Mallory

GENERAL PROJECT INFORMATION

Bank of Montreal

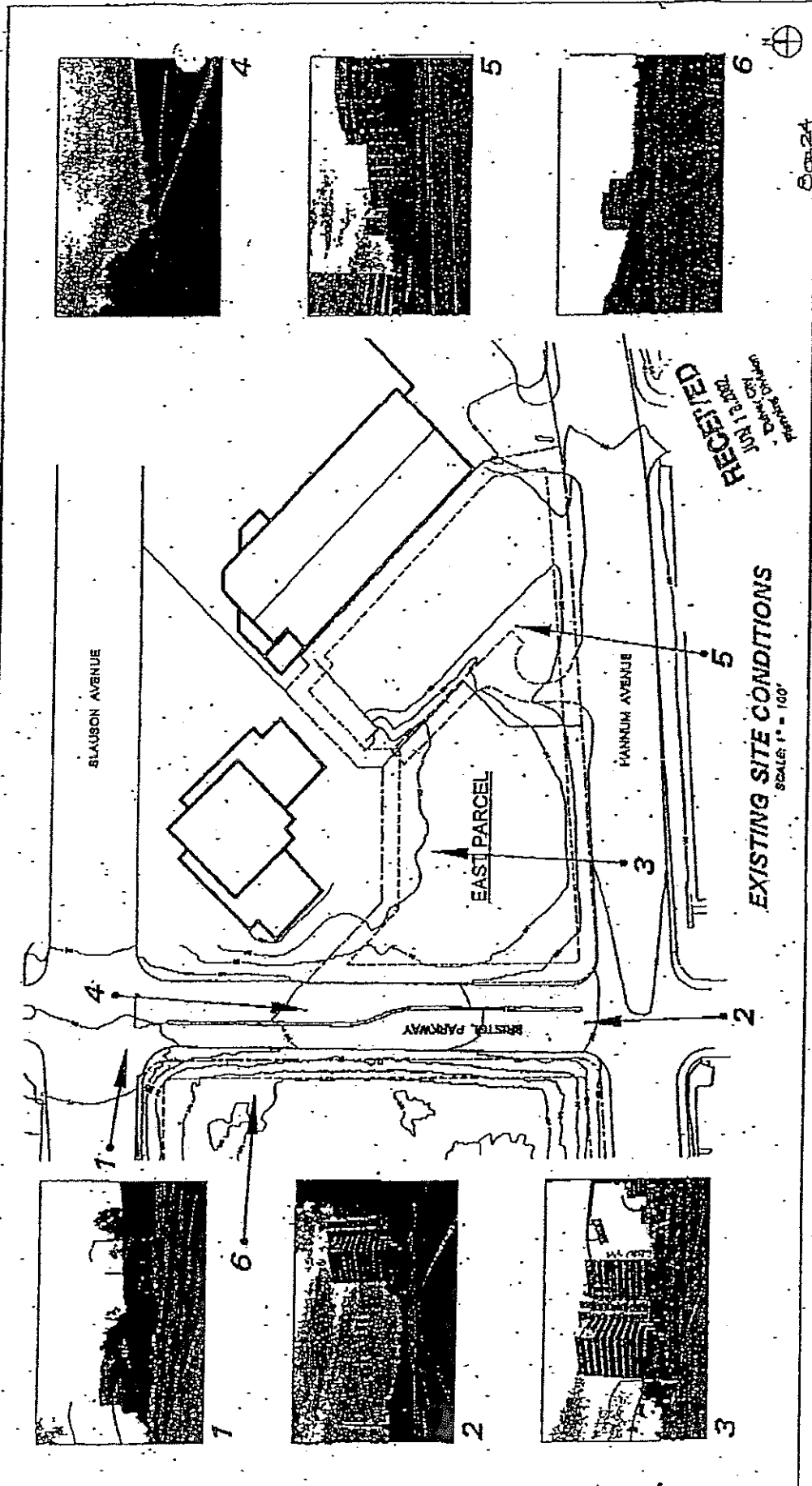
700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA

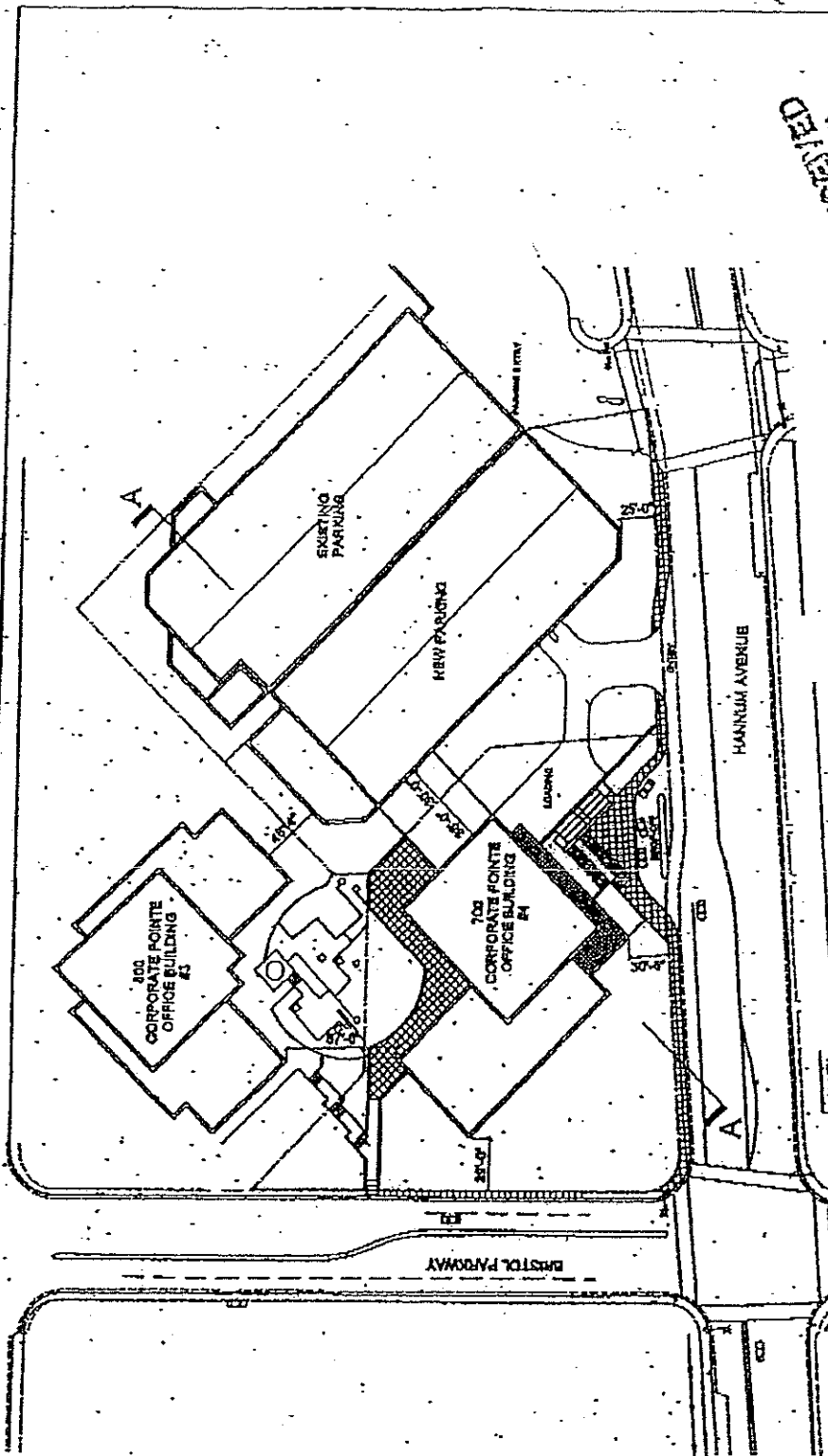
6 - REVISED "L" OPTION (PREFERRED OPTION)

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444 SOUTH WILSON STREET, SUITE 4000
LOS ANGELES, CA 90017
JUNE 13, 2003

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10000 Building
10000 Building

FLOR 24





SITE PLAN
SCALE: 1" = 80'

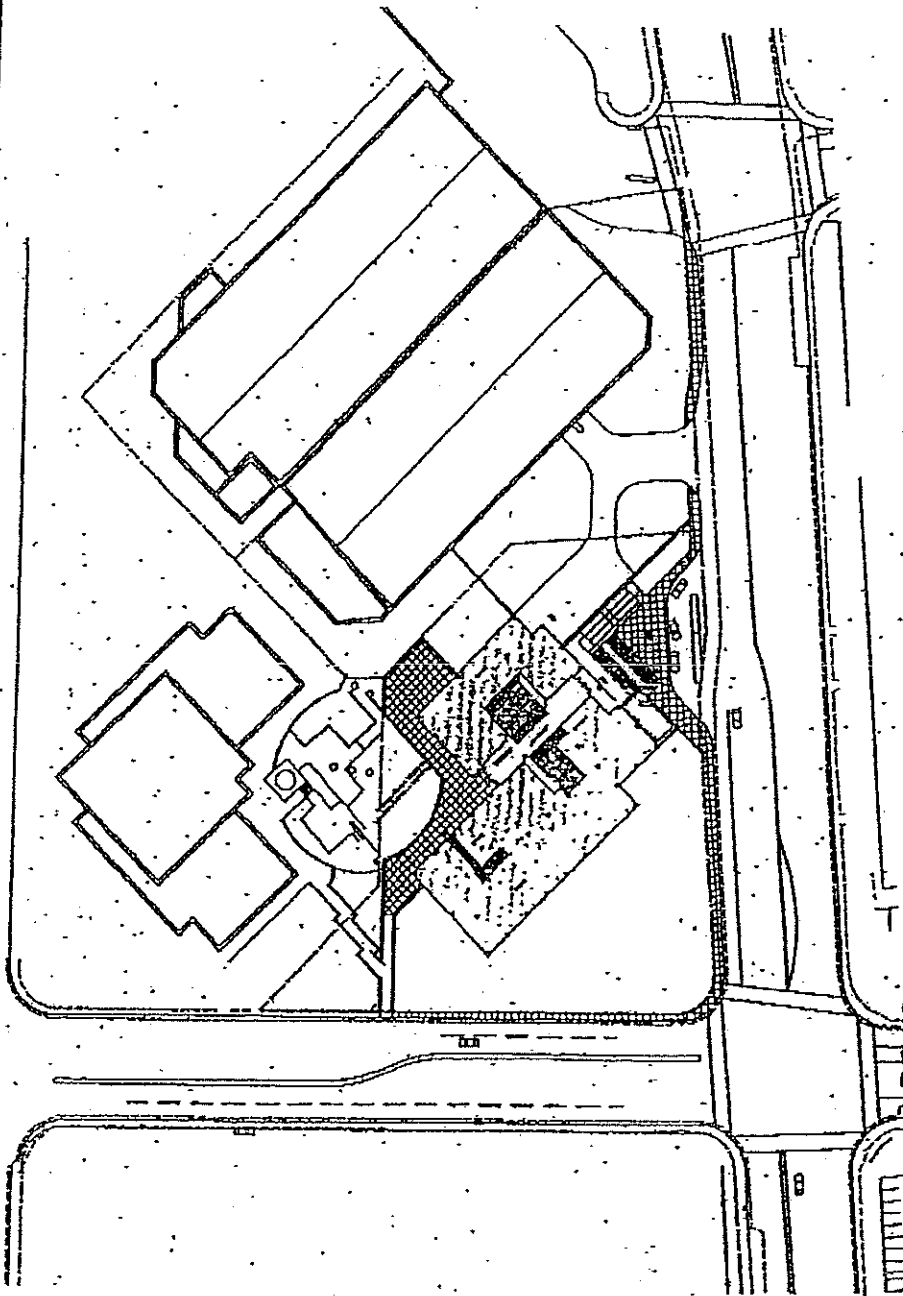
700 CORPORATE POINTE OFFICE DEVELOPMENT

CULVER CITY, CA

6 - REVISED "L" OPTION (PREFERRED OPTION)

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444 SOUTH FLOWER STREET, SUITE 4060
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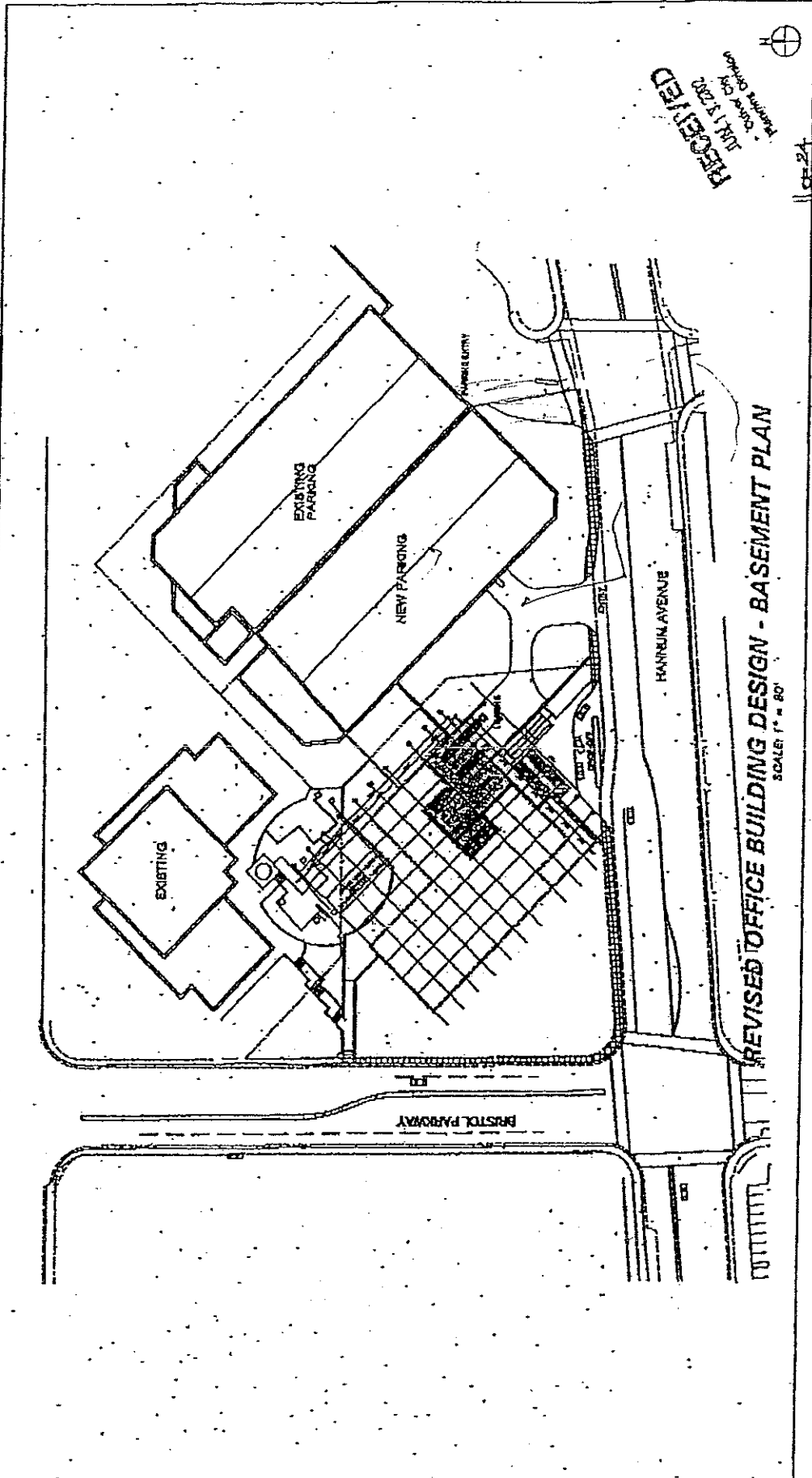
REVISED OFFICE BUILDING DESIGN - GROUND FLOOR PLAN
SCALE: 1" = 20'

700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA

6 - REVISED "L" OPTION (PREFERRED OPTION)

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LOS ANGELES, CA 90071
JUNE 12, 2003

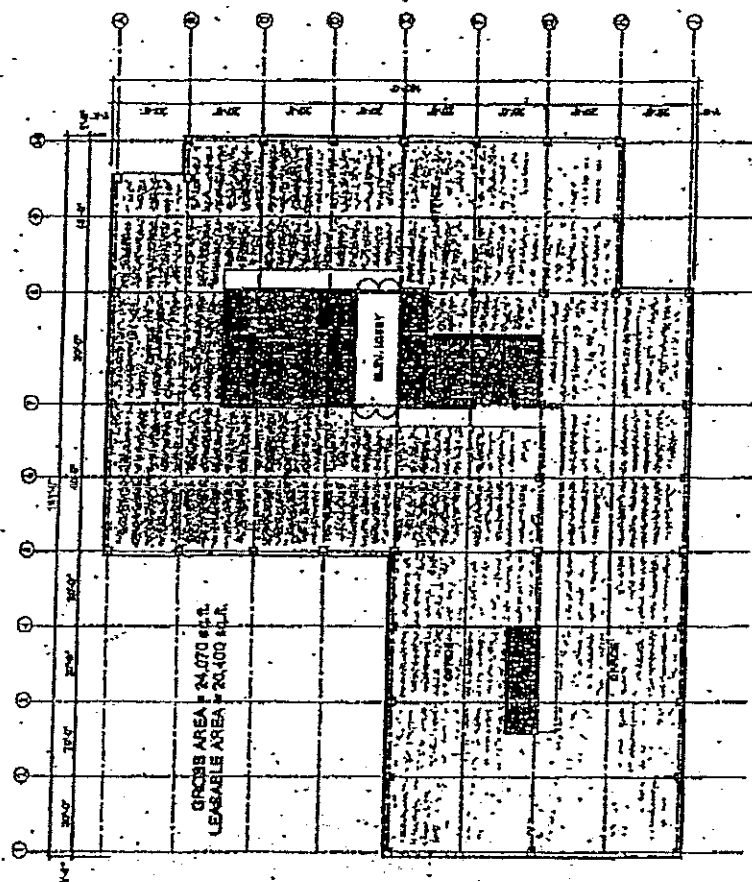


700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA

6 - REVISED "L" OPTION (PREFERRED OPTION)

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JUNE 12, 2003

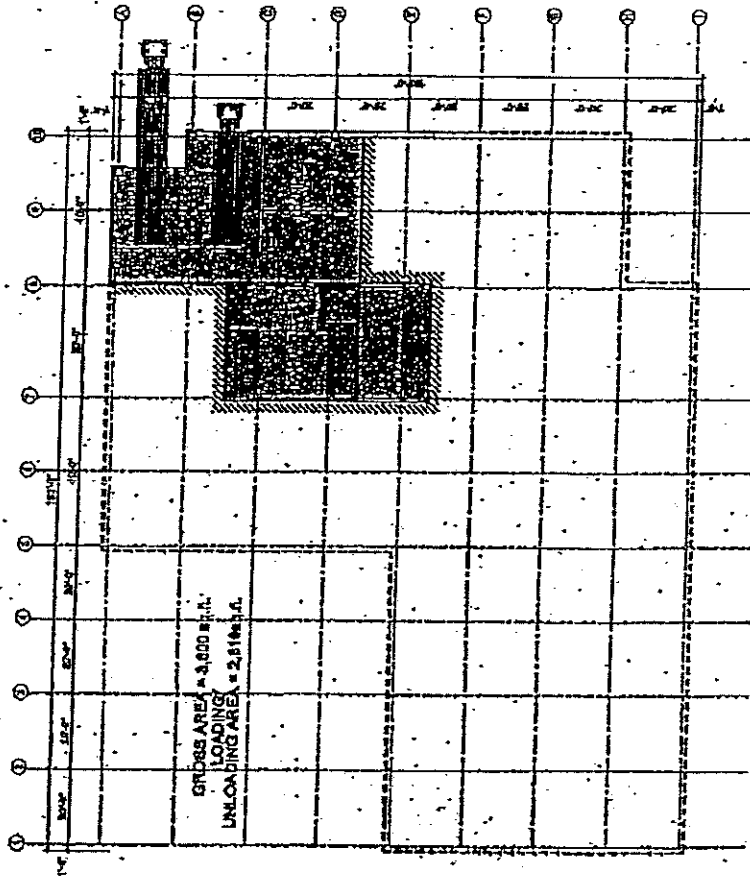
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700 CORPORATE POINTE OFFICE DEVELOPMENT

6 - REVISED "L" OPTION / PREFERRED OPTION

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444 SOUTH FLOWERS STREET, SUITE 4050
LOS ANGELES, CA 90071
JUNE 13, 2003



REVISED OFFICE BUILDING DESIGN - BASEMENT PLAN
SCALE: 1" = 30'

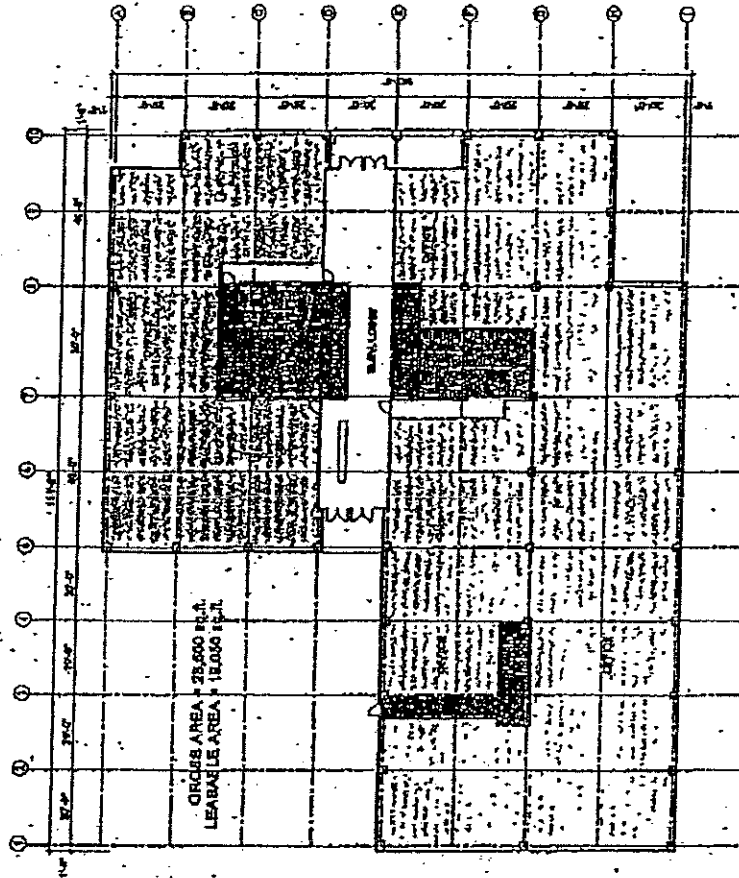
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JAN 13, 2003

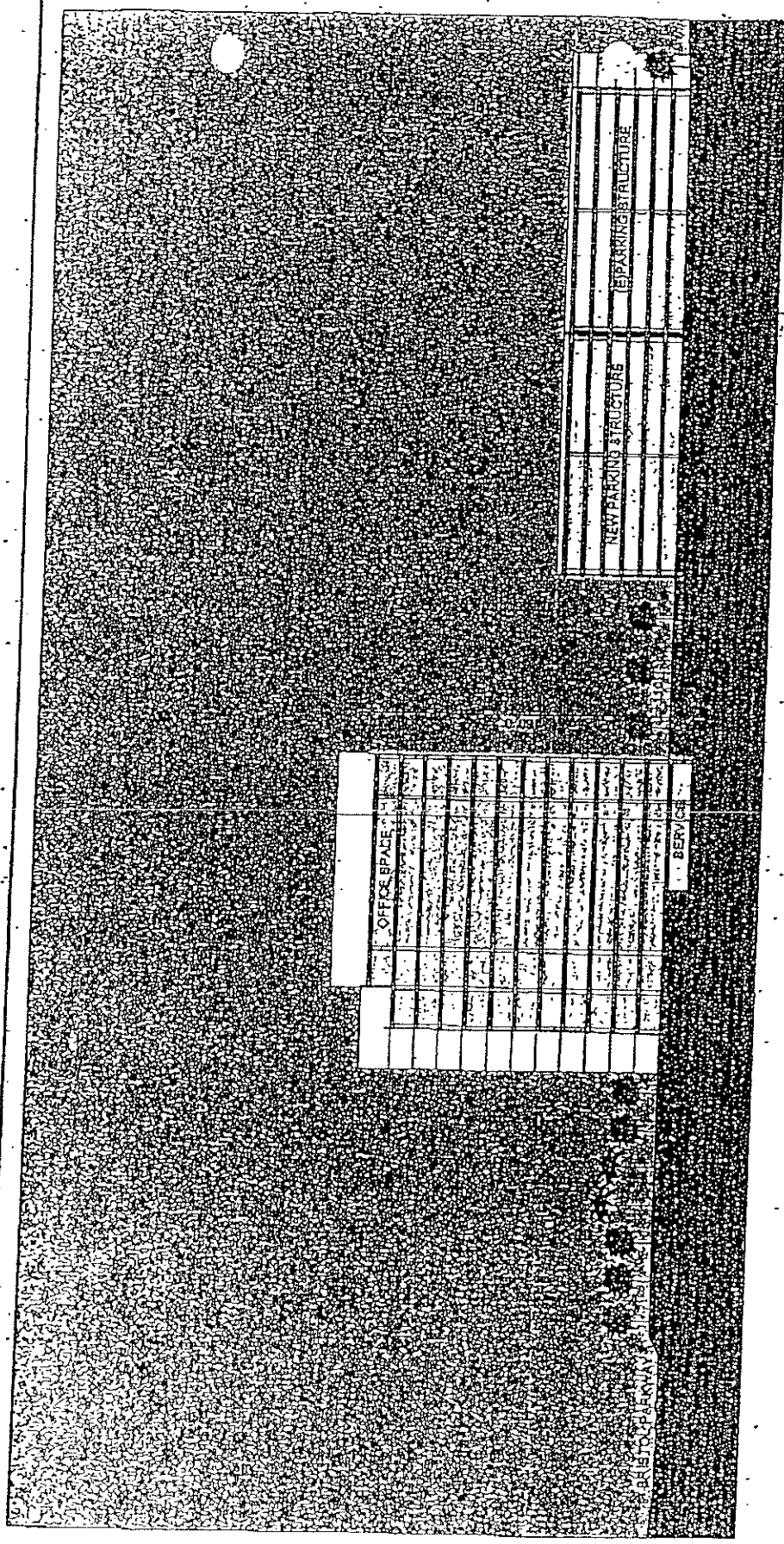
700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
6 - REVISED "L" OPTION (PREFERRED OPTION)

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REVISED OFFICE BUILDING DESIGN - GROUND FLOOR PLAN
SCALE: 1" = 30'

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REVISED OFFICE BUILDING DESIGN - SECTION A-A
scale 1" = 40"

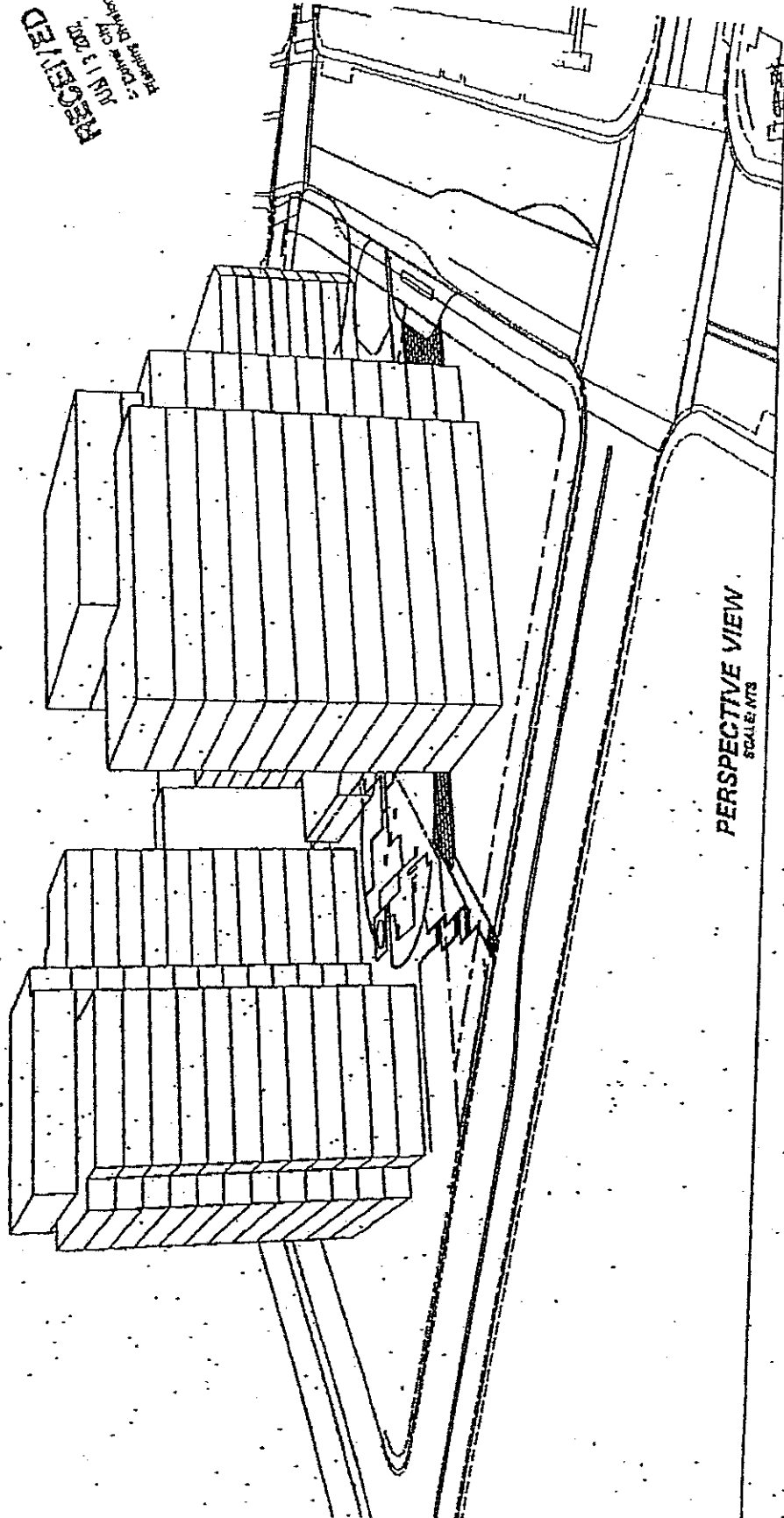
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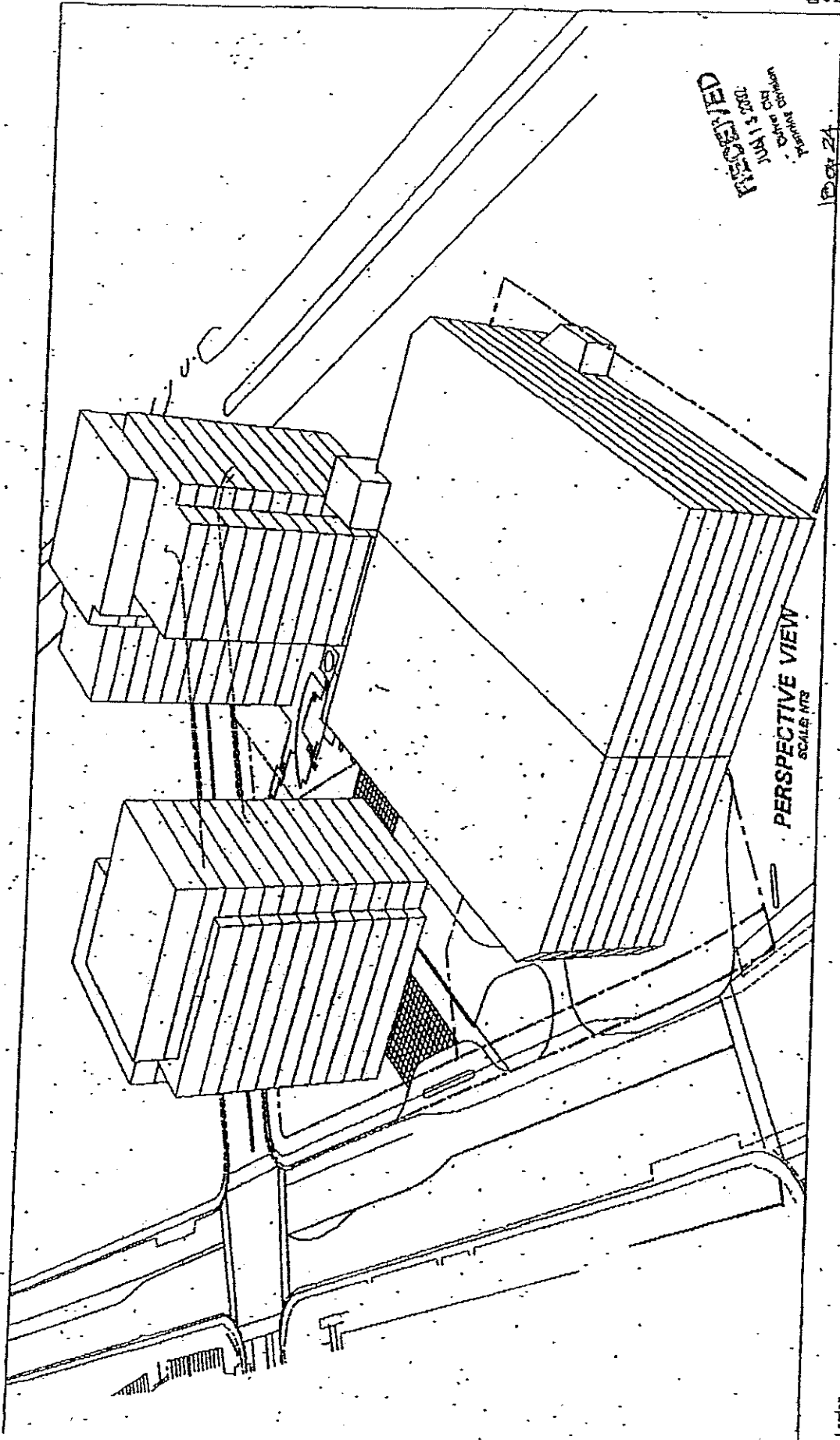


PERSPECTIVE VIEW
SCALE: NTS

700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
6" REVISED "L" OPTION (PREFERRED OPTION)

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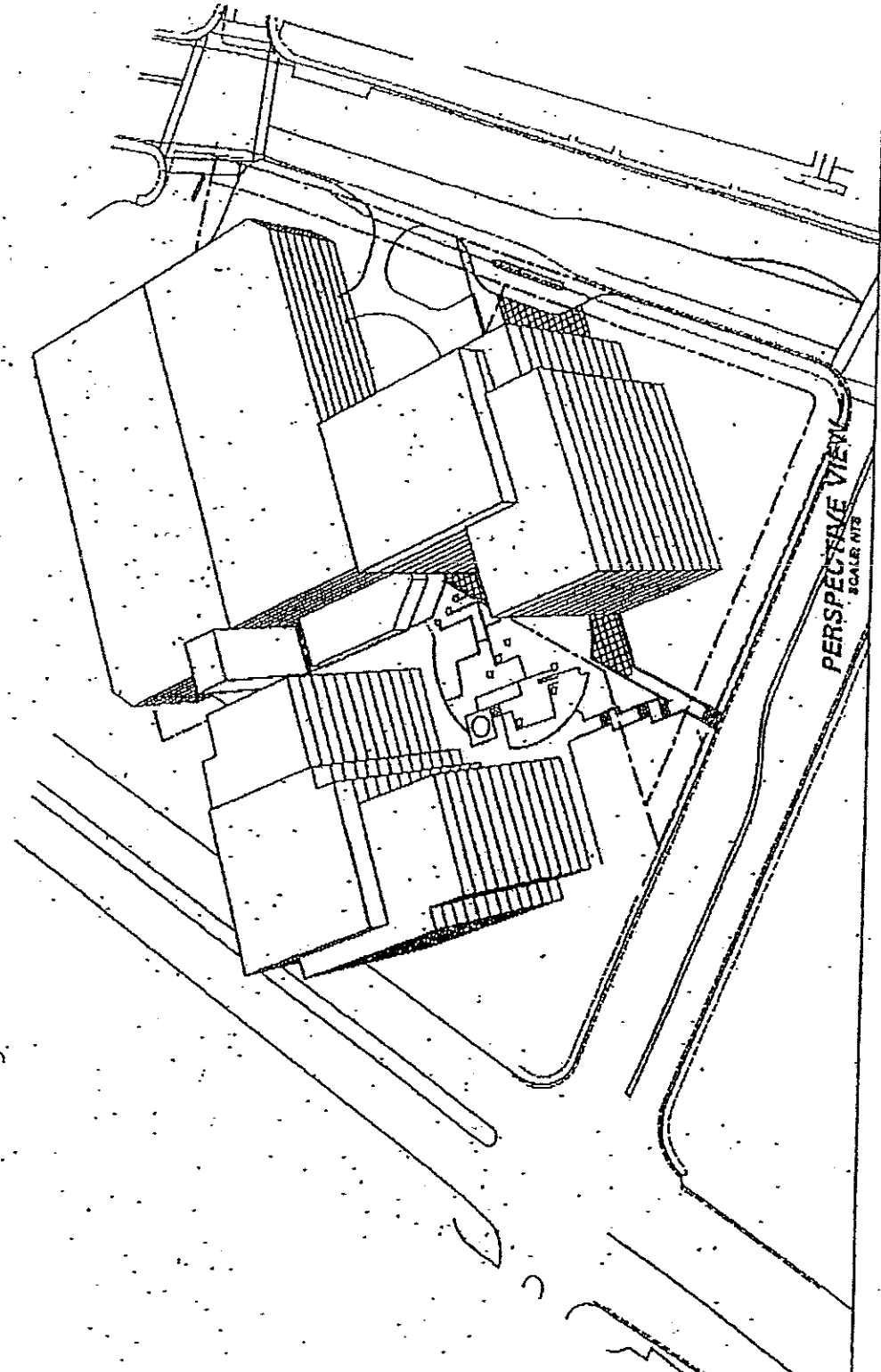
700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
6 - REVISED "L" OPTION (PREFERRED OPTION)

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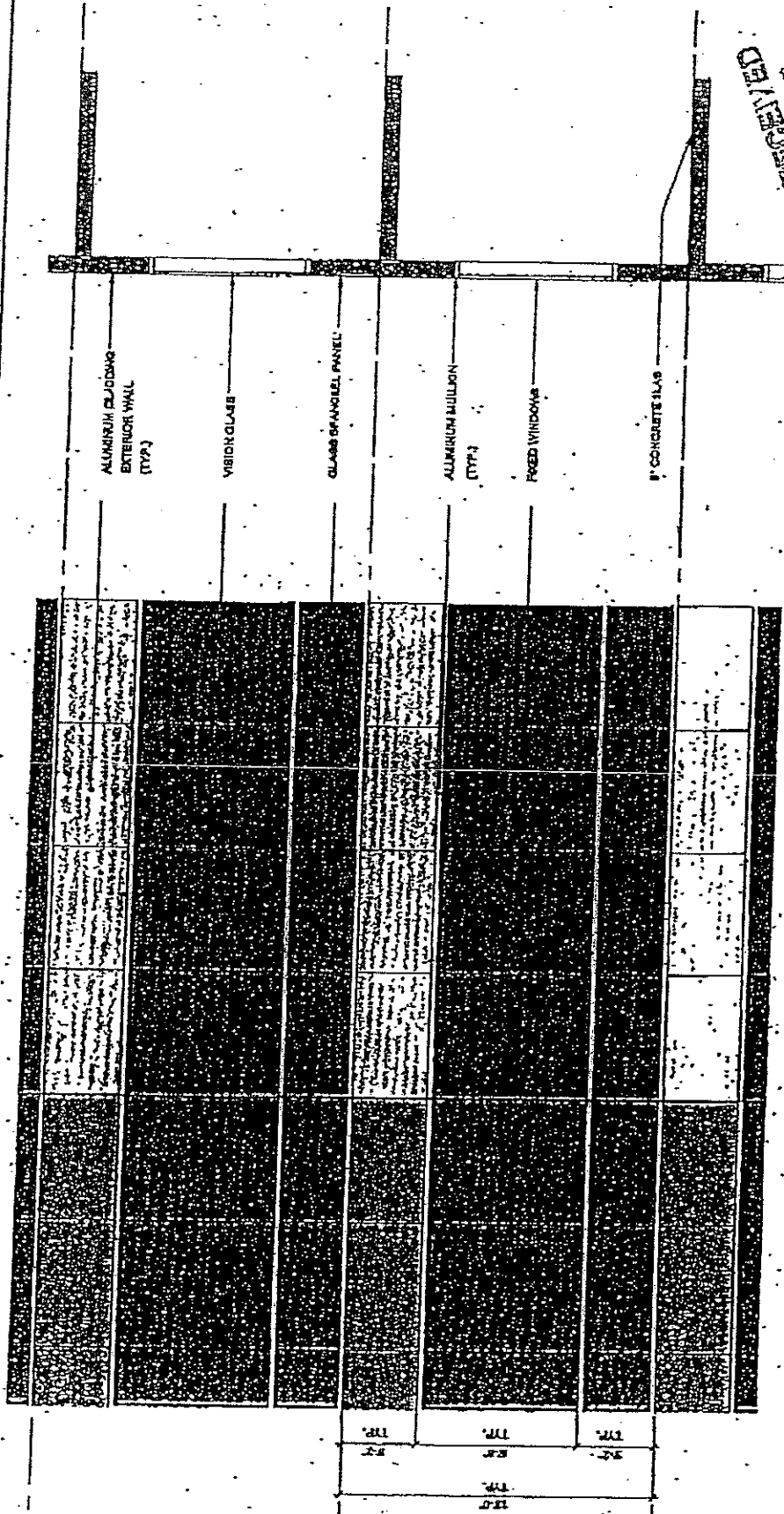
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LOS ANGELES, CA 90013
JUNE 13, 2001



700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
6 - REVISED "L" OPTION (PREFERRED OPTION)

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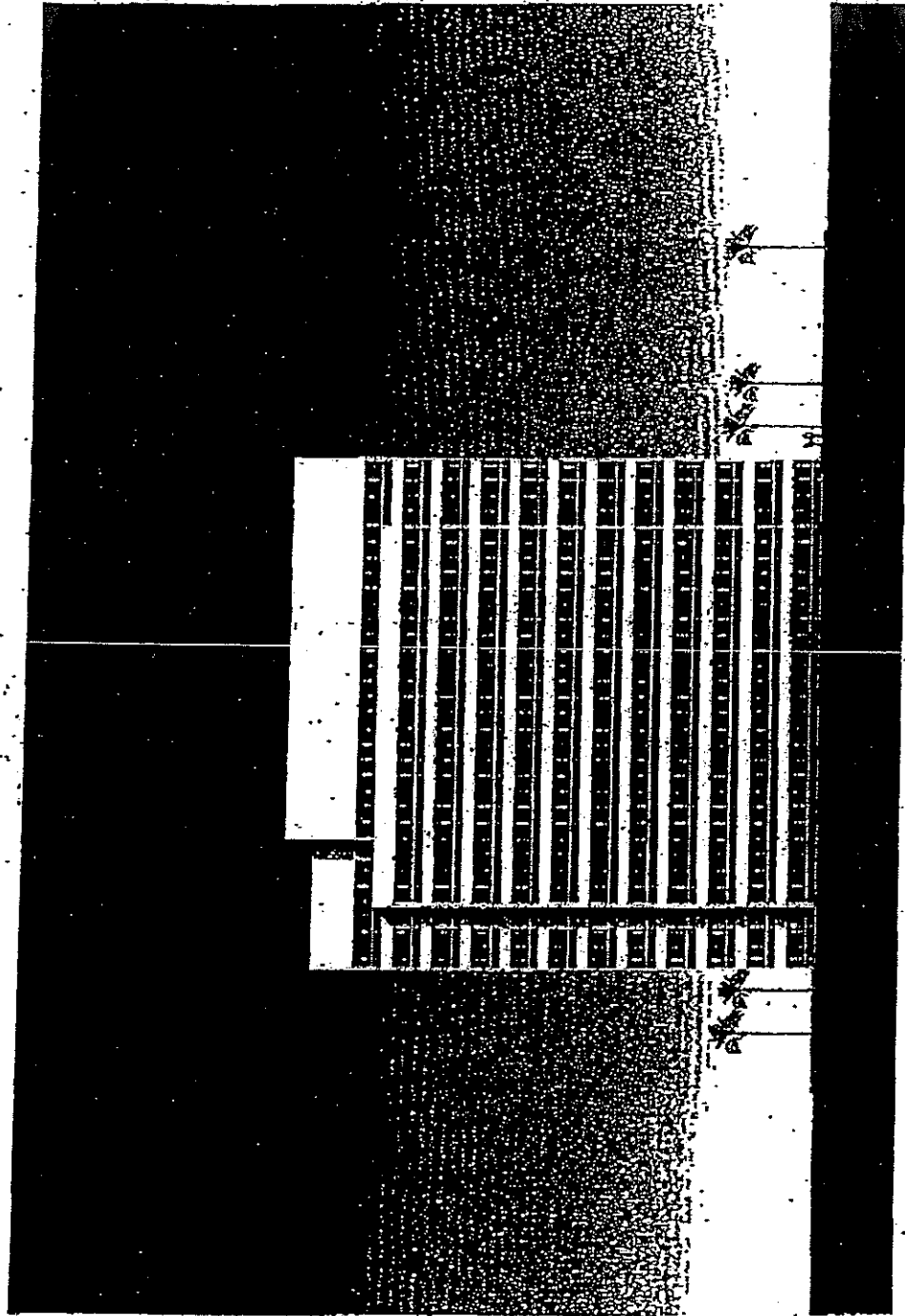
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L. DAVIS ARCHITECTS
JUN 15 2002

REVISED OFFICE BUILDING DESIGN - ENLARGED ELEVATION & SECTION
SCALE: 1/4" = 1'-0"

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700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
6 - REVISED "L" OPTION (PREFERRED OPTION)

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444 SOUTH FLORENCE STREET, SUITE 200
LOS ANGELES, CA 90005
JUNE 14, 2002



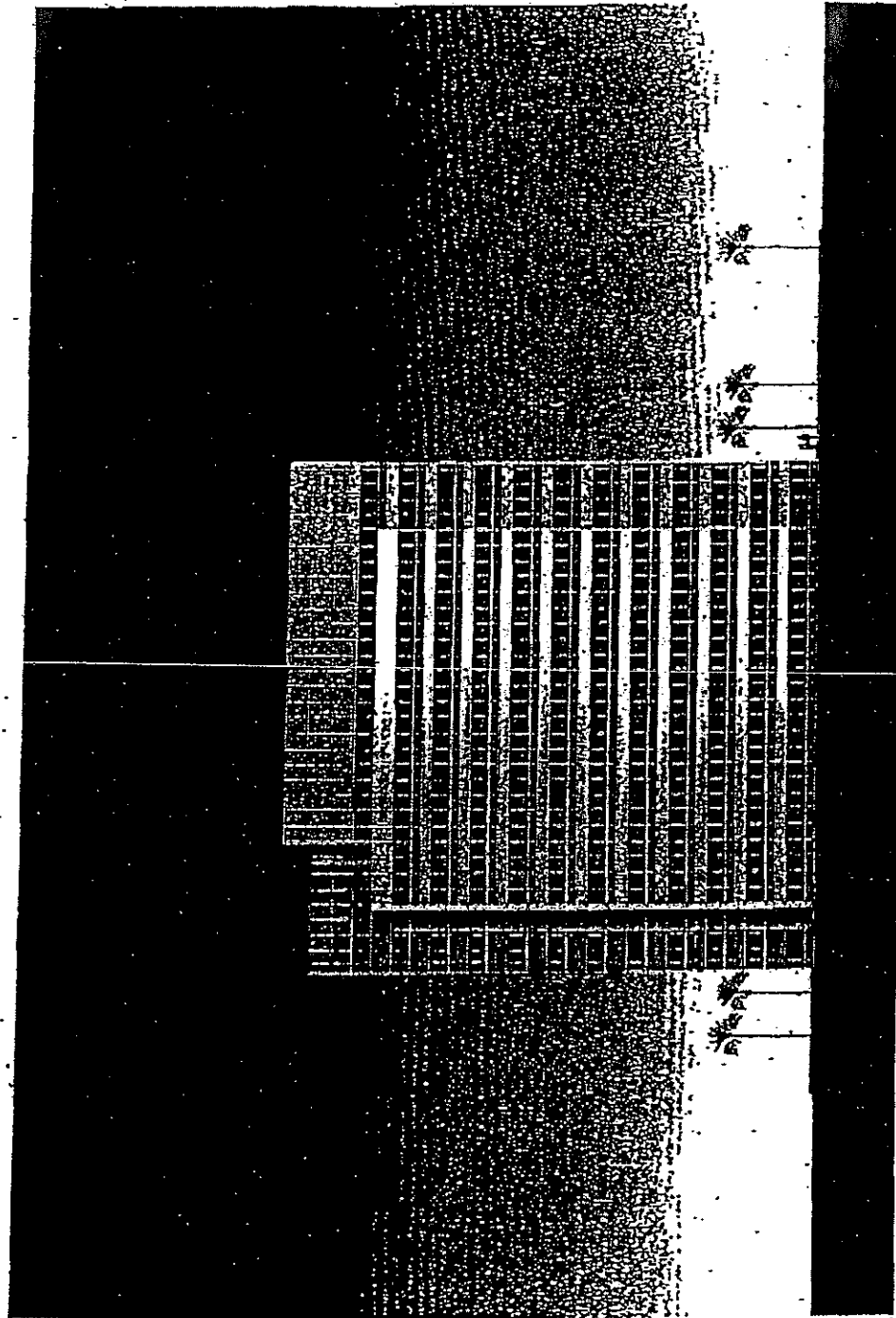
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Planning Director

21-000-24

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ARCHITECTONICA
144 BUCKINGHAM STREET, SUITE 200, BOSTON, MA 02111
(617) 552-1111

700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
OPTION 1: MATCH 600 CORPORATE POINTE

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Lenders



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Planned Development

22-01-01

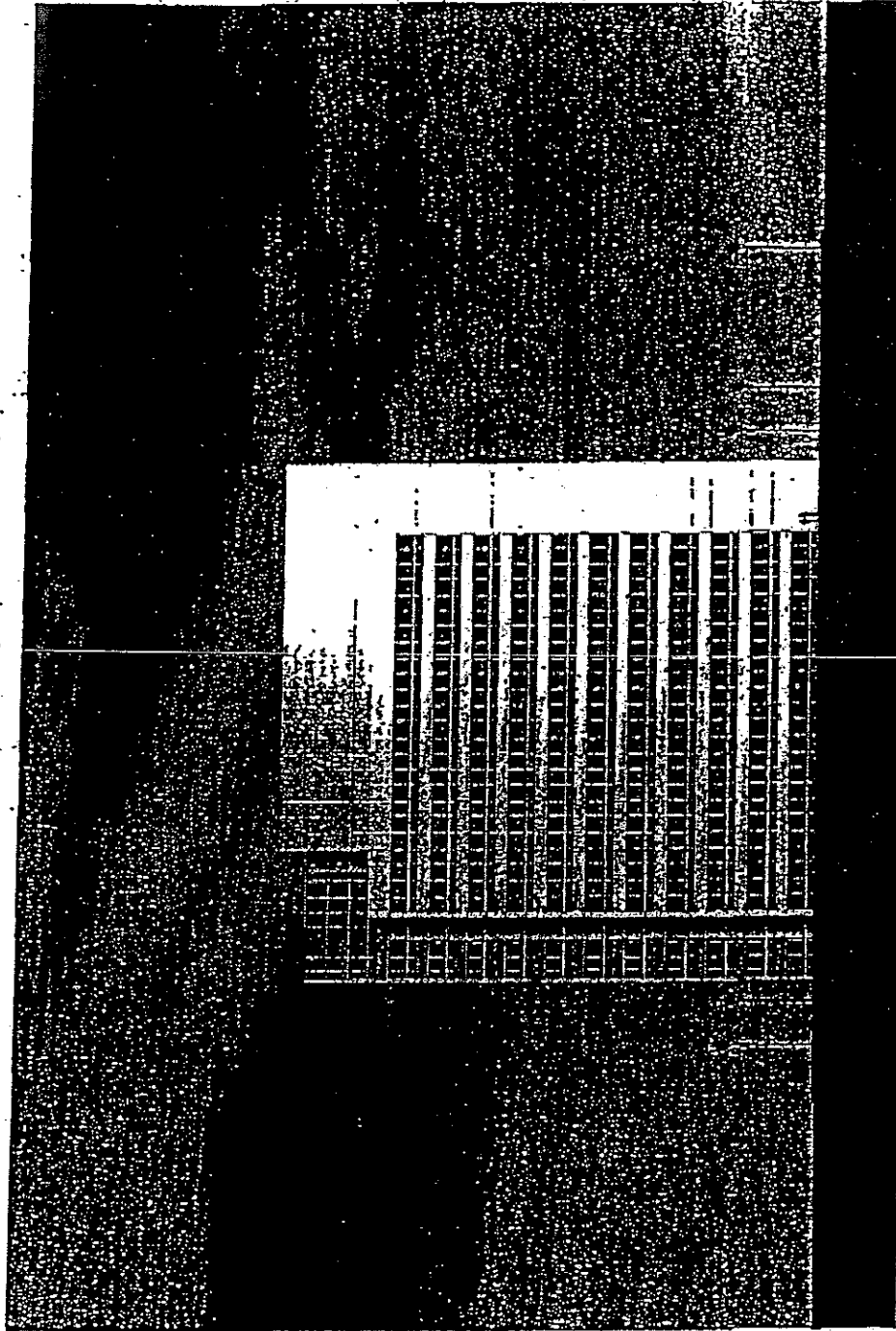
ARQUITECTONICA
444 SOUTH TULSA STREET SUITE 1000 LOS ANGELES CA 90057
TEL: 213.413.1234 FAX: 213.413.1235

700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
OPTION 2: SAME BLUE GLASS, DIFFERENT COLOR METAL BANDS

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DIVISION

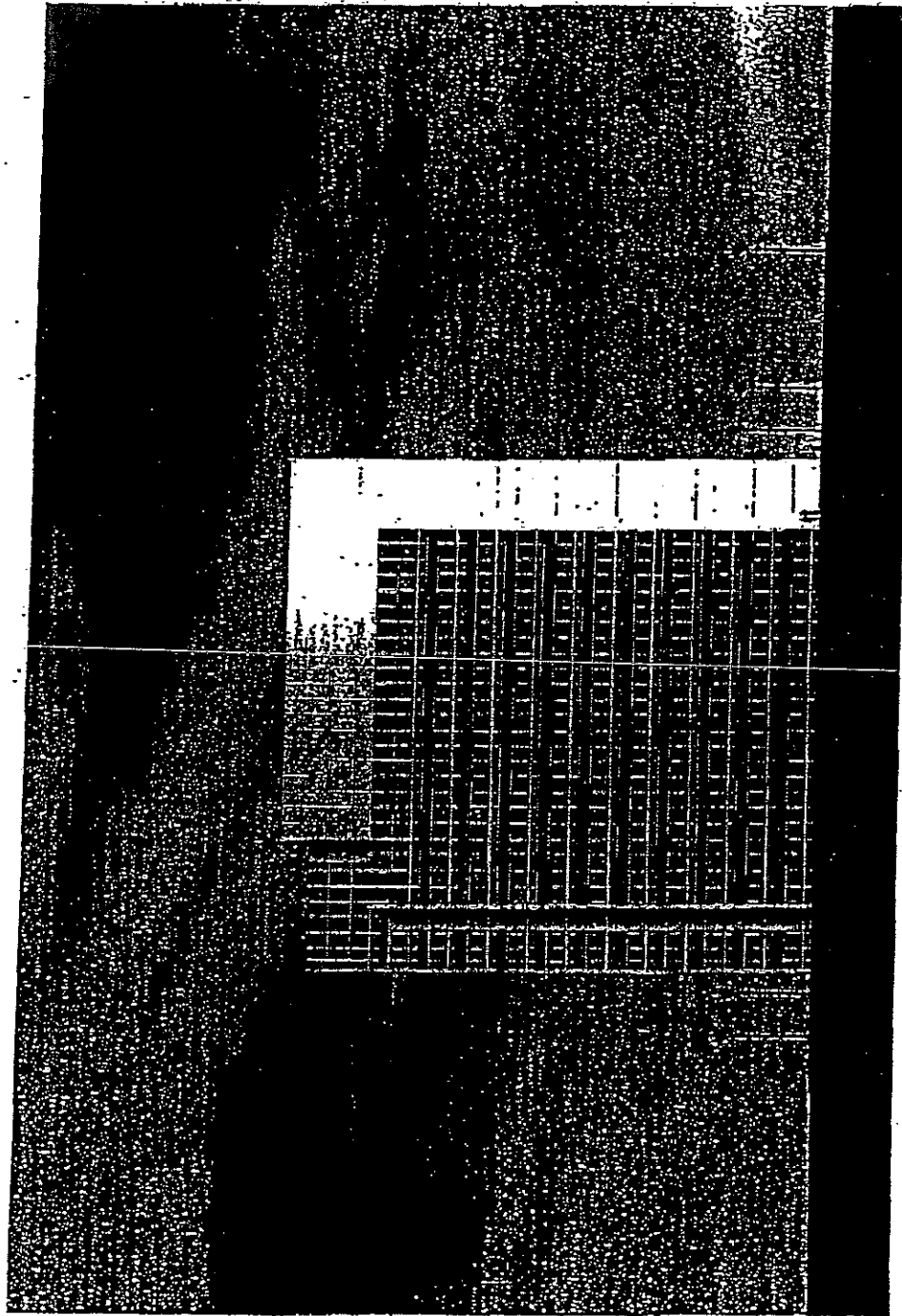
23-24

ARQUITECTONICA
400 TRUCK CENTER STREET
SUITE 400
FALLS CHURCH, VA 22034
TEL: 703/441-1100 FAX: 703/441-1101

700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA
OPTION 2: SAME BLUE GLASS, SILVER GLASS, DIFFERENT COLOR METAL BANDS

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62.



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ARQUITECTONICA
144 SOUTH PACIFIC AVENUE
SUITE 1000
SAN FRANCISCO, CA 94104
TEL: 415.774.1200 FAX: 415.774.1201

700 CORPORATE POINTE OFFICE DEVELOPMENT
OAKLAND, CA
OPTION A: ALL BLUE GLASS, ALL SILVER GLASS

Bank of Montreal

From:

EXHIBIT "B"

15 002 09:33 #106 P.002/004



LINDA F. TATUM, AICP
Planning Manager

PLANNING DIVISION

CITY OF CULVER CITY

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

(310) 253-5710

FAX (310) 253-5721

July 10, 2002

Ms. Sonia Ransom
Attorney at Law
Allen Matkins Leck Famble & Mallory, LLP
515 S. Figueroa St., 7th Floor
Los Angeles, CA 90071-3398

Subject: 700-701 CORPORATE POINTE
Conditional Approval of Minor Modifications

Dear Ms. Ransom:

Thank you for your June 13, 2002, presentation of proposed minor modifications to the preliminary development plans conditionally approved for the referenced 12-story office building (700 Corporate Pointe) and 8-level parking structure (701 Corporate Pointe) with support commercial on property designated with a Commercial (C-3) Zone.

These plans outline the second phase of a two-phase project whose original preliminary development plans were conditionally approved by the Planning Commission via Site Plan Review, PL-87-09, on August 12, 1987, as more specifically outlined in Resolution No. 87-P034. The original preliminary development plans were also conditionally approved by the Culver City Redevelopment Agency on September 21, 1987. The first phase of the project, constructed in 1985, consisted of a 12-story office building (600 Corporate Pointe) and an 8-level parking structure (501 Corporate Pointe) with support commercial.

As the representative of the Bank of Montreal (the property owner/lender), your office is seeking a determination that various minor modifications to the project are consistent with the original site plan review application conditionally approved for this project more than 17 years ago. These changes are proposed by you in order to facilitate the sale and development of the site with an updated project design plan that meets the needs of the future office leasing market in the Culver City area. Accordingly, during the past months you and Christopher Coe from the architectural design firm, Arquitectonica, have met with Jerry Ichien, Redevelopment Project Specialist, and Joseph Montoya, Associate Planner, to review alternatives to the Phase 2 portion of the conditionally approved preliminary development plans.

From:

002 09:34 #106 P.003/004

Ms. Sonia Ransom
700 - 701 Corporate Pointe
July 10, 2002
Page 2

Based on the comments received during the subject preliminary staff review, on June 13, 2002, you submitted a set of proposed revised preliminary development plans for the subject site that includes, but is not limited to, the following:

1. Site Plan

Development of a 12-story/282,740 gross square foot/160-foot high office building with a modified "L" shape footprint complementary to the existing 600 Corporate Pointe building located across the landscaped courtyard. A primary vehicle entrance will serve the site from Hannum Avenue providing access to the parking structure and building service area. A separate pedestrian pick-up/drop-off area is provided in front of the building along the Hannum Avenue frontage. The adjoining Phase 2 of the parking structure, support commercial and landscaped courtyard are consistent with the existing Phase 1 improvements.

2. Architectural Design

Although four exterior façade materials options were initially presented, approval is requested of the façade elevation labeled "Option 1" which is similar to 600 Corporate Pointe as follows:

- A. Use of a reflective glass detailed with vertical butt-joints and one horizontal mullion;
- B. Use of pre-finished metal panels at the spandrel locations and painted with a factory-applied coating color consistent with the off-white color of the concrete panels; and
- C. The metal panels will also be butted against the reflective glass.

Additionally, the exterior of the Phase 2 portion of the parking structure, including the support commercial, will match the existing Phase 1 improvements.

Taking into account your stated reasons for the proposed modifications and after reviewing the details of the proposed modifications, the Planning Division has determined the proposed modifications as outlined in the attached plans to be minor in-scope and consistent with Site Plan Review, PL 87-09, subject to the following conditions:

1. Proposed minor modifications and exterior façade materials Option 1 (matching 600 Corporate Pointe) shall be as outlined in the "Proposed Minor Modifications Plans" file dated June 13, 2002; and
2. All other components of the Planning Commission conditional approval of Site Plan Review, PL-87-09, on August 12, 1987, as more specifically outlined in Resolution No. 87-P034, and of the original preliminary development plans as conditionally approved by the Cuyler City Redevelopment Agency on September 21, 1987, shall remain in effect.

Lastly, please note that if you desire to pursue the approval of any of the other minor exterior façade plans as outlined in Options 2, 3 or 4, said change in façade plans shall require separate review by the Planning Manager. Please note that of these remaining options, the Planning Division strongly recommends Option 4 (a combination of all blue glass and all silver glass for each of the two building components) as providing the more dynamic building appearance compatible with the overall Corporate Pointe development.

From:

0002 09:34 #106 P.004/004

Ms. Sonia Ransom
700 - 701 Corporate Pointe
July 10, 2002
Page 3

The next step is for you to submit construction plans for the issuance of building permits. However, prior to beginning preparation of these drawings, it is recommended that you contact Craig Johnson, Building Official, at (310) 253-5802, to confirm the status of all applicable building, fire and city code requirements for the subject buildings.

If you have any questions, please call me at (310) 253-5726, or Joseph Montoya, Associate Planner, at (310) 253-5736.

Sincerely,

Linda F. Tatum

Linda Tatum, AICP
Planning Manager

LT/JM/abn

Attachment: Conceptual Revised Development Plans [24 Sheets].

Copy: Bruce Sherman, Perkins / Cole
Christopher Coe, Arquitectonica
Mayor and Members of the City Council
Chair and Members of the Planning Commission
Andy O'Connell, Senior Civil Engineer
Max Paetzold, Traffic Engineering Manager
Mark Wardlaw, Interim Community Development Director
Miriam Mack, Redevelopment Administrator
Jerry Ichien, Redevelopment Project Specialist
Craig Johnson, Building Official
Virginia Vlado, Senior Planner
Joseph Montoya, Associate Planner

July 7, 2005

RECEIVED

JUL 12 2005

Culver City
Planning Division

Ms. Sonia Ransom
Attorney at Law
Allen Matkins Leck Gamble & Mallory, LLP
515 S. Figueroa Street, 7th Floor
Los Angeles, CA 90071-3398

Culver **CITY**

Subject: 700-701 Corporate Pointe
Project Approval

Dear Ms. Ransom:

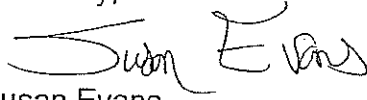
As you recently discussed with my staff, this letter serves to confirm what is established by Conditional Approval of Minor Modifications, dated July 10, 2002. The Planning Division has approved the development site plans for the remaining building (and other half of the parking structure) located at 700-701 Corporate Pointe, Culver City, California (the "Project"), subject to the documents outlined below.

The original preliminary development plans for the Project were conditionally approved by the Planning Commission via Site Plan Review, PL-87-09, on August 12, 1987, as more specifically outlined in Resolution No. 87-P034, and as modified pursuant to the Conditional Approval of Minor Modifications, dated July 10, 2002. The original preliminary development plans were approved by the Culver City Redevelopment Agency on September 21, 1987.

The first phase of the Project, consisting of a 12-story office building and an 8-level parking structure, was constructed in 1985. This letter confirms to you, as the representative of Bay Street No. 29, Inc. and any successors in interest that may subsequently acquire title to the property on which the Project will be located, that no additional discretionary approvals are currently required for the Project and that the property owner is authorized to proceed with the application for building permits for the second phase of the Project consistent with the July 10 Conditional Approval of Minor Modifications. In order to obtain building permits for the second phase of this Project, it is only necessary to submit construction plans, which are consistent with the approved development site plans and all applicable laws, rules and regulations, to the Building Safety Division for review and approval. The Planning and Redevelopment Divisions as well as other City Departments will review the plans to determine that consistency.

Please be advised, if the City or Agency were to adopt new laws, rules or regulations prior to the issuance of a building permit and the expenditure of substantial construction costs in reliance on that building permit, then any development at 700-701 Corporate Pointe would also need to comply with those new laws, rules any regulations.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Evans". The signature is fluid and cursive, with the first name "Susan" and last name "Evans" clearly distinguishable.

Susan Evans
Community Development Director

cc: Sherry Jordan, Senior Planner
Todd Tipton, Redevelopment Administrator
Murray Kane, Agency general counsel

May 8, 2006

Ms. Sonia Ransom, Esq.
Allen Matkins Leck Gamble & Mallory, LLP
515 S. Figueroa Street, 7th Floor
Los Angeles, CA 90071-3398

David P. Waite, Esq.
Jeffer, Mangels, Butler & Marmaro LLP
1900 Avenue of the Stars, 7th Floor
Los Angeles, CA 90067

Culver CITY

700 & 701 CORPORATE POINTE
2006 Entitlement Letter

Dear Ms. Ransom and Mr. Waite:

This letter serves to respond to certain requests for confirmation and verification of the City entitlements, approvals and development standards based on the City's prior approvals of the development site plans for the building (and parking structure) located at 700-701 Corporate Pointe, Culver City, California (the "Project").

The original development plans for the Project, as the second phase of a two-phased development, were conditionally approved by the Planning Commission on August 12, 1987. This approval was modified pursuant to the City's Conditional Approval of Minor Modifications, dated July 10, 2002, and further confirmed through correspondence from me dated July 7, 2005.

The first phase of the two-phased development, consisting of a 12-story office building and an 8-level parking structure, was completed in 1989. This letter confirms to you, as the representatives of Bay Street No. 29, Inc. ("Bay Street 29") and IDS Realty JV, LLC ("IDS") and any successors in interest that may subsequently acquire title to the subject property, that no additional discretionary approvals are required for the Project and that the property owner is authorized to proceed with the application for building permits for the second phase of the Project consistent with the July 10, 2002 Conditional Approval of Minor Modifications and the attached schematic plans, prepared by Langdon Wilson Architects and received April 18, 2006.

In order to obtain building permits for the Project, it is necessary to submit construction plans, which are consistent with the approved development site plans, the approved July 10, 2002, minor modifications, and the April 18, 2006 plans, to the Building Safety Division for review and approval. The Planning and Redevelopment Divisions as well as other City Departments will review the plans to determine consistency with the approved development site plans.

700 Corporate Pointe 2006 Entitlement letter
Ransom & Waite
May 8, 2006

In that regard, the City hereby confirms and verifies the following matters:

1. Development fees will be based on the laws, rules, and regulations applicable at the time of filing for plan review and permits.
2. The parking requirements for the Project will conform to Culver City Municipal Code (CCMC) Section 17.320. Standard parking dimensions shall conform to the regulations of CCMC Section 17.320.035 with the following exception: columns located more than 14 feet from the drive aisle and centered on the line dividing parking stalls shall be allowed to encroach into a parking space a maximum of 15 inches if the parking structure cannot be constructed using the existing foundation of the parking structure for 600 Corporate Pointe. There is no maximum number of allowable parking spaces for the project. The configuration of the parking structure shall conform to the April 18, 2006, plans subject to minor modifications, if any.
3. The Project entitlements allow for a multi-story office building of up to 287,399 gross square feet (244,290 gross leaseable) of which up to 4,659 gross square feet (3,960 gross leaseable) may be located in the Phase II parking garage for 700 Corporate Pointe. The office building will contain 12 stories and may contain a partial lower street level story for main lobby, building service, and commercial uses in accordance with the plans dated April 18, 2006.
4. The April 18, 2006, plans, as reviewed and approved by the Planning Manager as consistent with the entitlements for the Project, allow for a building height of 162 feet to top of roof, not including the roof parapet or rooftop equipment, and not including the partial lower street level lobby story, in accordance with the attached plans dated April 18, 2006. The parapet shall be a maximum of five feet in height and elevator or rooftop screening of mechanical equipment shall not extend more than 13 feet above the top of the parapet. The Project was granted a height exception from the City's applicable height limit pursuant to CCMC Section 17.300.025(C)(1). The City and Culver City Redevelopment Agency ("Agency") actions needed to comply with the height exceptions of the municipal code were completed when Site Plan Review PL-87-09 and Resolution No. 87-P034 were approved for the original site plan review. The proposed 12th Amendment to the Disposition and Development Agreement between the Agency, IDS, and Bay Street 29 (DDA) rescinds the current Design For Development, (DFD) for the subject site, and the height exception provisions of the municipal code require there to be a DFD. Consequently, Paragraph 8 of the proposed 12th Amendment to the DDA provides that the IDS Project (as defined in the proposed 12th Amendment to the DDA) shall be considered the DFD required by CCMC Section 17.300.025(C)(1). Assuming the 12th Amendment is approved by the Agency and the ultimate IDS Project does not require any major modifications to the currently approved Site Plan Review, no further City or Agency approvals will be needed to permit the height as previously approved by the City and Agency.
5. The Project signage is subject to the Corporate Pointe Master Sign Program.
6. The Project entitlements and approvals allow for secondary access (ingress and egress) to the new (Phase II) parking structure through the existing parking structure (Phase I) from the driveway located at the signalized intersection on Hannum Avenue at Uplander Way
7. Although the City cannot interpret the terms of the Covenants, Conditions, and Restrictions as they pertain to agreements between private parties and their successors in interest, when other

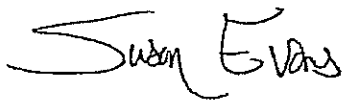
700 Corporate Pointe 2006 Entitlement letter
Ransom & Waite
May 8, 2006

Corporate Pointe developments were processed by the City, no third party's approval has ever been sought prior to City approval of those developments.

8. The City will complete the staff level compliance review process for the Project, as soon as possible after it receives all necessary documents and information from IDS. Once the preliminary design review process is satisfactorily completed, IDS may proceed to apply for building permits for the Project.

Please be advised, if the City or Agency were to adopt new laws, rules or regulations prior to the issuance of a building permit and the expenditure of substantial construction costs in reliance on that building permit, then any development at 700 Corporate Pointe would also need to comply with those new laws, rules any regulations.

Sincerely,



Susan Evans
Community Development Director

Copy: Honorable Mayor and Council Members
Honorable Chair and Planning Commissioners
Jerry Fulwood, Chief Administrative Officer
Carol A. Schwab, City Attorney
Thomas Gorham, Deputy Community Development Director/Planning Manager
Todd Tipton, Redevelopment Administrator
Sherry Jordan, Senior Planner
Jerry Ichien, Redevelopment Project Specialist

August 30, 2006

Ms. Sonia Ransom, Esq.
Allen Matkins Leck Gamble & Mallory, LLP
515 S. Figueroa Street, 7th Floor
Los Angeles, CA 90071-3398

David P. Waite, Esq.
Jeffer, Mangels, Butler & Marmaro LLP
1900 Avenue of the Stars, 7th Floor
Los Angeles, CA 90067

Culver **CITY**

700 & 701 CORPORATE POINTE

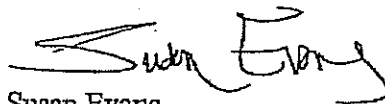
Dear Ms. Ransom and Mr. Waite:

Sincerely,

This letter is to clarify for all parties the building square footage numbers used in the 700 & 701 Corporate Point entitlement letter from me dated May 8, 2006.

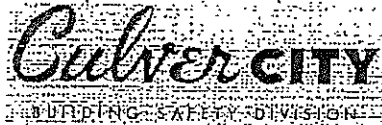
In item No. 3 on Page 2 of the letter, the 244,290 gross leaseable figure was a number derived by taking 15 percent of the permitted 287,399 gross square feet. The use of 15 percent is an estimate that has been used in the past to approximate the amount of gross leaseable square footage that is typically obtained from the total gross square footage of a building.

Should a proposed building provide a larger gross leaseable square foot area and still be within the total limit of 287,399 gross square feet, we would consider the project to be within the parameters of the entitlement.



Susan Evans
Community Development Director

Copy: Honorable Mayor and Council Members
Honorable Chair and Planning Commissioners
Jerry Fulwood, City Manager
Carol A. Schwab, City Attorney
Thomas Gorham, Deputy Community Development Director/Planning Manager
Todd Tipton, Redevelopment Administrator
Sherry Jordan, Senior Planner
Jerry Ichien, Redevelopment Project Specialist



September 8th, 2006

Mr. David Saeta
Senior Vice President
IDS Real Estate Group
515 S. Figueroa Street, 16th floor
Los Angeles, CA, 90071

Re; future office/ parking garage project: 700 Corporate Pt., Culver City

Dear Mr. Saeta,

Regarding building code issues of the prospective office building and parking garage and our discussions in City Hall on April 18th:

I agreed with the concept of calculating the exit capacity of the parking garage as one structure, i.e.; considering the existing parking structure and the immediately adjacent new parking structure as one structure for the purposes of calculating the required exit capacity. I agreed with the concept of the new parking structure using the existing parking structure's existing foundations along the adjacent wall, but only after materials testing at a few random locations indicates no problems with the existing parking structure foundations.

I agreed that no building code upgrades would be required to the existing parking structure based on construction of the new parking structure.

Please note that any building code issues Culver City Building Safety staff discusses at a preliminary stage is a courtesy to building developers. A complete code review is always done of every project at the time of permit application.

Please note that parking stall dimensions and driveway widths other than accessible parking spaces and accessible routes are under the purview of the Planning Division, not the Building Safety Division.

Please note that we will have a structural engineering consultant review your structural drawings and calculations. Your structural engineer will comply with our structural engineering consultant's requirements.

Please feel free to reply with any questions or comments, sincerely,

A handwritten signature in black ink that reads "Craig Johnson". The signature is written in a cursive, flowing style.

Craig Johnson
Building Official
Culver City Building Safety Division

cc: Mr. Todd Tipton, Culver City Redevelopment Administrator

September 27, 2007

Ms. Sonia Ransom, Esq.
Allen Matkins Leck Gamble & Mallory, LLP
515 S. Figueroa Street, 7th Floor
Los Angeles, CA 90071-3398

David P. Waite, Esq.
Jeffer, Mangels, Butler & Marmaro LLP
1900 Avenue of the Stars, 7th Floor
Los Angeles, CA 90067

Culver **CITY**

700 & 701 CORPORATE POINTE
2007 Entitlement Letter

Dear Ms. Ransom and Mr. Waite:

You have previously received a letter from Susan Evans dated May 8, 2006, concerning the City approvals and development standards based on the City's prior approvals of the development site plans for the building (and parking structure) located at 700-701 Corporate Pointe, Culver City, California (the "Project"). That letter was based on schematic plans prepared by Langdon Wilson Architects and received April 18, 2006. On May 3, 2007, Dave Saeta, of IDS Real Estate Group, submitted updated schematic plans prepared by Gensler to replace the Langdon Wilson Architects plans ("May 3, 2007 plans").

The original development plans for the Project, as the second phase of a two-phased development, were conditionally approved by the Planning Commission on August 12, 1987. This approval was modified pursuant to the City's Conditional Approval of Minor Modifications, dated July 10, 2002, and you received further correspondence from Susan Evans dated July 7, 2005 on these matters.

The first phase of the two-phased development, consisting of a 12-story office building and an 8-level parking structure, was completed in 1989. This letter states to you, as the representatives of Bay Street No. 29, Inc. ("Bay Street 29") and IDS Realty JV, LLC ("IDS") and any successors in interest that may subsequently acquire title to the subject property, that no additional discretionary approvals are required for the Project at this time. The property owner may proceed with the application for building permits for the second phase of the Project consistent with the July 10, 2002 Conditional Approval of Minor Modifications and the attached schematic plans, prepared by Gensler and received May 3, 2007.

74.

In order to obtain building permits for the Project, it is necessary to submit construction plans, which are consistent with the approved development site plans, the approved July 10, 2002, minor modifications, and the May 3, 2007 plans, to the Building Safety Division, together with any and all information and documents which might be required by the Building Safety Division, for review and approval. The Planning and Redevelopment Divisions as well as other City Departments will review the plans to determine consistency with the approved development site plans.

In that regard, the City hereby states the following matters:

1. Development fees will be based on the laws, rules, and regulations applicable at the time of filing for plan review and permits.
2. The parking requirements for the Project will conform to Culver City Municipal Code (CCMC) Section 17.320. Standard parking dimensions shall conform to the regulations of CCMC Section 17.320.035 with the following exception: columns located more than 14 feet from the drive aisle and centered on the line dividing parking stalls shall be allowed to encroach into a parking space a maximum of 15 inches if the parking structure cannot be constructed using the existing foundation of the parking structure for 600 Corporate Pointe. There is no maximum number of allowable parking spaces for the project. The configuration of the parking structure shall conform to the May 3, 2007 plans subject to minor modifications, if any.
3. The Project entitlements allow for a multi-story office building of up to 287,399 gross square feet (244,290 gross leaseable) of which up to 4,659 gross square feet (3,960 gross leaseable) may be located in the Phase II parking garage for 700 Corporate Pointe. The office building will contain 11 stories and may contain a partial lower street level story for main lobby, building service, and commercial uses in accordance with the plans dated May 3, 2007.
4. The overall building height (including the parapet, mechanical equipment screening, architectural features, etc.) shall not exceed the 176'6" overall building height of the original development plans approved by the Planning Commission on August 12, 1987. The Project was granted a height exception from the City's applicable height limit pursuant to CCMC Section 17.300.025(C)(1). The City and Culver City Redevelopment Agency ("Agency") actions needed to comply with the height exceptions of the municipal code were completed when Site Plan Review PL-87-09 and Resolution No. 87-P034 were approved for the original site plan review. Assuming the 12th Amendment is approved by the Agency and the ultimate IDS Project does not require any major modifications to the currently approved Site Plan Review, no further City or Agency approvals will be needed to permit the height as previously approved by the City and Agency.
5. The Project signage is subject to the Corporate Pointe Master Sign Program.
6. The Project entitlements and approvals allow for secondary access (ingress and egress) to the new (Phase II) parking structure through the existing parking structure (Phase I) from the driveway located at the signalized intersection on Hannum Avenue at Uplander Way
7. The City's compliance review process for the Project will include a review of the refined drawings in order to consider approval of the overall architecture, colors, and building materials, after it receives all necessary documents and information from IDS. Once the

preliminary design review process is satisfactorily completed, IDS may proceed to apply for building permits for the Project.

8. A heli-stop located on the roof of the office structure at 700 Corporate Pointe shall be required by the Culver City Fire Department.
9. A right-turn pocket lane from westbound Hannum Avenue to northbound Bristol Parkway shall be required by the Culver City Public Works Department.

Please be advised, if the City or Agency were to adopt new laws, rules or regulations prior to the issuance of a building permit and the expenditure of substantial construction costs in reliance on that building permit, then any development at 700 Corporate Pointe would also need to comply with those new laws, rules and regulations.

Sincerely,



Sol Blumenfeld
Community Development Director

Copy: Honorable Mayor and Council Members
Honorable Chair and Planning Commissioners
Jerry Fulwood, Chief Administrative Officer
Carol A. Schwab, City Attorney
Todd Tipton, Redevelopment Administrator
Thomas Gorham, Deputy Community Development Director/Planning Manager
John Fisanotti, Redevelopment Project Manager
Sherry Jordan, Senior Planner

ATTACHMENT NO. 4

REVISED EAST PARCEL SCHEDULE OF PERFORMANCE ("SOP")

1. Approval of Twelfth Amendment
to Disposition and Development Agreement
Between the Culver City Redevelopment
Agency ("Agency"), Bay Street Number Twenty-Nine, Ltd.,
and IDS Realty JV, LLC ("IDS") November 5, 2007
2. IDS to submit construction drawings to the City
for approval No later than 42 months after the Effective Date
3. IDS to Notify Culver City
Redevelopment Agency of Any Anticipated
Failure to Complete Construction by
October 22, 2012 ("SOP Notice") No later than 4 years after the Effective Date
4. IDS to Submit Documentation in
Support of SOP Notice Concurrently with SOP Notice
5. IDS to Submit Revised Schedule of
Performance Concurrently with SOP Notice
6. Agency to Extend Expiration of DFD for East Parcel
at its Discretion Within ninety (90) days following receipt of SOP Notice
7. IDS to Complete Construction on
East Parcel No later than 5 years after the Effective Date

AMENDMENT TO DESIGN FOR DEVELOPMENT FOR THE "CALTRANS PROPERTY" LOCATED IN COMPONENT AREA 1 OF THE CULVER CITY REDEVELOPMENT PROJECT (FORMERLY THE SLAUSON-SEPULVEDA REDEVELOPMENT PROJECT NO. 1)

On April 6, 1981, the Culver City Redevelopment Agency (Agency) adopted a Design for Development within Component Area 1 of the Culver City Redevelopment Project (then the Slauson-Sepulveda Redevelopment Project No. 1) for the land referred to as the "Caltrans Property" bounded by Slauson Avenue on the north, Hannum Avenue on the west and south, and the common Culver City-Los Angeles County boundary on the east (the "Design for Development").

The Agency hereby amends the Design for Development by adding the following paragraph thereto:

"Term"

As to that portion of the property subject to this Design for Development which is referred to and described as the "East Parcel" in that certain Twelfth Amendment to the Disposition and Development Agreement Between the Agency, Bay Street Number Twenty-Nine, Ltd, and IDS Realty JV, LLC, this Design for Development shall terminate in the event the construction of the development of such East Parcel as referenced in said Twelfth Amendment is not completed within five (5) years of the Effective Date of such Twelfth Amendment (as defined in the Twelfth Amendment), or within such extension, if any, of such five (5) year period as may be approved in writing by the Agency pursuant to Paragraph 5 of said Twelfth Amendment."

Except as expressly set forth in this Amendment, the Design for Development shall continue in full force and effect without amendment or modification of any kind.

**ADDENDUM TO THE
CULVER CITY REDEVELOPMENT PLAN
AMENDMENT AND MERGER
FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT**

INTRODUCTION

This Addendum to the Culver City Redevelopment Plan Amendment and Merger Final Subsequent Environmental Impact Report ("Addendum") pertains to the Culver City Redevelopment Agency's ("Agency") execution of the Twelfth Amendment to the Disposition and Development Agreement Between the Culver City Redevelopment Agency, Bay Street Number Twenty-Nine, Ltd., and IDS Realty JV, LLC ("Twelfth Amendment"). The Twelfth Amendment constitutes the latest amendment to the original Disposition and Development Agreement ("DDA") entered into by the Agency, Edward C. Ellis Company and Bramalea Inc. for the redevelopment of approximately 33 acres of surplus Caltrans property known as "Corporate Pointe" ("Corporate Pointe Site") located in Component 1 of the Culver City Redevelopment Project Area (formerly the Slauson-Sepulveda Redevelopment Project Area) in the City of Culver City ("City").

Most of Corporate Pointe has been developed since the approval of the DDA on July 27, 1981. The purpose of the Twelfth Amendment is to govern development of a yet-undeveloped portion of the Corporate Pointe Site called the "East Parcel" (Lots 7 and 8 of Tract No. 33152 or 700-701 Corporate Pointe). Pursuant to the Twelfth Amendment, IDS Realty JV, LLC, ("IDS") shall develop the East Parcel in a manner consistent with Corporate Pointe Design for Development.

This Addendum follows upon three certified environmental impact reports prepared either by the City or the Agency to study the environmental impacts of development at the Corporate Pointe Site and/or the redevelopment project area in which Corporate Pointe is located: (1) the Final Supplemental Environmental Impact Report for the Slauson Sepulveda Project No. 1 Surplus Caltrans Site, certified by the Agency on July 27, 1981 ("Corporate Pointe SEIR"); (2) the Program Environmental Impact Report on the General Plan Update, certified by the City on July 15, 1996 ("General Plan Update EIR"); and (3) the Culver City Redevelopment Plan Amendment and Merger Certified Final Program Subsequent Environmental Impact Report, certified by the Agency on November 2, 1998 ("Redevelopment Plan SEIR").

A description of each of the above-referenced environmental documents follows:

(1) *Corporate Pointe SEIR*: On July 27, 1981, the Agency adopted Resolution 81-233, certifying the Final Supplemental Environmental Impact Report for the proposed development of the Corporate Pointe Site 1. The Corporate Pointe SEIR studied environmental impacts resulting from the development of the Corporate Pointe Site pursuant to the Corporate Pointe Design for Development and, specifically, of the Agency's approval of the DDA for the redevelopment of the Caltrans surplus property.

(2) *General Plan Update EIR*: On July 15, 1996, the City Council certified a Program Environmental Impact Report on the General Plan Update ("General Plan EIR"). The purpose of the General Plan EIR was to study the environmental impacts associated with a comprehensive revision of the City's General Plan.

¹ The Agency certified the first EIR for the redevelopment of the Corporate Pointe Site in February 1973, and certified a first Subsequent Final EIR in April 1977.

(3) *Redevelopment Plan SEIR*: The Agency certified the Redevelopment Plan SEIR on November 2, 1998. The purpose of the Redevelopment Plan SEIR is to study the environmental effects of the merger of the Slauson-Sepulveda Redevelopment Project Area with the Overland-Jefferson and Washington-Culver Redevelopment Project Areas. The Agency prepared the Redevelopment Plan SEIR as a “program subsequent EIR” to the General Plan Update EIR and adopted the General Plan EIR by reference. The Redevelopment Plan SEIR includes the Corporate Pointe Site. This Addendum is to the Redevelopment Plan SEIR.¹

LEGAL BACKGROUND

The courts have made clear that:

further environmental review in an EIR of any development project implemented pursuant to or in furtherance of a redevelopment plan is prohibited unless *significant* changes occur in the project or the circumstances surrounding the project, or if significant new information which was not known and could not have been known when the EIR was certified becomes available.

(*Friends of Mammoth v. Town of Mammoth Lakes Redevelopment Agency* (2000) 82 Cal.App.4th 511, emphasis added; see *Long Beach Sav. & Loan Assn. v. Long Beach Redevelopment Agency* (1986) 188 Cal. App. 3d 249, 266 [additional EIR not required where redevelopment project did not cause significant changes to project as analyzed in previous redevelopment EIR].) By adopting a redevelopment plan, subsequent projects are deemed approved for purposes of CEQA, and no additional EIR analyzing any of the project’s significant impacts may be required *unless* the requirements for the preparation of a subsequent or supplemental EIR, set forth at Public Resources Code section 21166 and section 15162 of the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 – 15387), are met. (See Redevelopment Plan SEIR at p. 6.)

The Agency has certified the Redevelopment Plan SEIR, and the build-out of the East Parcel pursuant to the approval of the Twelfth Amendment is a “project” pursuant to that redevelopment plan. Therefore, section 15162 governs the determination of whether further CEQA review is required.

Section 15162 provides that, after certification of an EIR or adoption of a negative declaration for a project, “*no subsequent EIR shall be prepared* for that project” (emphasis added) unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that certain criteria are met. Those criteria are as follows:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

¹ As discussed below, a more recent EIR (certified on December 20, 2004) studied the environmental effects of the development of the West Parcel proposed by Symantec Corporation. The Symantec Project (defined below) focused only on the West Parcel, not the East Parcel.

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The above standards represent a shift in applicable policy considerations under CEQA. The low threshold for requiring the preparation of an EIR in the first instance no longer applies; instead, agencies are "prohibited" from requiring further environmental review unless the section 15162 criteria are met. (*Fund for Environmental Defense v. County of Orange* (1988) 204 Cal.App.3d 1538, 1544.) Put another way, the "interests of finality are favored over the policy of favoring public comment, and the rule applies even if the initial review is discovered to have been inaccurate and misleading in the description of a significant effect or the severity of its consequences." (*Friends of Davis v. City of Davis* (2000) 83 Cal. App. 4th 1004, 1018; see *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th at p. 1130.)

Here, the Agency previously certified the Corporate Pointe SEIR for the DDA and the development of Corporate Pointe, as well as the Redevelopment Plan SEIR for the Redevelopment Plan, which includes the development of Corporate Pointe. Accordingly, the policy favoring finality applies, and the Agency action approving the Twelfth Amendment is subject to the standards of section 15162 of the CEQA Guidelines.

FINDINGS

Based on its review, the Agency has determined that the conditions of section 15162 of the CEQA Guidelines are not met. For that reason, a subsequent or

supplemental EIR is not warranted. The reasons for the Agency's determination are set forth below.

1. THERE ARE NO SUBSTANTIAL CHANGES IN THE PROJECT REQUIRING MAJOR REVISIONS OF THE PREVIOUS EIR.

The Corporate Pointe SEIR originally evaluated development of the 33-acre Corporate Pointe Site with a range of potential configurations consisting of "up to" 60 condominiums and office and office-related uses ranging from 600,000 to 1,550,000 square feet of gross floor area. Bramalea, Ltd., ("Bramalea") and its predecessors and successors developed most of the Corporate Pointe Site pursuant to the Corporate Pointe Design for Development adopted at the time the Agency certified the Corporate Pointe SEIR. Bramalea (and its predecessors and successors) developed the Corporate Pointe Site pursuant to Site Plan Review approvals for seven phases of development for office space, condominiums, commercial space ("Bramalea Approvals"). For each of the Bramalea Approvals, the City Planning Commission made express findings that the proposed project was: (a) consistent with the Corporate Pointe Design for Development; and (b) would not result in significant environmental effects not already analyzed in the Corporate Pointe SEIR. The Redevelopment Plan SEIR acknowledges the Agency's involvement in the development of the Corporate Pointe Site with commercial uses. (See Redevelopment Plan SEIR at p. 21.) Build-out of the Corporate Pointe Site is consistent with the Redevelopment Plan and was considered by the Redevelopment Plan SEIR.

A. The Agency Approved Development of the East Parcel in the 1980s.

While Bramalea and its predecessors and successors developed most of Corporate Pointe in the 1980s, they never developed what is commonly referred to as the "West Parcel" (Lots 2, 3, 4, and 5 of Tract 33152) or a portion of the "East Parcel" (Lots 7 and 8 of Tract No. 33152 or 700-701 Corporate Pointe) ("East Parcel"). Plans to develop both parcels have been revived. Symantec Corporation recently proposed to develop the West Parcel with approximately 550,000 square feet of new research and development and office campus uses ("Symantec Project"). As noted above, development of the remainder of the East Parcel is the subject of the Twelfth Amendment.

The City Planning Commission originally approved development plans for the East Parcel on August 12, 1987. (See Resolution No. 87-P034, adopted August 12, 1987, attached as Exhibit A.) Pursuant to that 1987 approval, the East Parcel was to be developed with two twelve-story office buildings, each featuring 244,290 square feet of gross leasable floor area and a two-phase parking structure. As with the other Bramalea Approvals, the City Planning Commission made express findings that the approval of both phases of development of the East Parcel would not result in any significant impact on the environment not analyzed in the Corporate Pointe SEIR. (*Ibid.*)

B. The Proposed Development of the East Parcel Will Proceed Pursuant to the Original Bramalea Approvals.

The first phase of the development of the East Parcel -- consisting of one office building at 600 Corporate Pointe and the first phase of the parking structure (601 Corporate Pointe) -- occurred in 1985. The remainder of the East Parcel will be developed with the second office building and Phase II of the parking structure.

Development of the remainder of the East Parcel shall proceed pursuant to the Design for Development studied in the Corporate Pointe SEIR and the Bramalea approvals. The City has determined that, because development of the remainder of the East Parcel will proceed pursuant to the previously approved entitlements, no further discretionary approvals are required for the development of the East Parcel. (See letter dated July 10, 2002 by Linda Tatum, Planning Manager, attached as Exhibit B, Letter of Susan Evans, Culver City Community Development Director, to Sonia Ransom (July 7, 2005), attached as Exhibit C, Letter of Susan Evans, Community Development Director, to Sonia Ransom and David P. Waite (May 8, 2006), attached as Exhibit D; Letter of Sol Blumenfeld, Culver City Community Development Director, to Sonia Ransom and David P. Waite (September 27, 2007), attached as Exhibit E. No significant changes have been proposed to those approvals or the proposed development.

On that basis, the Agency determines that there are no substantial changes in the project requiring major revisions of the previous EIRs due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

2. THERE ARE NO SUBSTANTIAL CHANGES TO PROJECT CIRCUMSTANCES REQUIRING MAJOR REVISIONS OF THE PREVIOUS EIR.

A change in circumstances is not sufficient to mandate preparation of a subsequent EIR unless the change is so substantial, as to "require major revisions in the environmental impact report." (Pub. Resources Code, § 21166.) Two changes in project circumstances have occurred since the certification of the Corporate Pointe SEIR: (a) instead of one developer, different developers now propose to build on the remainder of the Corporate Pointe Site; (b) the timing of the development of the West Parcel and a portion of the East Parcels is different than originally contemplated under the Corporate Pointe Design for Development.² Neither change in project circumstances rises to the level of significance necessary to trigger the need for a subsequent or supplemental EIR.

A. Development by Different Developers Does Not Qualify as a New Circumstance Warranting Further CEQA Review.

The Corporate Pointe Design for Development conceived of development of the Corporate Pointe Site by a single developer, selected by the Agency on December 17, 1979. As noted above, the selected developer, Bramalea, undertook development of most of the Corporate Pointe Site in the 1980s, with the exception of the West Parcel and the remainder of the East Parcel, which remain undeveloped. Separate developers, Symantec and IDS, have proposed to develop the West Parcel and the undeveloped portion of the East Parcel.

Symantec's development of the West Parcel is to proceed pursuant to different entitlements than those secured by Bramalea in the 1980s.² Because the Symantec

² Another potential area of changed circumstances is traffic and air quality impacts from related projects constructed since the Redevelopment Plan SEIR. Those impacts are discussed in Section 3, below.

² The Symantec approvals include: (a) certification of a final EIR by the Agency; (b) approval of an amendment to the DDA; (c) approval of site plan review by the Planning Commission; (d) approval of a

Project proceeds on new discretionary approvals, the Agency undertook a separate analysis of the environmental impacts, contained in the Final Environmental Impact Report for the Symantec Office Development 800-900 Corporate Pointe certified on December 20, 2004 ("Symantec EIR").

Although the Symantec Project proceeds upon the issuance of new discretionary approvals, the Symantec Project does not substantially deviate from the Corporate Pointe Design for Development. For example, the Corporate Pointe Design for Development envisioned office uses contained in building heights of up to 12 stories on both parcels. Symantec's development of the West Parcel initially envisioned the development of 550,000 gross square feet of R&D and Office space, spread among two four-story office buildings and one three-story office building, which was modified to eliminate the three story office building. The Symantec Project features the same categories, types and intensity of uses previously analyzed in the Corporate Pointe SEIR, although in a different configuration of lower-profile buildings. Moreover, the Symantec Project represents only a portion of the larger Corporate Pointe Site, most of which (as noted above) has already been developed by Bramalea pursuant to the original approvals studied in the Corporate Pointe SEIR. Full development of Corporate Pointe was assumed in the subsequently certified Redevelopment Plan SEIR. Accordingly, the development of the West Parcel by Symantec does not constitute a substantial change in project circumstances requiring major revisions of the Redevelopment Plan SEIR.

Development of the East Parcel, as noted above, will proceed pursuant to entitlements previously granted by the City. The City made express findings that: (1) those approvals were consistent with the Corporate Pointe Design for Development; and (2) the approvals were adequately studied in the Corporate Pointe SEIR. (See Exhibit A.) Because development of the East Parcel will proceed pursuant to the entitlements studied in the Corporate Pointe SEIR, the separate development of the East Parcel by a different developer than contemplated at the time of the approved entitlements does not constitute a substantial change in circumstances under which the project was undertaken which require major revisions of the Redevelopment Plan SEIR.

B. The Timing of the Development of the West and East Parcels Does Not Qualify as a New Circumstance Warranting Further CEQA Review.

The City granted the Bramalea approvals in the 1980s pursuant to a development plan that envisioned development of Corporate Pointe as one project by one developer. Pursuant to that original development plan, Bramalea developed most of the Corporate Pointe Site in the 1980s. Approximately twenty years later, the West Parcel and a portion of the East Parcel remain undeveloped.

The delayed timing of the development of the remainder of Corporate Pointe does not qualify as a changed circumstance warranting further CEQA review. As explained above, the later implementation of the developments as originally proposed and approved by the City, does not result in a substantial change in the Corporate Pointe Design for Development. Indeed, as discussed above, the development of the remainder of the East

height exception resolution by the City Council; (e) approval of preliminary development plans by the Agency.

Parcel -- the project being evaluated in this Addendum-- will be the same project as originally contemplated, and will proceed under the very same City entitlements and approvals. While the passage of time has given rise to new information concerning potential cumulative impacts, that new information, as discussed in Part 3 below, does not warrant further environmental review.

3. THERE IS NO NEW INFORMATION OF SUBSTANTIAL IMPORTANCE SHOWING NEW OR SUBSTANTIALLY MORE SEVERE ENVIRONMENTAL EFFECTS OR UNANALYZED PROJECT ALTERNATIVES.

Information concerning new planned and pending projects in Culver City and adjacent areas, and the potential cumulative impacts resulting from the contribution of Corporate Pointe to the impacts of those projects, was not available to the Agency when it certified the Corporate Pointe SEIR and the Redevelopment Plan SEIR. A current table of related planned and pending projects in Culver City and adjacent areas, including the City of Los Angeles and the County of Los Angeles, is presented in the Symantec EIR at pages 9-10 (Table I-1) ("Related Projects").

The list of Related Projects contained in the Symantec EIR constitutes "new information" for the purposes of this analysis. The determination of whether new information triggers the requirement for a subsequent EIR is therefore based on a comparison of the Symantec EIR's analysis of the Related Project with the conclusions of the Redevelopment Plan SEIR. As discussed below, that information does not rise to the level of significance necessary to satisfy section 15162 subdivision (a)(3).

The Symantec EIR analyzed cumulative impacts arising from the project's contributions to the impacts of the Related Projects. Although the Symantec EIR analyzes a different project and incorporates different methodologies than those presented in the Corporate Pointe SEIR, the Redevelopment Plan SEIR, and the General Plan EIR, the conclusions of each document are consistent. The table that follows outlines (1) the conclusions of the Symantec EIR, based on analysis of the new information; and (2) the findings of the Corporate Pointe SEIR, the General Plan Update EIR, and the Redevelopment Plan SEIR, with respect to each category of impact identified in the Symantec EIR.

Impact	Symantec EIR	General Plan Update EIR	Redevelopment Plan SEIR	Corporate Pointe SEIR
Air Quality: Construction	Impacts would exceed SCAQMD significance threshold for NOx and ROC. (Symantec EIR at p. 59.)	Impacts would exceed SCQMD significance thresholds for NOx, ROC, CO and PM10. (General Plan Update EIR at pp. 172-176.)	Impacts would exceed SCAQMD significance thresholds for ROC and NOx; CO and PM10 emission deemed significant when combined with estimated fugitive dust thresholds.	Significant impacts arising from PM10 and CO emissions during construction of the Corporate Pointe Project. (See Corporate Pointe SEIR at p. III-34, 37).

			(Redevelopment Plan SEIR at p. 107.)	
Air Quality: Cumulative	Significant construction-related impacts with regard to NOx, ROC, CO and PM10 emissions. (Symantec EIR at p. 70.) Short-term localized impact resulting from NO2 and PM10 construction of Symantec and East Parcel. (<i>Ibid.</i>)	Significant construction-related impacts with regard to NOx, ROC, CO and PM10. (GPU EIR at pp. 172-176.)	Adopts conclusions of GPU EIR. (Redevelopment Plan SEIR at p. 109.)	Significant impacts arising from PM10 and CO emissions during construction of the Corporate Pointe Project. (See Corporate Pointe SEIR at p. III-34, 37).
Traffic/Circulation: Cumulative	Significant cumulative impacts.	Significant cumulative impacts.	Significant cumulative impacts.	Significant cumulative impacts.
	Unavoidable, significant impacts to La Cienega Blvd. Southbound Ramps and Slauson Avenue during A.M. peak hours: .025 percent volume-to-capacity change in existing LOS "E." (Symantec EIR at pp. 186; 201-202.)	Intersection not studied.	Adopts conclusions of GPU EIR. (Redevelopment Plan SEIR at p. 81.)	Project impacts to La Cienega Blvd. Southbound Ramps and Slauson Avenue, resulting in LOS "D," but mitigated to LOS "C" (Corporate Pointe SEIR, Appendix E at p. 31.)

A. There is No New Information of Substantial Importance Concerning New or More Severe Traffic Impacts.

Each document concludes that the projects studied will result in significant cumulative impacts on traffic and circulation. The Redevelopment Plan SEIR concludes that 18 of 42 study intersections would be significantly impacted during AM peak hours, and 18 plus an additional 9 intersections would be impacted during PM peak hours. Those impacted intersections are located along Overland Avenue, Sawtelle Boulevard, Sepulveda Boulevard, Washington Boulevard at La Cienega and Washington Place. (See Redevelopment Plan SEIR at p. 147.) The Redevelopment Plan SEIR concludes that

SEIR nevertheless anticipates that additional intersections “will be significantly impacted.” (*Ibid.*) As the above table indicates, the Symantec EIR identifies only one additional intersection that would be subject to unavoidable cumulative impacts -- La Cienega Boulevard Southbound Ramps and Slauson Avenue. (See Symantec EIR at p. 202.) The La Cienega/Slauson intersection was not among the 42 intersections identified in the Redevelopment Plan SEIR study area or the General Plan Update EIR. (See Redevelopment Plan SEIR at p. 72.) The Corporate Pointe SEIR concluded that conditions at the La Cienega/Slauson intersection would improve from LOS “D” to LOS “C” with mitigation. (Corporate Pointe SEIR at p. 31)

The Corporate Pointe SEIR and the Symantec EIR present different conclusions concerning the level of service at La Cienega/Slauson. As discussed below, however, that information **does not** constitute “significant new information of substantial importance” necessary to require a subsequent or supplemental EIR.³

First, the more current traffic analysis contained in the Redevelopment Plan SEIR (which this Addendum addresses) is consistent with the Symantec EIR’s description of impacts at La Cienega Boulevard. For example, the Redevelopment Plan SEIR identified LOS “F” conditions at La Cienega and Washington Boulevard during both AM and PM peak hours. Both the Symantec EIR and the Redevelopment Plan SEIR conclude that identified mitigation measures could reduce impacts on La Cienega Boulevard to a level of insignificance. (See Symantec EIR at pp. 201-202; Redevelopment Plan SEIR, Appendix E, at p. 155.)

Second, in the Redevelopment Plan SEIR the Agency, in its discretion, omitted the La Cienega/Slauson intersection from its study area because that intersection was not deemed to be a critical intersection for that study. Accordingly, information concerning Slauson/La Cienega -- another intersection studied under a different project analysis -- does not rise to a level significant importance for the purposes of the analysis contained in the Redevelopment Plan SEIR.

Third, new information is not sufficient in and of itself to warrant further environmental review. The courts have made clear that section 15162 does not impose on agencies a duty to prepare a supplemental or subsequent EIR “whenever ‘*any* new, arguably significant information or data’ is proposed, ‘regardless of whether the information reveals environmental bad news.’” (*River Valley Preservation Project v. Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154, 168, emphasis in original; see *Laurel Heights Improvement Assn. v. Regents of University of California*, *supra*, (1993) 6 Cal.4th at p. 1130.)

The attached “Addendum to Traffic Impact Study Updates 700-701 Corporate Pointe Development” (Crown City Engineers, 2007) (Exhibit F hereto) updates the conclusions of the Symantec EIR to include 2011 projections for four key intersections along Slauson in the area studied by the Redevelopment Plan SEIR.

³ Moreover, the topographical characteristics of the La Cienega/Slauson intersection do not allow for construction of additional lanes. For that reason, traffic impacts at that intersection may not lend themselves to feasible mitigation measures.

The Traffic Study reveals that, using the more current, Symantec EIR traffic counts updated for 2011 projections, none of the four intersections would exceed capacity, but three of those intersections (Slauson/Sepulveda, Slauson/SR-90, and Slauson/Buckingham) could operate, in a worst-case scenario, at LOS E. The study data are consistent with the conclusions of the Redevelopment Plan SEIR that significant cumulative traffic impacts will occur. They are also consistent with the conclusions in the Corporate Pointe SEIR that most Slauson intersections would operate at LOS D or E. It should be noted, however, that the data presented in the Traffic Study do not account for proposed mitigation measures incorporated into both the Redevelopment Plan SEIR and the Symantec EIR, including mitigation measures specifically directed to Slauson Avenue, such as "fair share" contributions toward design and implementation of multi-jurisdictional traffic control system along Slauson Avenue (See Symantec EIR at p. 199.)

For the above reasons, the new information contained in the Symantec EIR does not satisfy the criteria necessary to justify preparation of a subsequent or supplemental EIR. (CEQA Guidelines, § 15162, subd. (a)(3)(A).)

B. There is No New Information of Substantial Importance Concerning New or More Severe Air Quality Impacts.

Each of the above-referenced documents concludes that the respective projects studied will contribute to cumulatively significant air quality impacts. (See Table, above.) The Symantec EIR concludes that construction of the Related Projects and the Symantec Project will give rise to cumulatively significant air quality impacts arising from NO_x, ROC, CO and PM₁₀. (Symantec EIR at p. 70.) The Symantec EIR specifically concludes that concurrent development of both the West Parcel and the remainder of the East Parcel could result in localized construction impacts resulting from PM₁₀ and NO₂ emissions. (*Ibid.*) Those conclusions are consistent with those of the General Plan Update EIR, which identifies ROC and NO_x emissions in amounts exceeding SCAQMD significance thresholds and PM₁₀ and CO emissions which would rise to a level of significance when combined with fugitive dust emissions. (General Plan Update EIR at p. 176.)³ The cumulative air quality impacts analysis of the Corporate Pointe SEIR also arrives at a similar conclusion. (See Corporate Pointe SEIR at p. III-34, 37). The new information concerning cumulative impacts therefore does not reveal new or more severe environmental impacts.

C. The New Information Does Not Reveal Feasibility of Previously Rejected Mitigation Measures or Alternatives.

As discussed above, the conclusions of the Symantec EIR are consistent with those of the Redevelopment Plan SEIR and the Corporate Pointe SEIR: both identify cumulatively significant air quality and traffic impacts that cannot be mitigated. The new information presented in the Symantec EIR does identify any previously rejected project alternatives or mitigation measures that would reduce those impacts to a less-than-significant level. Accordingly, there is no new information concerning feasibility of previously rejected project alternatives or mitigation measures.

³ The Redevelopment Plan SEIR incorporates the cumulative air quality impacts analysis of the General Plan Update EIR. (See Redevelopment Plan SEIR at p. 109.)

4. CONCLUSION.

For the foregoing reasons, a subsequent or supplemental EIR is not warranted. The interests of finality prevail over those of further environmental review under CEQA.

RESOLUTION NO. 87-P034

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR NO. 87-09, TO CONSTRUCT TWO, TWELVE-STORY OFFICE BUILDINGS AND A TWO-PHASE PARKING STRUCTURE WITH RETAIL SPACE AT 501, 600 AND 700 CORPORATE POINTE IN THE COMMERCIAL (C-3) ZONE.

(Site Plan Review, SPR No. 87-09)

WHEREAS, Bramalea California, Incorporated filed a site plan review application for approval to construct two twelve-story office buildings (Buildings No. 3 and 4) and a two-phase parking structure (Parking Structure B) with retail space at 501, 600 and 700 Corporate Pointe, being Lots 6, 7, 8 and 9 of Tract 33152, in the Commercial (C-3) Zone; and

WHEREAS, on August 12, 1987, the Planning Commission reviewed the application, fully considering the staff report, plans, environmental and traffic information and all testimony presented; and

WHEREAS, at the conclusion of the review and thorough discussion of the matter, the Planning Commission determined by a vote of five to zero the application should be approved as set forth hereinbelow.

1 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
2 CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

3 SECTION 1. Pursuant to the foregoing recitations, the
4 following findings are hereby made:

- 5 A. Approval of the site plan review is in the best interest of
6 the public health, safety and general welfare, is
7 consistent with the objectives of the General Plan, and is
8 in conformity with zoning and other applicable Municipal
9 Code development standards, in that adherence to certain
10 conditions set forth hereinafter will insure compliance
11 with such standards.
- 12 B. The general layout of site improvements, including but not
13 limited to, orientation and location of buildings and open
14 space, vehicular and pedestrian access and circulation,
15 vehicular parking and loading facilities, building setbacks
16 and heights, landscaping, refuse storage facilities and
17 similar appurtenant site improvements, have been designed
18 to harmonize with existing conforming and potential
19 new uses and developments, and with the natural landform,
20 and to provide a safe and desirable environment on the site
21 and to minimize impacts on the adjacent area.
- 22 C. The architecture of the office buildings and parking
23 structure, including but not limited to, the character,
24 scale, quality of the design, relationship with the site
25 and adjacent conforming development, building materials,
26 screening of exterior appurtenances, exterior lighting, and
27 signs have been designed to insure the compatibility of the
28 development with the City's Primary Office Architectural
Design District Standards, and with the character of
adjacent conforming development.
- D. The landscaping, including but not limited to the location,
type, size, quantity and coverage of plant material, and
the provision for irrigation, maintenance, and protection
of landscaped areas, has been designed to be compatible
with the City's Primary Office Architectural Design
District Standards, to complement buildings and structures
on the site, to help conserve energy, to insure visual
relief, to help reduce heat-gain from paved areas, and to
provide an attractive environment for the enjoyment of the
public.

1 E. The proposed public service facilities necessary to
2 accommodate the project, including but not limited to, the
3 width and pavement of adjoining streets, traffic control
4 devices, sewers, stormdrains, parkways, sidewalks, street
5 lights, street trees, fire protection devices and public
6 utilities, can be provided for adequately provided that
7 traffic mitigation measures listed in the July 21, 1986,
8 Traffic Engineering Report prepared by Donald Frischer and
9 Associates for the Corporate Pointe Master Plan are
10 implemented as provided for below.

11 F. Approval and implementation of SPR No. 87-09 will not have
12 any significant impact on the environment other than as
13 identified in the prior environmental impact reports
14 certified for the Slauson-Sepulveda Redevelopment Project
15 No. 1 Area, specifically as identified in the Final
16 Supplemental Environmental Impact Report for the Surplus
17 CalTrans Site certified on July 27, 1981.

18 SECTION 2. Pursuant to the foregoing recitations and
19 findings, the Planning Commission of the City of Culver City,
20 California, hereby approves SPR No. 87-09 and related
21 architectural plans and materials board presented on August 12,
22 1987, subject to the following conditions:

23 A. All applicable development standards and improvements as
24 listed in the Final Supplemental Environmental Impact
25 Report for the CalTrans Site, the Statement of Overriding
26 Considerations, the Scope of Development including City
27 Council Ordinance No. 87-023 (Offstreet Parking and Loading
28 Requirements) and Planning Commission Resolution No.
86-P039 (Comprehensive Site Plan Review Development
Standards and Conditions of Approval), the Conceptual
Master Plan Site Modifications Conditions of Approval and
Planning Commission Resolution No. 1600 as amended shall be
provided for.

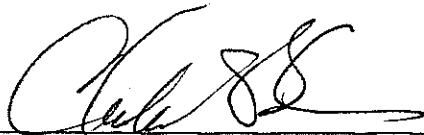
B. A full sprinkler system connected to the system serving the
existing garage shall be installed throughout the retail
building to include, but not be limited to, fire
extinguishers and smoke detectors.

- 1 C. The development shall comply with the Primary Office
2 Architectural Design District Standards of the Culver City
3 Design and Physical Development Plan.
- 4 D. Before any building permit is issued, a revised site plan
5 shall be submitted to the Engineering Division
6 illustrating the direction of drainage and finished
7 elevations on the site, and ground elevations on property
8 lines showing any grade differentials. In addition, the
9 site plan must show details on the construction of parking
10 area paving for conformance with Municipal Code Sections
11 37-91 and Resolution No. CS-6486 relating to Parking Lots
12 and Offstreet Parking. Additionally, the site shall be
13 graded and drained so no drainage passes over the public
14 sidewalk. A minimum of one and one-half inch (1-1/2")
15 sumped and grated catchbasins with through-the-curb drains
16 or comparable drainage systems will be required.
- 17 E. Within the plaza retail area, all wall signs shall be of
18 individual channel letter design without a raceway and
19 uniformly located within the tenant space elevations. Any
20 lighting shall be interior to each letter. No signage
21 shall be permitted on the commercial retail building walls
22 at angle with the adjacent parking structure or as a
23 freestanding, ground mounted or wall mounted sign elsewhere
24 within the adjacent landscaped plaza. Within the parking
25 garage wall elevation, signage shall be limited to the
26 uniform style mentioned above and to a uniform location.
- 27 F. The applicant shall include and enforce as part of each
28 commercial retail space lease the prohibition of any
loading, unloading and/or storage of goods along the
parking garage aisleway in front of the retail space
elevation.

- 1 G. All onsite traffic engineering recommendations as listed in
2 the Traffic Engineering Report/Corporate Pointe Master Plan
3 prepared by Donald Frischer and Associates on July 21,
4 1986, and attached hereto as Exhibit A, which are
5 determined by the City Engineer to be applicable to this
6 site (being Lots 6, 7, 8 and 9 of Tract 33152) shall be
7 required.
- 8 H. The applicant shall submit for review by the City Engineer
9 plans of onsite striping and traffic control signing at the
10 vehicular accessways and loading areas.
- 11 I. All architectural materials, colors and textures for
12 Buildings 3 and 4, Parking Structure B (Phase I and II) and
13 the retail plaza spaces shall be consistent with the
14 materials board as approved by the Planning Commission.
- 15 J. Parking Structure B shall be designed constructed and
16 striped so as to provide continuous flow of traffic between
17 Phase I and Phase II. Such access shall occur at each end
18 of each parking level. The City Engineer may eliminate at
19 the initial time of construction certain aisleways from
20 interconnecting between Phase I and II provided that the
21 option for such connection is structurally maintained. A
22 reciprocal easement to the satisfaction of the City
23 Attorney shall be recorded to insure such interconnection.
24 The ingress/egress control system for the parking structure
25 shall be designed and implemented so as to allow a maximum
26 of fifty (50) nonvisitor vehicles to enter the parking
27 structure via Slauson Avenue. The parking structure shall
28 provide a minimum of 1,962 parking spaces. Two additional
loading areas shall be provided, one at the service dock of
each office building.
- K. The applicant shall dedicate the land area needed for a
right-turn pocket along westbound Hannum Avenue to
northbound Bristol Parkway as required by the City
Engineer.

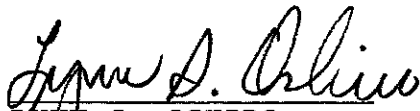
1 L. The City Engineer may require that the right-turn lane to
2 be constructed on land dedicated under Condition No. 11 be
3 completed prior to building occupancy. (Said improvement
4 has previously been agreed to be financed by the Culver
5 City Redevelopment Agency (CCRA) and shall either be
6 constructed by the CCRA or the applicant.)

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8 APPROVED and ADOPTED this 12th day of August, 1987.

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CHARLES S. BLUM, CHAIRMAN
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

ATTEST:

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LYNN S. OSHIRO
Planning Secretary

(SPR No. 87-09)

RESOLUTION NO. 87-P034

SITE PLAN REVIEW

SPR NO. 87-09

EXHIBIT A

TRAFFIC ENGINEERING REPORT
CORPORATE POINTE MASTER PLAN
CITY OF CULVER CITY, CALIFORNIA

Prepared for:
CULVER CITY REDEVELOPMENT AGENCY
July 21, 1986

DONALD FRISCHER & ASSOCIATES
TRAFFIC AND TRANSPORTATION • ENGINEERS AND PLANNERS
14431 HAMLIN STREET • SUITE 1
VAN NUYS, CALIFORNIA • 91401
AREA CODE 818 • PHONE 785-1578

DONALD FRISCHER & ASSOCIATES

14431 HAMLIN STREET • SUITE 1
VAN NUYS, CALIFORNIA • 91401
818/785-1578 213/873-1578

July 21, 1986

Mrs. Jody Hall-Esser
Assistant Executive Director
Culver City Redevelopment Agency
9770 Culver Boulevard
Culver City, California 90232

Dear Mrs. Hall-Esser:

Enclosed is our *Traffic Engineering Report Corporate Pointe Master Plan Culver City, California*. In the report, we have presented estimates of traffic volumes, including intersection turning movements, that would be associated with Corporate Pointe when that development is completed in accordance with the current master plan.

We have recommended channelization, the lengths of turning lanes, and driveway widths on Hannum Avenue-Buckingham Parkway. Conceptual drawings of those recommendations are included with the report. If you have any questions regarding our report, please call us.

Very truly yours,

DONALD FRISCHER & ASSOCIATES



Donald Frischer, P. E.

99.

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CHANNELIZATION STUDY PLAN HANNUM AVENUE-BUCKINGHAM PARKWAY
FOX HILLS DRIVE TO CANTERBURY DRIVE, Sheets 1 of 2 and 2 of 2

100.

TRAFFIC ENGINEERING REPORT
CORPORATE POINTE MASTER PLAN
CITY OF CULVER CITY, CALIFORNIA

INTRODUCTION

Bramalea California, Inc., developer of Corporate Pointe, has submitted to the City of Culver City a Master Plan of the ten-building office project that is being developed in the Slauson Sepulveda Redevelopment Project Area No. 1. The Corporate Pointe site is bounded by Slauson Avenue on the north, Hannum Avenue on the south and west, and Buckingham Parkway on the southeast. (See Figure 1, *Location Map*.)

Donald Frischer & Associates was retained by the City of Culver City to estimate the generation and distribution of the traffic that will be associated with the proposed buildings, to assign the peak-hour traffic to the driveways and adjacent intersections, to recommend the lengths of right- and left-turn lanes at the driveways, and to recommend the numbers and widths of lanes in the driveways.

DATA SOURCES

The *Existing Master Plan*, dated November 5, 1985, was prepared by Herbert Nadel, A.I.A. and Partners, Architects.

Information was obtained from the City of Culver City Community Development Department about the existing streets surrounding Corporate Pointe, current occupancy levels of the existing Corporate Pointe buildings, and the locations of the residences of a sampling of the people who work within the existing Corporate Pointe buildings.

Donald Frischer & Associates personnel observed peak-period traffic movements at the driveways that serve the three existing buildings in the eastern part of Corporate Pointe.

101.

CORPORATE POINTE DEVELOPMENT DESCRIPTION

As currently planned, the ten buildings of Corporate Pointe will contain a total of 1,670,994 square feet of gross building area (G.B.A.), which is equivalent to 1,550,000 square feet of gross leasable area (G.L.A.). Of the G.L.A., 1,533,000 square feet will be offices and 17,000 square feet will be two ancillary retail facilities. The buildings will range in size from 10,000 square feet G.L.A. in a two-story building to 270,000 square feet G.L.A. in a 12-story building.

There will be a total of 5,739 parking spaces of which 5,508 will be in four parking structures and 231 will be in three surface lots. Access to the parking facilities will be six two-way driveways on Hannum Avenue-Buckingham Parkway, two two-way driveways and six one-way driveways on Slauson Avenue, and two one-way driveways on Bristol Parkway.

At the beginning of the study, the staff of the Community Development Department decided that entering traffic will be permitted to turn left or right into all of the driveways on Hannum Avenue-Buckingham Parkway. Exiting motorists will be permitted to turn left from only those driveways that will be controlled by traffic signals—opposite Buckingham Parkway, Uplander Way, and Fox Hills Drive. At the other three Hannum Avenue driveways, all exiting motorists will be required to turn right.

Only right-turning movements will be allowed for entry to and exit from the driveways on Slauson Avenue and on Bristol Parkway. The six one-way driveways on Slauson Avenue, all of which will be east of Bristol Parkway, will be for executives, visitors, and delivery vehicles.

Currently, four of the office buildings have been constructed and are at least partially occupied. Buildings 6, 7, and 8, in the eastern part of the site with a total of 303,455 square feet of G.L.A., are over 61 percent occupied. Building 9, in the southwestern part of the site with 22,000 square feet of G.L.A., is fully occupied.

103.

EXISTING STREETS

Slauson Avenue east of Sepulveda Boulevard has three lanes in each direction and a median with left-turn lanes at street intersections. The median along the Corporate Pointe frontage is painted, except for a 200-foot-long curbed island east of the Marina Freeway. At Buckingham Parkway, there are dual left-turn lanes in each direction. At the Marina Freeway, westbound traffic has two left-turn lanes and two straight-movement lanes. Parking is prohibited on both sides of the street.

Hannum Avenue from Slauson Avenue to Buckingham Parkway has two lanes in each direction and a median with left-turn lanes. The median is curbed from Slauson Avenue to 200 feet east of Fox Hills Drive and painted from that point eastward. There are dual left-turn lanes for eastbound traffic at Uplander Way-future driveway, and there is sufficient roadway to provide dual left-turn lanes at some other driveways, if needed. There is a right-turn lane for westbound traffic at the future driveway opposite Uplander Way. Parking is permitted at the south curb between Bristol Parkway and Buckingham Parkway, but is prohibited elsewhere.

Buckingham Parkway between Hannum Avenue and Slauson Avenue has two lanes in each direction and painted left-turn lanes at intersections. On the northbound approach to Slauson Avenue, there is a right-turn lane, an optional right-turn or straight-movement lane, and a left-turn lane. Parking is prohibited on both sides of the street.

Bristol Parkway from Slauson Avenue to Hannum Avenue has two lanes in each direction plus a curbed median. At the intersection with Hannum Avenue, Bristol Parkway has dual left-turn lanes for southbound traffic and a single left-turn lane for northbound traffic. At the intersection with Slauson Avenue, there is an interim condition. The only access to Bristol Parkway from Slauson Avenue is by way of a right-turning movement from the eastbound lanes, and all northbound Bristol Parkway traffic must turn right onto eastbound Slauson Avenue. In the future, a traffic signal will be installed, and left-turning movements to and from Slauson Avenue will be permitted. Northbound Bristol Parkway will be provided with dual left-turn lanes.

104.

Existing traffic signals along the frontage of the Corporate Pointe site are as follows:

- Slauson Avenue/Hannum Avenue, with left-turn phasing for Slauson Avenue
- Slauson Avenue/Marina Freeway-driveway, with left-turn phasing for all approaches
- Slauson Avenue/Buckingham Parkway, with left-turn phasing for Slauson Avenue
- Hannum Avenue/Fox Hills Drive, with left-turn phasing for Hannum Avenue
- Hannum Avenue/Bristol Parkway, with left-turn phasing for Bristol Parkway
- Hannum Avenue/Uplander Way, with left-turn phasing for Hannum Avenue
- Hannum Avenue/Buckingham Parkway, with left-turn phasing for Hannum Avenue and westbound Buckingham Parkway

In the future, a traffic signal will be installed at the Slauson Avenue/Bristol Parkway-Holy Cross Cemetery driveway intersection.

CORPORATE POINTE TRAFFIC

Trip Generation

The numbers of vehicle trips that would be generated by the Corporate Pointe office buildings—existing and future—were estimated from factors published by the Institute of Transportation Engineers in the publication *Trip Generation—Third Edition*, published in 1982. In Table 1 are the individual building sizes and the estimated 24-hour and peak-hour vehicle trips that would be associated with each building when fully occupied.

The retail facilities are planned to serve only Corporate Pointe employees and visitors. There would be no additional traffic associated with those facilities.

Directional Distribution

Based on estimates derived in previous studies of Corporate Pointe and on a survey of 95 current employees in Building 8, the estimated distribution of Corporate Pointe traffic will be:

To and from the north	43 percent
To and from the south (including the Fox Hills residential developments)	30 percent
To and from the east	11 percent
To and from the west	<u>16 percent</u>
	100 percent

Traffic Assignment

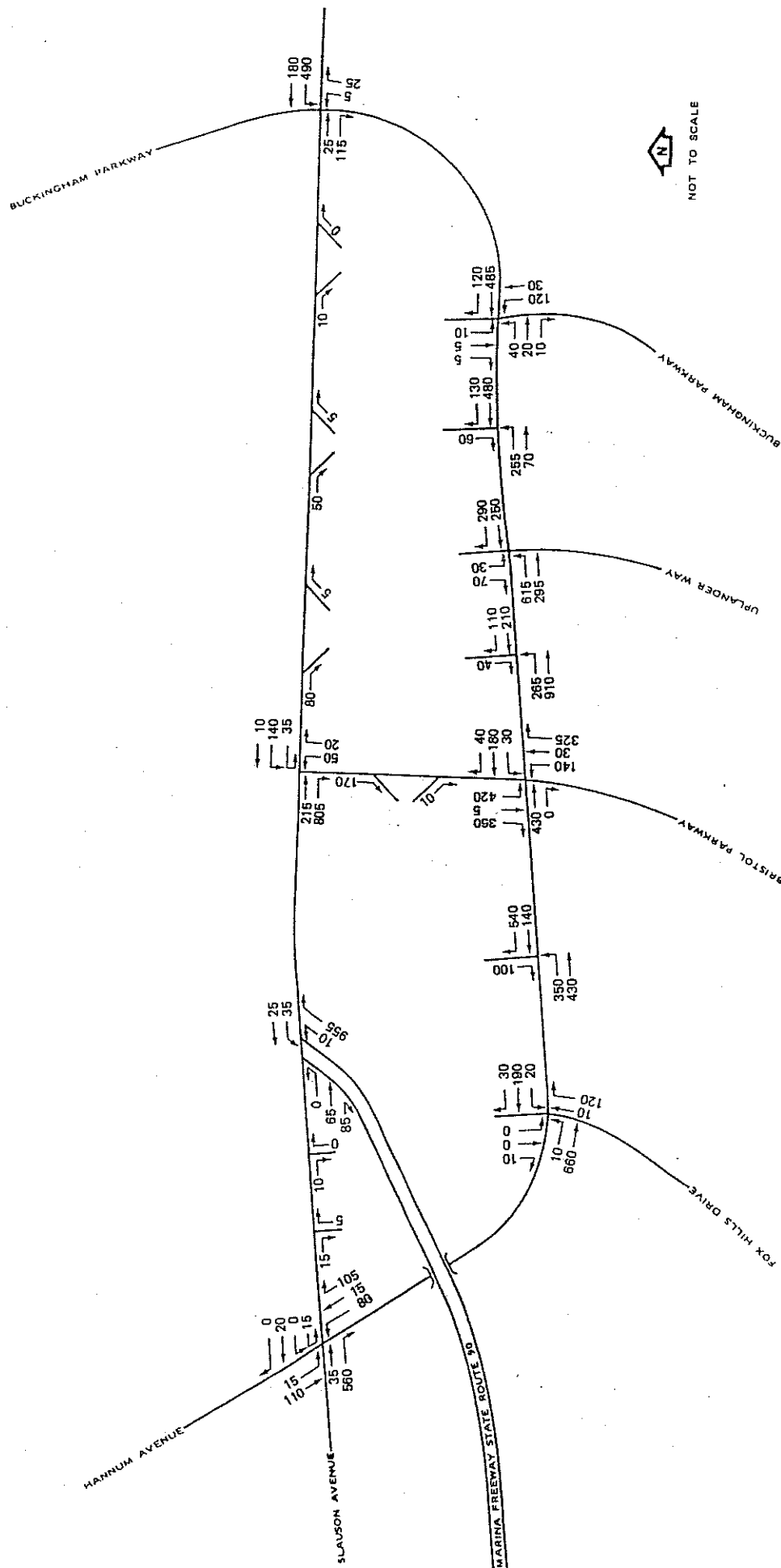
The morning and afternoon peak-hour traffic volumes were assigned to each of the proposed driveways and to the intersections along the streets adjacent to Corporate Pointe, as shown in Figures 2 and 3. The assignments of the trips associated with each building were based on minimum travel times and distances, considering the turning restrictions that will be applied at many of the driveways.

TABLE 1
TRIP GENERATION
CORPORATE POINTE

BUILDING NUMBER	GROSS LEASABLE FLOOR AREA Square Feet	24 HOURS		MORNING PEAK HOUR			AFTERNOON PEAK HOUR		
		Total, Both Directions Vehicle Trips per 1,000 sq. ft. G.L.A.	Vehicle Trips	Vehicle Trips per 1,000 sq. ft. G.L.A.	Entering Vehicle Trips	Vehicle Trips per 1,000 sq. ft. G.L.A.	Entering Vehicle Trips	Vehicle Trips per 1,000 sq. ft. G.L.A.	Exiting Vehicle Trips
1	270,000	11.8	3,200	2.06	555	0.22	60	0.22	60
2	243,686	11.8	2,900	2.06	500	0.22	55	0.22	55
3	264,175	11.8	3,100	2.06	545	0.22	55	0.22	55
4	264,175	11.8	3,100	2.06	545	0.22	55	0.22	55
5	155,509	15.3	2,400	1.92	300	0.21	35	0.42	65
6	111,025	15.3	1,700	1.92	215	0.21	25	0.42	45
7	88,975	19.0	1,700	2.16	190	0.42	35	0.42	45
8	103,455	15.3	1,600	1.92	200	0.21	20	0.42	45
9	22,000	19.0	400	2.16	50	0.42	10	0.42	10
10	10,000	19.0	200	2.16	20	0.42	5	0.42	5
TOTALS	1,533,000		20,300		3,120		355		430
									2,965

NOTES:

The 24-hour traffic volumes are rounded to the nearest 50 vehicle trips.
The peak-hour traffic volumes are rounded to the nearest five vehicle trips.



RECOMMENDATIONS

A two-sheet, street channelization plan has been prepared to show the recommended locations and lengths of left-turn and right-turn lanes on Hannum Avenue-Buckingham Parkway from west of Fox Hills Drive to Canterbury Drive. The plan, in reduced form, is attached as an exhibit at the end of this report. The median islands shown should be curbed for effective traffic control, particularly the prohibition of left-turn exiting movements at the mid-block driveways, and to enhance the visual environment.

Also shown on the channelization plans are the recommended widths and lane configurations of the Corporate Pointe driveways on Hannum Avenue. The existing driveway serving Parking Structure C, located between Buckingham Parkway and Uplander Way, should be restriped within the existing roadway to provide two entering lanes and one exiting (right-turn-only) lane. The existing curb returns at the future driveway opposite Uplander Way must be modified to accommodate the width of driveway that is recommended.

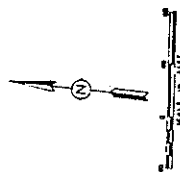
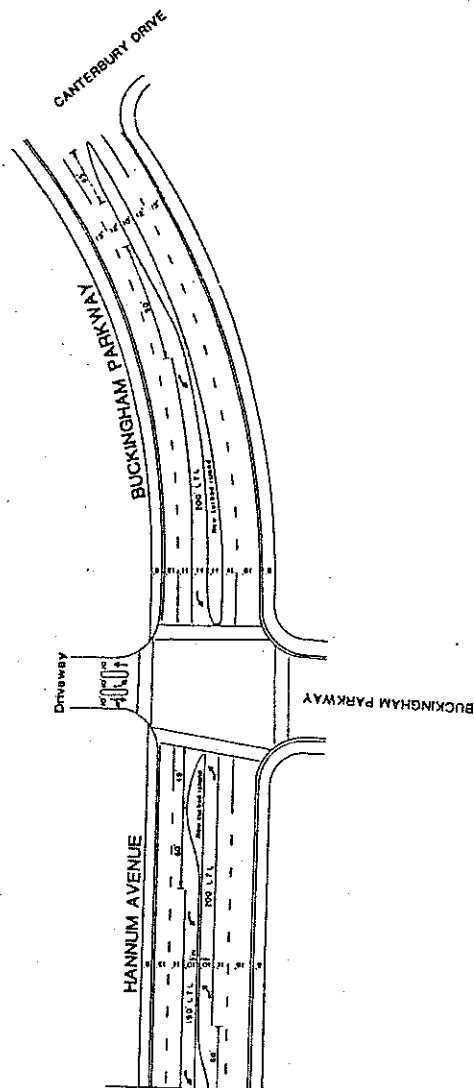
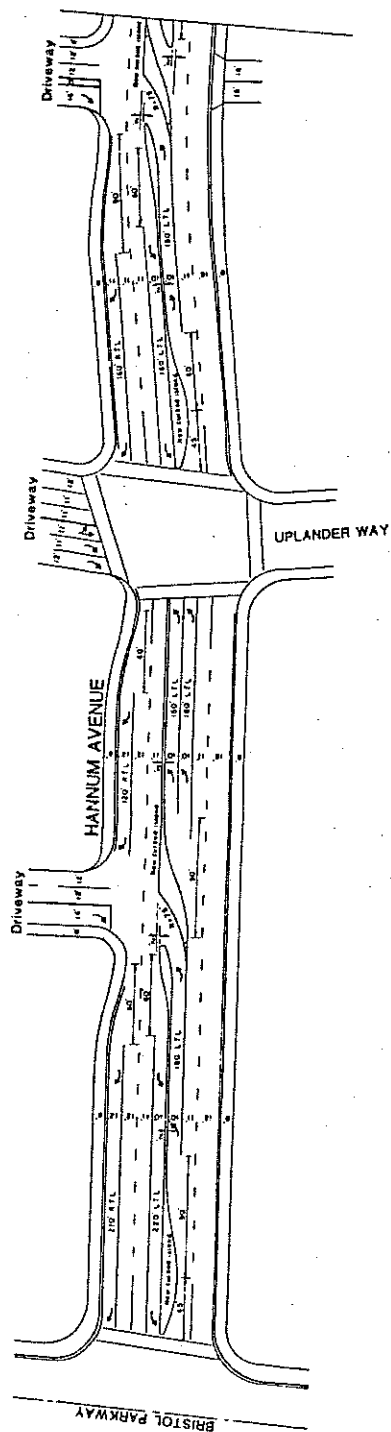
For Parking Structure A, serving Buildings 1 and 2, it was intended that there be a pair of one-way driveways on Bristol Parkway to accommodate executive, visitor, and delivery vehicles and one two-way driveway on Hannum Avenue to accommodate all other traffic. With those designations, the traffic demands at the Hannum Avenue driveway—an estimated 900 vehicles entering during the morning peak hour and 800 vehicles exiting during the afternoon peak hour—would be too high to be accommodated at a single driveway with no signal control and with right-turn-only exiting.

Several mitigation measures were evaluated, as follows:

1. Installing a traffic signal and permitting left-turn exiting at the Hannum Avenue driveway would result in congestion along Hannum Avenue because of the proximity to the existing signals at the adjacent intersections, approximately 425 feet in each direction.
2. Dual right-turn lanes for exiting traffic at the Hannum Avenue driveway would not operate effectively and safely unless there were a signal to provide gaps in westbound Hannum Avenue traffic. That signal would result in congestion for westbound traffic, although it could be designed so that eastbound traffic would not be controlled or affected by the signal.
3. A driveway on Slauson Avenue would not be feasible because of terrain restraints and because vehicles entering and exiting that driveway would interfere with the operation of the Slauson Avenue right-turn lane.

It is recommended that the driveway designation for Parking Structure A be different from the original intent. All driveways—the two on Bristol Parkway and the one on Hannum Avenue—should be for use by all motorists entering and exiting that structure. The structure should be designed to allow motorists free circulation and the choice of any driveway from anywhere in the structure.

With that driveway system, the volumes at the two driveways would be more evenly distributed—an estimated 500 to 600 vehicles entering each driveway in the morning peak hour and volumes of the same magnitude exiting each driveway in the afternoon peak hour.



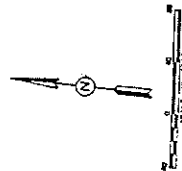
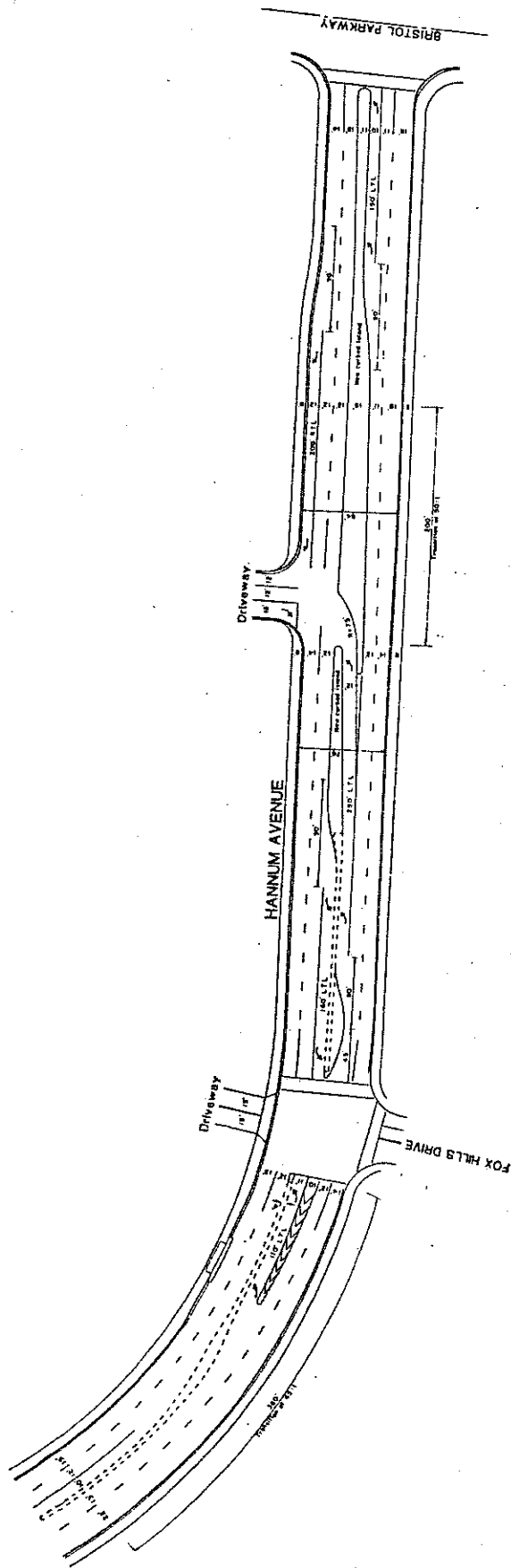
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DRAWN	KF	7/16/88
CHECKED	ALK	7/16/88
APPROVED	DF	7/16/86
REVISED		
FILE	1784-DA-00	

CHANNELIZATION STUDY PLAN
HANNUM AVENUE-
BUCKINGHAM PARKWAY
FOX HILLS DRIVE TO
CANTERBURY DRIVE

Sheet 2 of 2

DONALD FRISCHER & ASSOCIATES
TRAFFIC AND TRANSPORTATION - ENGINEERS AND PLANNERS
14431 HAMLIN STREET • SUITE 1
VAN NUYS, CALIFORNIA • 91401
AREA CODE • PHONE 785-1578

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APPROVED	DF 7/16/88
REVISED	
FILE	1784-DA-00

CHANNELIZATION STUDY PLAN
HANNUM AVENUE-
BUCKINGHAM PARKWAY
FOX HILLS DRIVE TO
CANTERBURY DRIVE

Sheet 1 of 2

DONALD FRISCHER & ASSOCIATES
TRAFFIC AND TRANSPORTATION - ENGINEERS AND PLANNERS
14431 HAMLIN STREET - SUITE 1
VAN NUYS, CALIFORNIA - 91401
AREA CODE - PHONE 785-1578



CITY OF CULVER CITY

(310) 253-5710

FAX (310) 253-5721

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

LINDA F. TATUM, AICP
Planning Manager

Exhibit B

July 10, 2002

Ms. Sonia Ransom
Attorney at Law
Allen Matkins Leck Famble & Mallory, LLP
515 S. Figueroa St., 7th Floor
Los Angeles, CA 90071-3398

Subject: **700-701 CORPORATE POINTE**
Conditional Approval of Minor Modifications

Dear Ms. Ransom:

Thank you for your June 13, 2002, presentation of proposed minor modifications to the preliminary development plans conditionally approved for the referenced 12-story office building (700 Corporate Pointe) and 8-level parking structure (701 Corporate Pointe) with support commercial on property designated with a Commercial (C-3) Zone.

These plans outline the second phase of a two-phase project whose original preliminary development plans were conditionally approved by the Planning Commission via Site Plan Review, PL-87-09, on August 12, 1987, as more specifically outlined in Resolution No. 87-P034. The original preliminary development plans were also conditionally approved by the Culver City Redevelopment Agency on September 21, 1987. The first phase of the project, constructed in 1985, consisted of a 12-story office building (600 Corporate Pointe) and an 8-level parking structure (501 Corporate Pointe) with support commercial.

As the representative of the Bank of Montreal (the property owner/lender), your office is seeking a determination that various minor modifications to the project are consistent with the original site plan review application conditionally approved for this project more than 17 years ago. These changes are proposed by you in order to facilitate the sale and development of the site with an updated project design plan that meets the needs of the future office leasing market in the Culver City area. Accordingly, during the past months you and Christopher Coe from the architectural design firm, Arquitectonica, have met with Jerry Ichien, Redevelopment Project Specialist, and Joseph Montoya, Associate Planner, to review alternatives to the Phase 2 portion of the conditionally approved preliminary development plans.

Based on the comments received during the subject preliminary staff review, on June 13, 2002, you submitted a set of proposed revised preliminary development plans for the subject site that includes, but is not limited to, the following:

1. Site Plan

Development of a 12-story/282,740 gross square foot/160-foot high office building with a modified "L" shape footprint complementary to the existing 600 Corporate Pointe building located across the landscaped courtyard. A primary vehicle entrance will serve the site from Hannum Avenue providing access to the parking structure and building service area. A separate pedestrian pick-up/drop-off area is provided in front of the building along the Hannum Avenue frontage. The adjoining Phase 2 of the parking structure, support commercial and landscaped courtyard are consistent with the existing Phase 1 improvements.

2. Architectural Design

Although four exterior façade materials options were initially presented, approval is requested of the façade elevation labeled "Option 1" which is similar to 600 Corporate Pointe as follows:

- A. Use of a reflective glass detailed with vertical butt-joints and one horizontal mullion;
- B. Use of pre-finished metal panels at the spandrel locations and painted with a factory-applied coating color consistent with the off-white color of the concrete panels; and
- C. The metal panels will also be butted against the reflective glass.

Additionally, the exterior of the Phase 2 portion of the parking structure, including the support commercial, will match the existing Phase 1 improvements.

Taking into account your stated reasons for the proposed modifications and after reviewing the details of the proposed modifications, the Planning Division has determined the proposed modifications as outlined in the attached plans to be minor in scope and consistent with Site Plan Review, PL 87-09, subject to the following conditions:

- 1. Proposed minor modifications and exterior façade materials Option 1 (matching 600 Corporate Pointe) shall be as outlined in the "Proposed Minor Modifications Plans" file dated June 13, 2002; and
- 2. All other components of the Planning Commission conditional approval of Site Plan Review, PL-87-09, on August 12, 1987, as more specifically outlined in Resolution No. 87-P034, and of the original preliminary development plans as conditionally approved by the Culver City Redevelopment Agency on September 21, 1987, shall remain in effect.

Lastly, please note that if you desire to pursue the approval of any of the other minor exterior façade plans as outlined in Options 2, 3 or 4, said change in façade plans shall require separate review by the Planning Manager. Please note that of these remaining options, the Planning Division strongly recommends Option 4 (a combination of all blue glass and all silver glass for each of the two building components) as providing the more dynamic building appearance compatible with the overall Corporate Pointe development.

The next step is for you to submit construction plans for the issuance of building permits. However, prior to beginning preparation of these drawings, it is recommended that you contact Craig Johnson, Building Official, at (310) 253-5802, to confirm the status of all applicable building, fire and city code requirements for the subject buildings.

If you have any questions, please call me at (310) 253-5726, or Joseph Montoya, Associate Planner, at (310) 253-5736.

Sincerely,

Linda F. Tatum

Linda Tatum, AICP
Planning Manager

LT/JM/abn

Attachment: Conceptual Revised Development Plans [24 Sheets].

Copy: Bruce Sherman, Perkins / Coie
Christopher Coe, Arquitectonica
Mayor and Members of the City Council
Chair and Members of the Planning Commission
Andy O'Connell, Senior Civil Engineer
Max Paetzold, Traffic Engineering Manager
Mark Wardlaw, Interim Community Development Director
Miriam Mack, Redevelopment Administrator
Jerry Ichien, Redevelopment Project Specialist
Craig Johnson, Building Official
Virginia Viado, Senior Planner
Joseph Montoya, Associate Planner

700 CORPORATE POINTE
CULVER CITY, CALIFORNIA

PROPOSED DEVELOPMENT SUMMARY

Lender: Bank of Montreal
JUNE 13, 2002

APPROVED
CITY OF CULVER CITY
JUL 10 2002

Planning Division
Culver City
JUL 10 2002

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JUL 13 2002
Culver City
Planning Division
REFER TO TRAINING DIVISION
ENTERED 10 JULY 2002

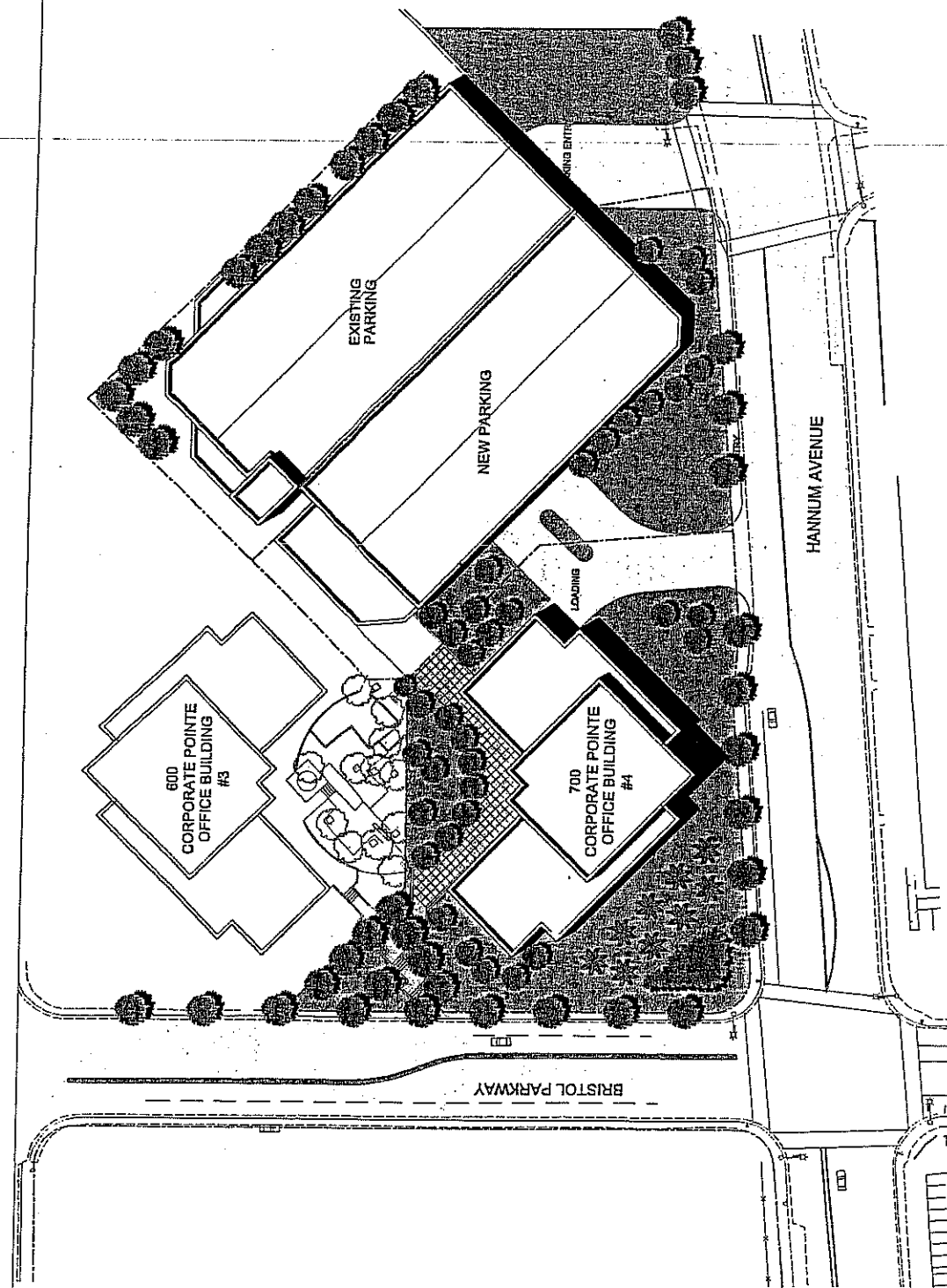


EXHIBIT A - SITE PLAN REVIEW/SPR NO. 87-09
ILLUSTRATIVE SITE PLAN OF "MIRROR IMAGE BUILDING"

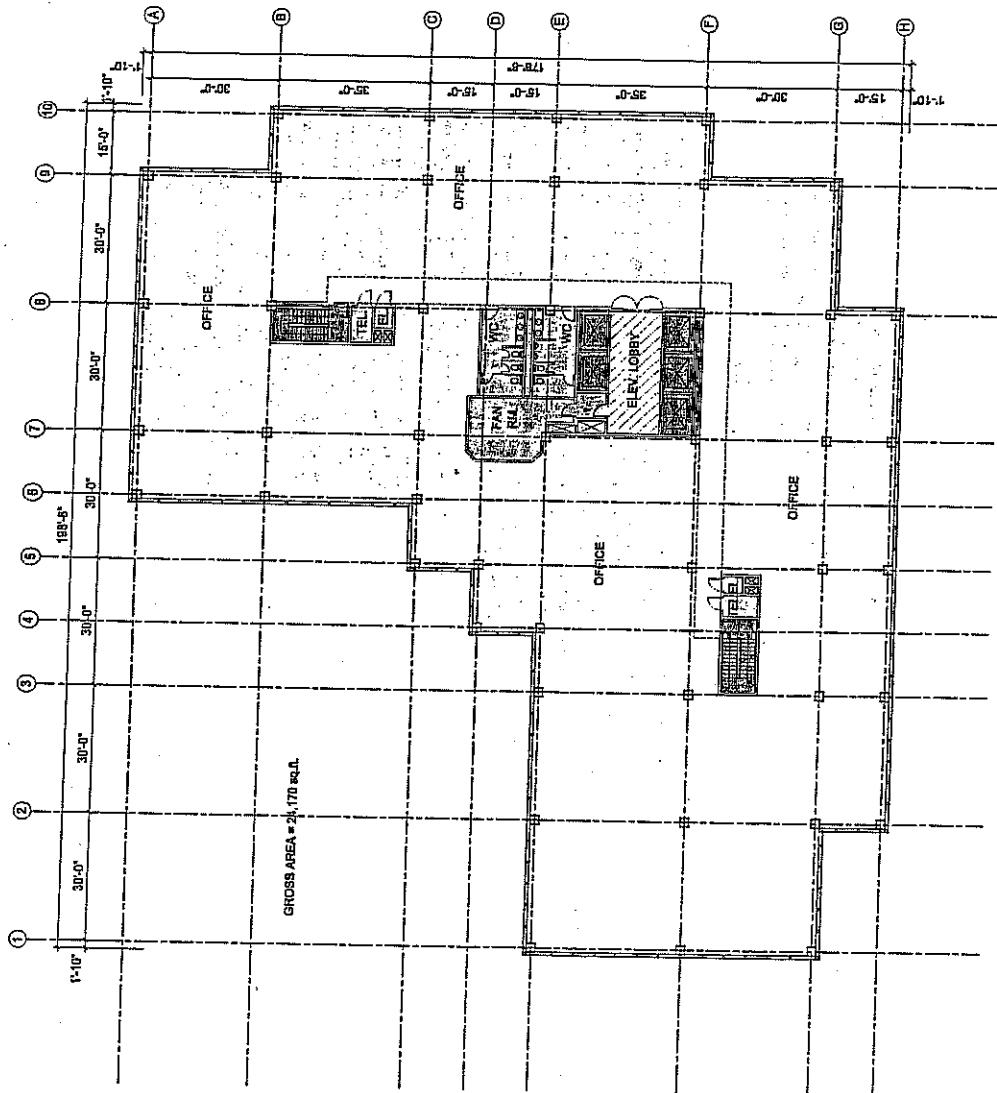
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 Planning Division
 Oakley City

2 of 24

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JUN 13 2012
Planning Division
City of Denver

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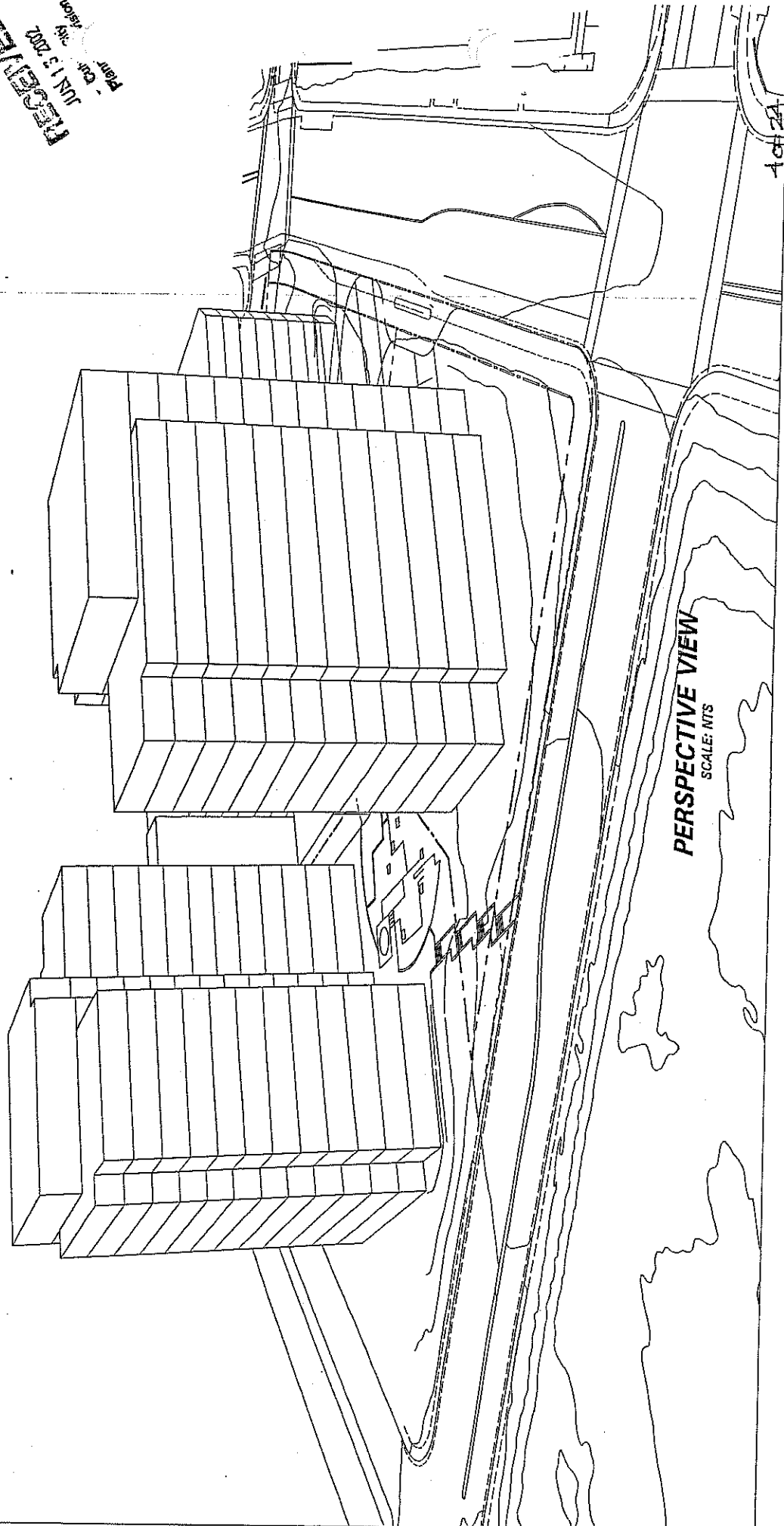
TYPICAL FLOOR PLAN

SCALE: 1" = 30'

700 CORPORATE POINTE OFFICE DEVELOPMENT



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JUN 13 2002
City of
Plan - 1000



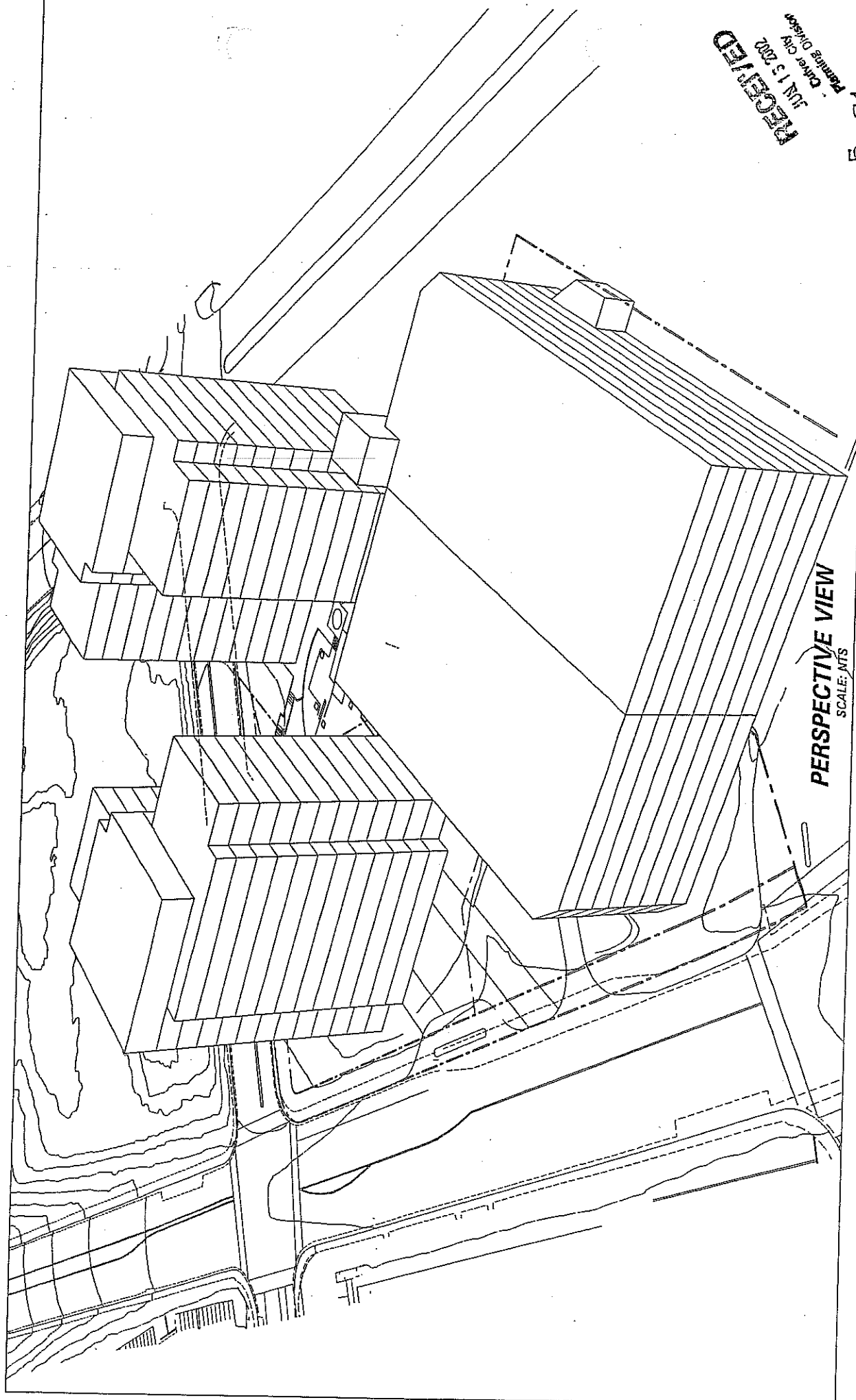
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Lender:



700 CORPORATE PLAZA OFFICE DEVELOPMENT

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Office City
Planning Division

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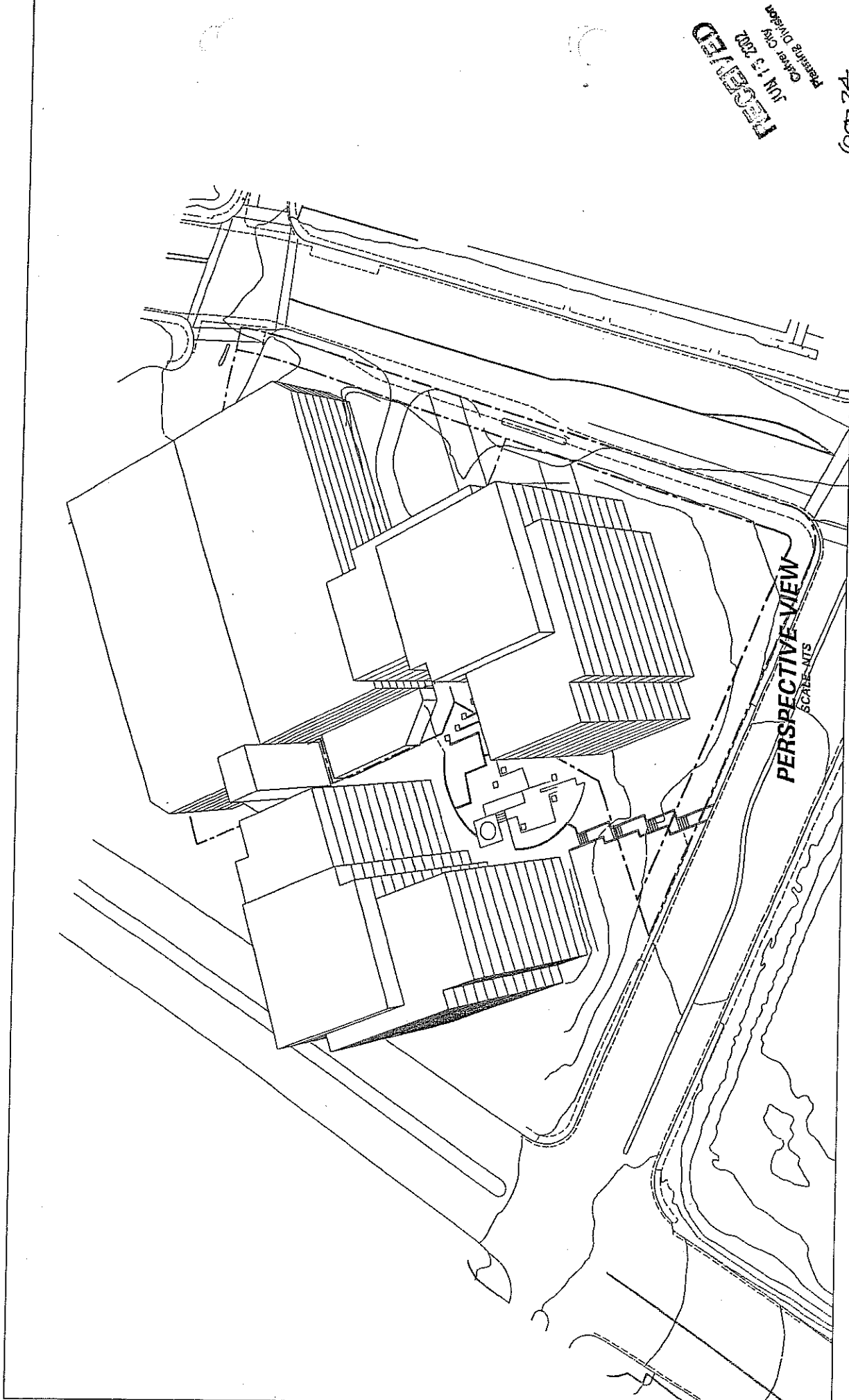
PERSPECTIVE VIEW
SCALE: NTS

Lender:



700 CORPORATE POINTE OFFICE DEVELOPMENT
CULVER CITY, CA

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Clerk City
Planning Division

Page 24

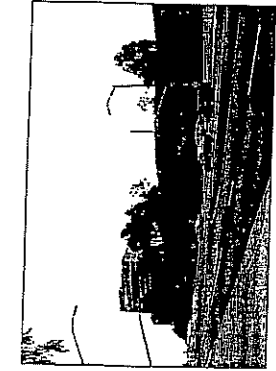
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Lender:

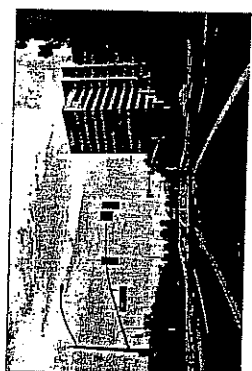


700 CORPORATE POINTE OFFICE DEVELOPMENT
CLARK COUNTY, NV
CLARK COUNTY, NV

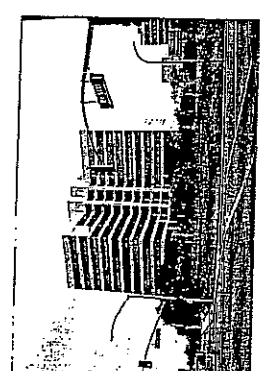
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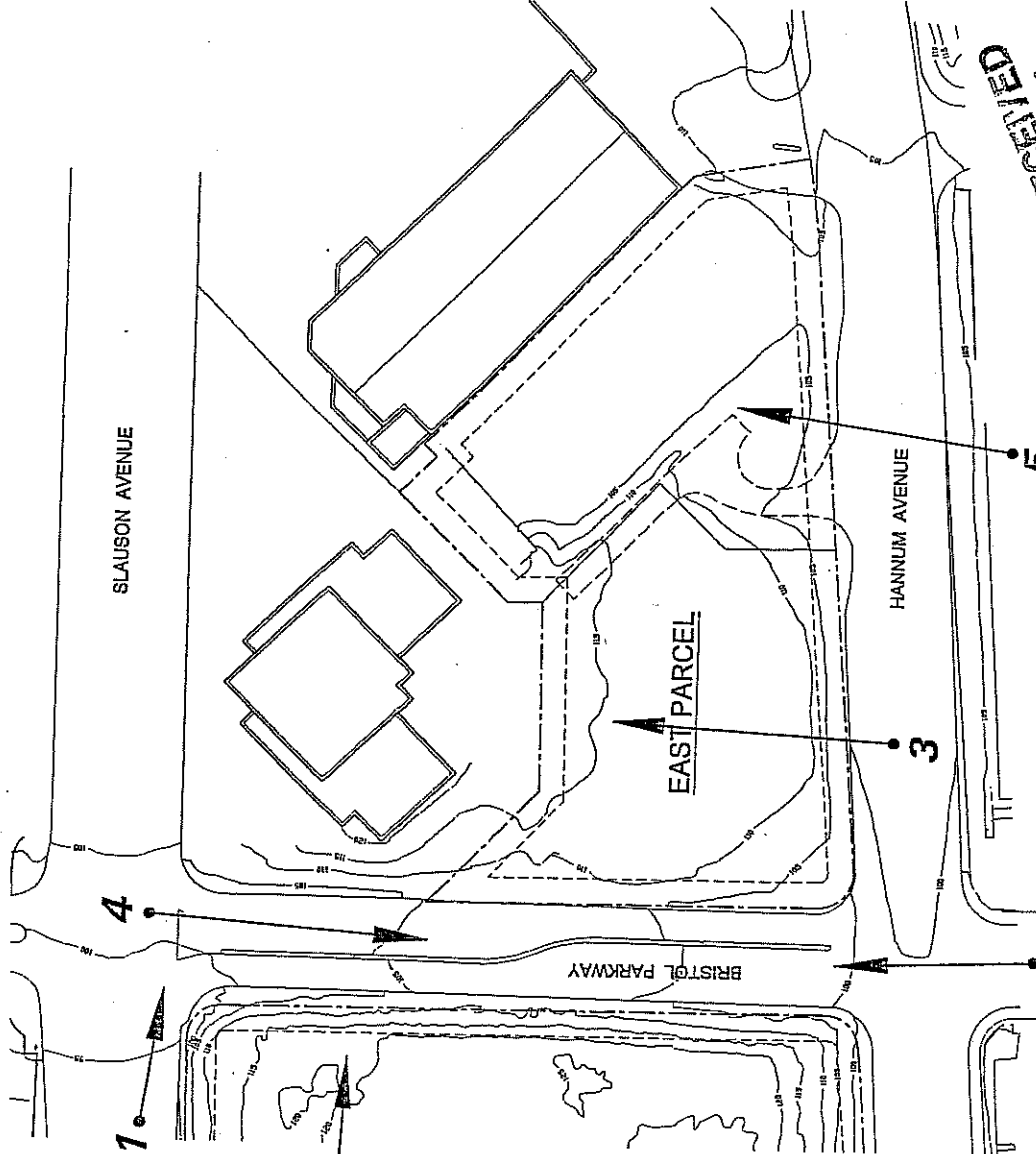
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SLAUSON AVENUE

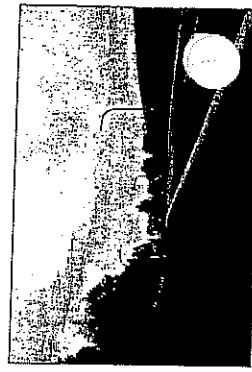
EAST PARCEL

BRISTOL PARKWAY

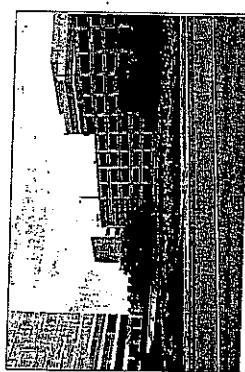
HANNUM AVENUE

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JUN 13 2002
Planning Division
City of Berkeley

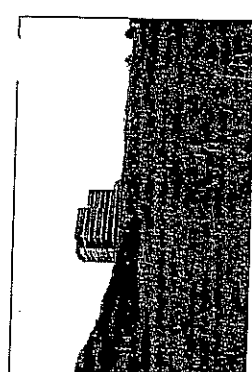
EXISTING SITE CONDITIONS
SCALE: 1" = 100'



4



5



6

Sheet 24

Lender:



700 CORPORATE PARKWAY OFFICE DEVELOPMENT
CLIFTON, CA 94618

ARCHITECTONIC

ENTITLEMENTS

Design and development of the East parcel at 700 Corporate Pointe in Culver City, CA creating a rentable commercial office building with the density of approximately 282,742 gross square feet.

The subject property is located at the intersection of Slauson Avenue, Hannum Avenue and Bristol Street Parkway near the 405 and 90 Freeways. The East Parcel is a gently sloping landscaped site of 3 acres and adjacent to the existing 12-story 600 Corporate Points office building which consists of 282,742 GSF. This site was entitled to be developed as the "mirror image" building to the 600 Corporate Points building. There is an existing 8-level above-grade parking structure that accommodates parking for the existing building. The Project consists of the master planning and concept design for a new office building to be located on this 3-acre parcel. The building shall be 12 stories high and approximately the same density as the 600 Corporate Points building.

Parking for the new building will be accommodated in an 8-level "mirror image" addition to the existing parking structure. The garage will accommodate approximately 980 cars. The area around the new building, parking structure and the site perimeter will be extensively landscaped.

PROJECT INFORMATION

<u>PROJECT INFORMATION</u>			
East Parcel			
<u>(3 acres)</u>			
<u>700 Corporate Pointe</u>			
Ground Floor	Floors	Floor Size (GSF)	Building Size (GSF)
	1	24,070	24,070
Typical Floors	10	24,070	240,700
Upper Floor	1	17,970	17,970
Total Office	12		<u>282,740</u>
<u>Parking</u>			
980 spaces			
<u>Retail</u>			
4,000 GSF attached to parking structure			
			<u>Building Size (LSF)</u>
			16,700
			204,000
			15,670
			<u>236,370</u>

Coverage	
Total Site Area =	144,308 sf
Building Area =	63,862 sf
Open Area =	80,446 sf (55%)

GENERAL PROJECT INFORMATION

Landmark:

700 CORPORATE POINTE OFFICE DEVELOPMENT
SILVER CITY, CA

ARQUITECTON
444 SOUTH FLOWER STREET SUITE 100

Summary

- No additional discretionary review is required if the project remains in substantial conformance to what was previously approved under SPR 87-09. The Lender plans to stay within the approvals granted with regard to height and density, but will redesign the buildings floor plates to current market standards.
- The conditions and mitigation measures of the previous approval have all been complied with.

Existing Entitlements

- The Planning Commission approved Site Plan Review No. 87-09 on August 12, 1987, through the adoption of Resolution No. 87-P034.
- The project approval consisted of two (2) office buildings (600 & 700 Corporate Pointe) and a parking structure, with retail space, to be built in two phases.
- Construction of the first office building and Phase 1 of the parking structure completed in 1985, vested the entitlements for development of the remaining three (3) acres.
- The second office building and parking structure fall within the approval granted in 1987.

700 Corporate Pointe

Gross Floor Area:	282,740 sf	Gross Floor Area	302,363 sf
Non-Leaseable Area:	<u>(46,370)</u>	Retail (Gross Leaseable Floor Area)	4,242 sf
Office (Leaseable Floor Area)	236,370 sf	Total Spaces:	982
Height	160 ft		900 (1)

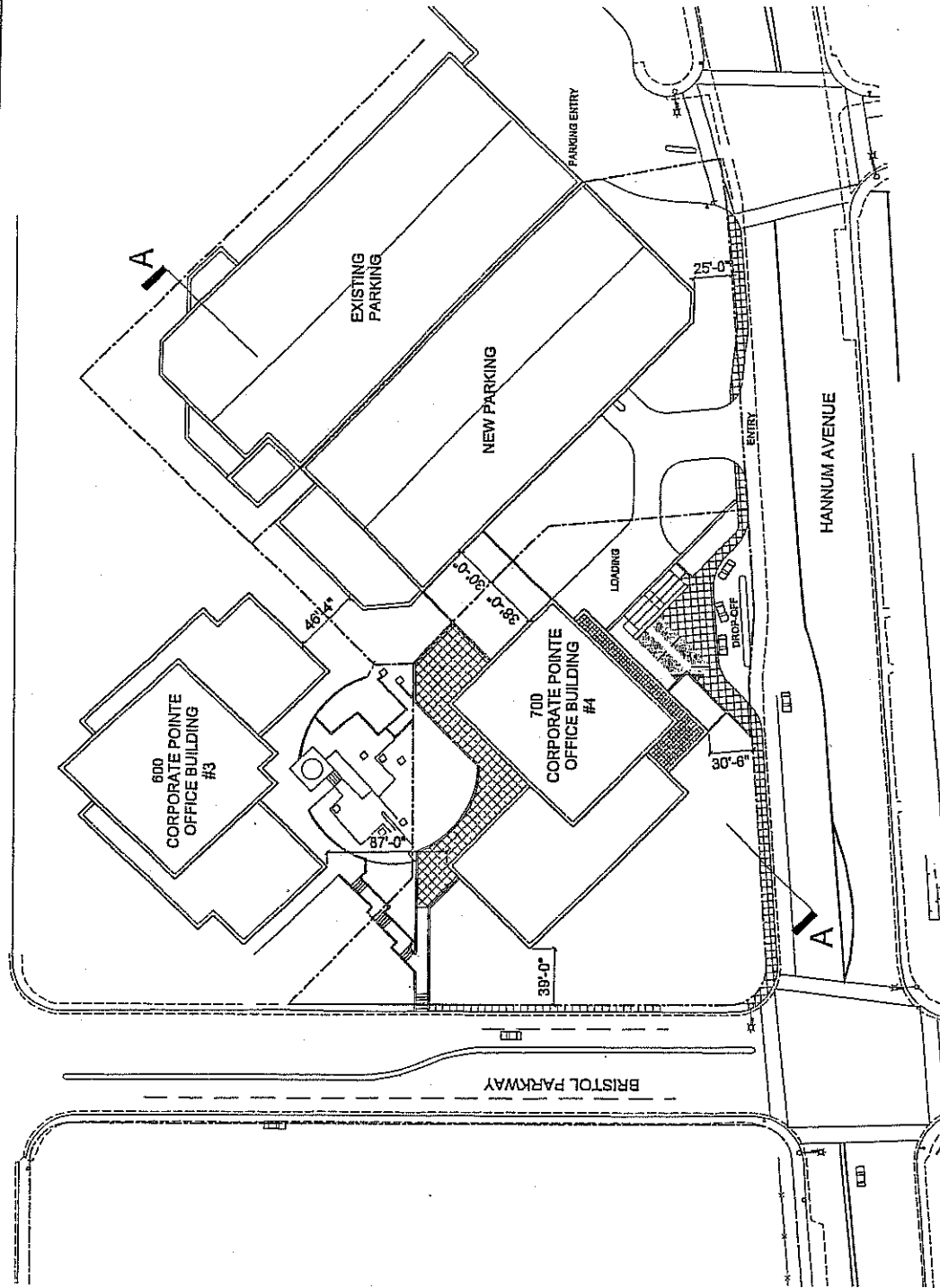
(1) May be reduced to reflect a ratio of 3:1.000

PROJECT CONSULTANTS

Architectural
Land Use Legal
Arquitectonica
Allen, Matkins, Leck, Gamble & Mallory

Planning & Policy
- Oliver C.
JUN 13 2007
RECEIVED

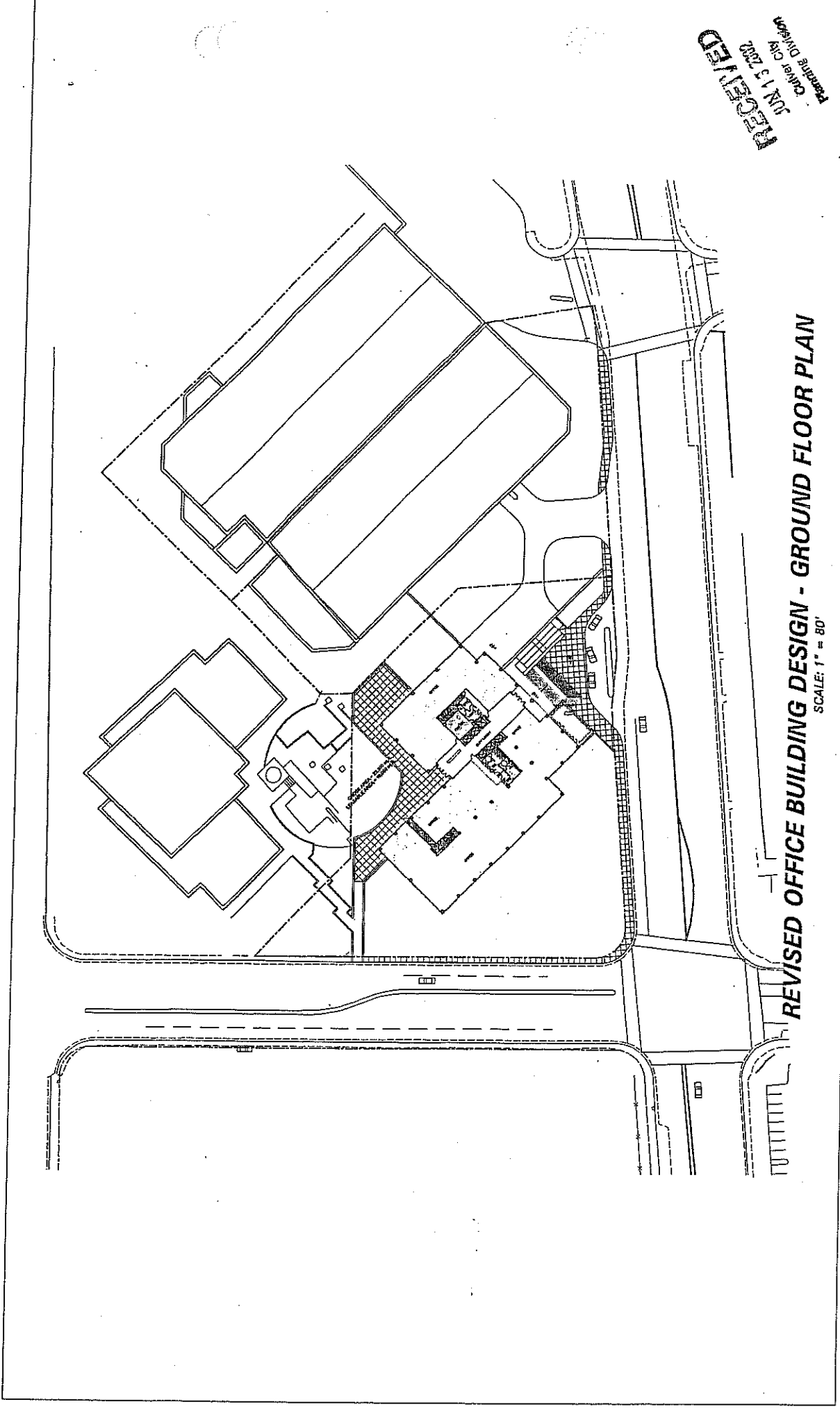
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SITE PLAN
SCALE: 1" = 80'

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City of St. Louis
Department of Planning
and Development

9 of 24

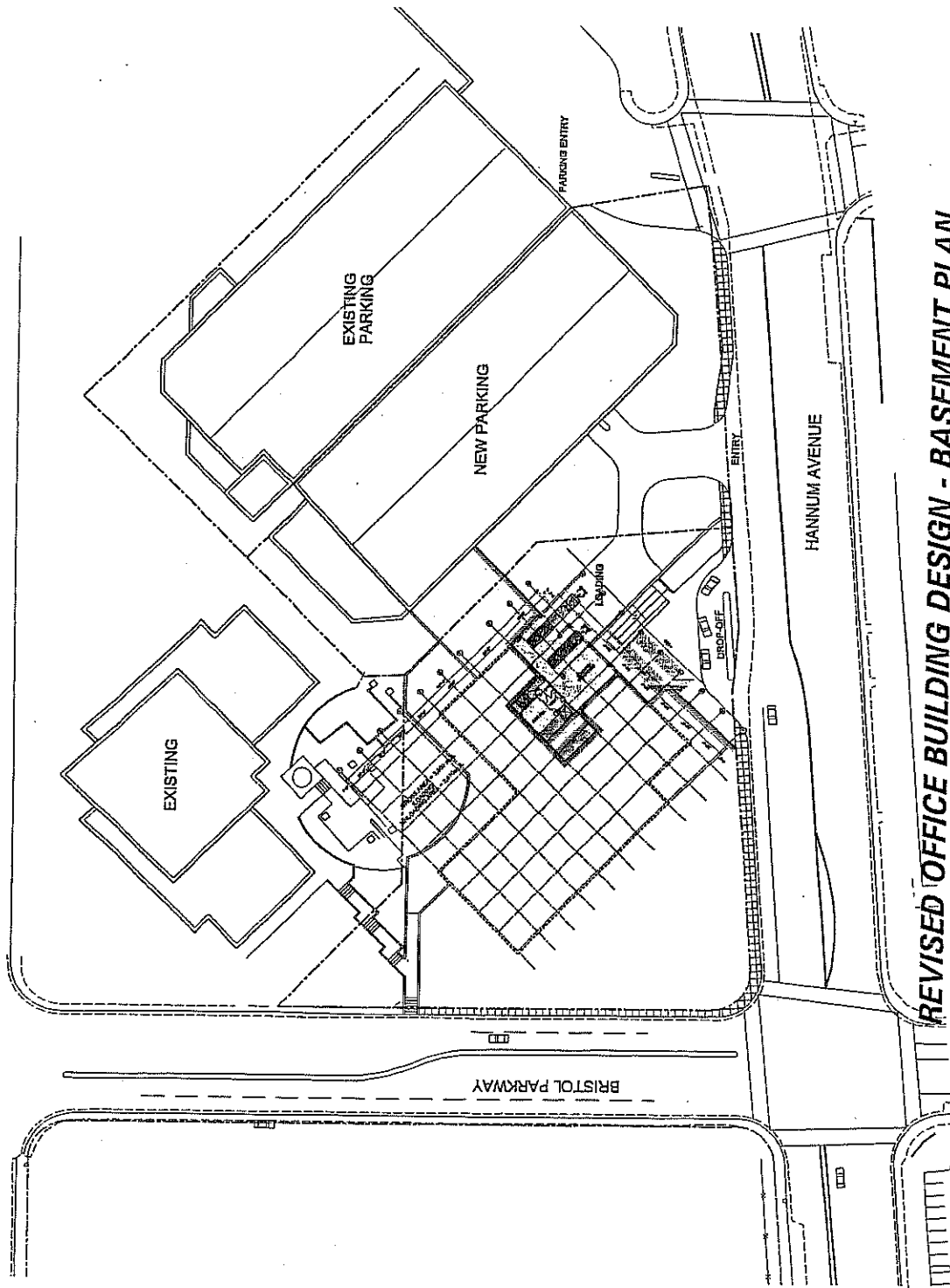


REVISED OFFICE BUILDING DESIGN - GROUND FLOOR PLAN
SCALE: 1" = 80'

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Carter City
Planning Division

10-24

700 CORPORATE PARK OFFICE DEVELOPMENT

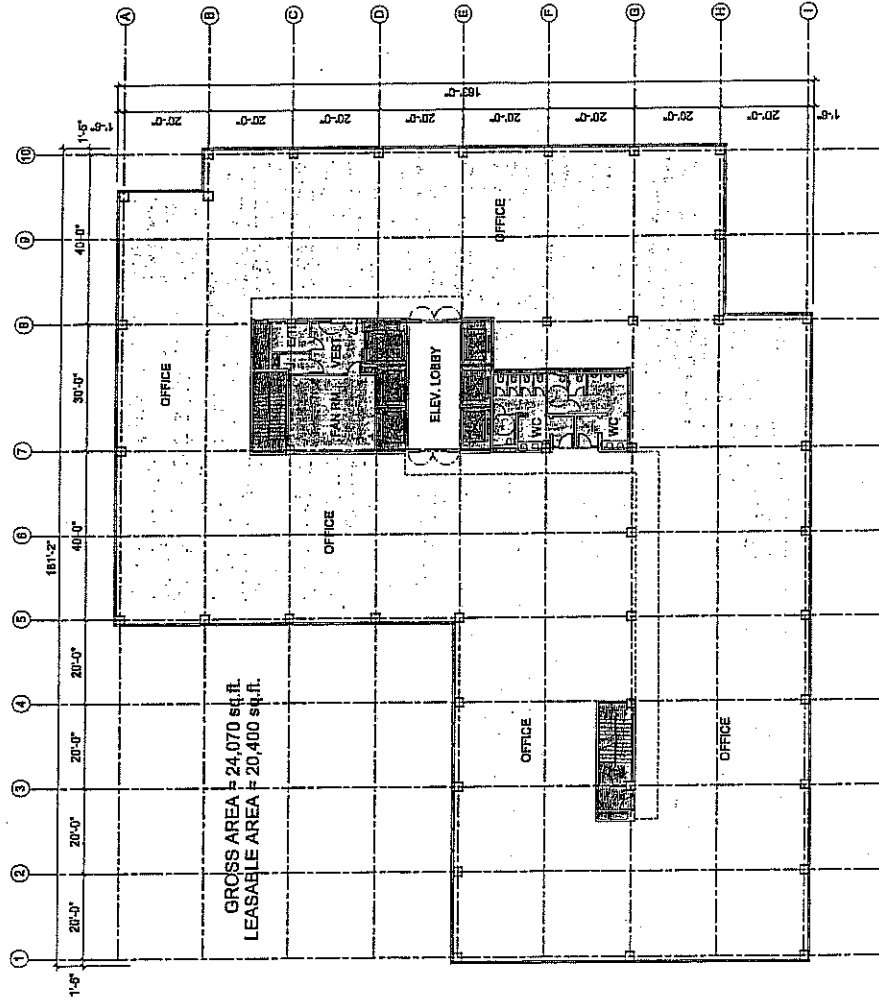


REVISED OFFICE BUILDING DESIGN - BASEMENT PLAN

SCALE: 1" = 80'

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Planning Division
Carter City

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REVISED OFFICE BUILDING DESIGN - TYPICAL FLOOR PLAN
SCALE: 1" = 30'

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JUN 13 2012
CITY OF
PLANNING DIVISION

12.07.24

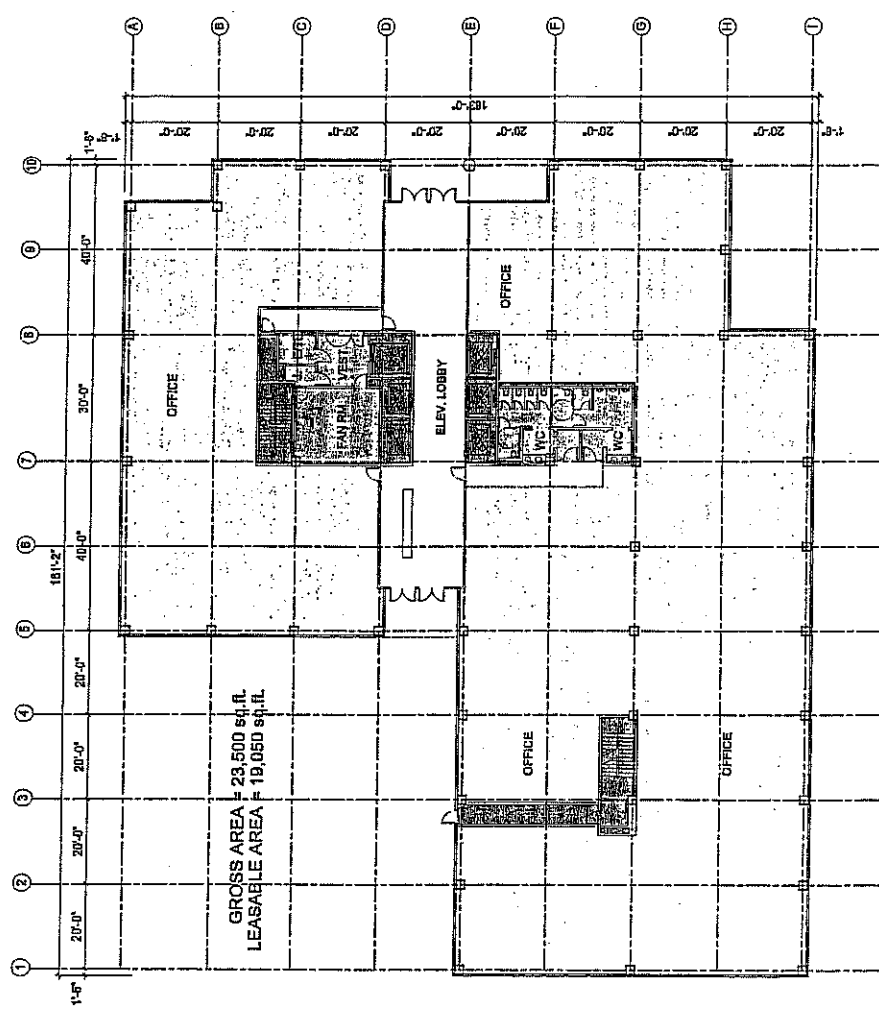
APPLICANT



700 CORPORATE POINTE OFFICE DEVELOPMENT

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OFFICE CITY
PLANNING DIVISION

14 of 24

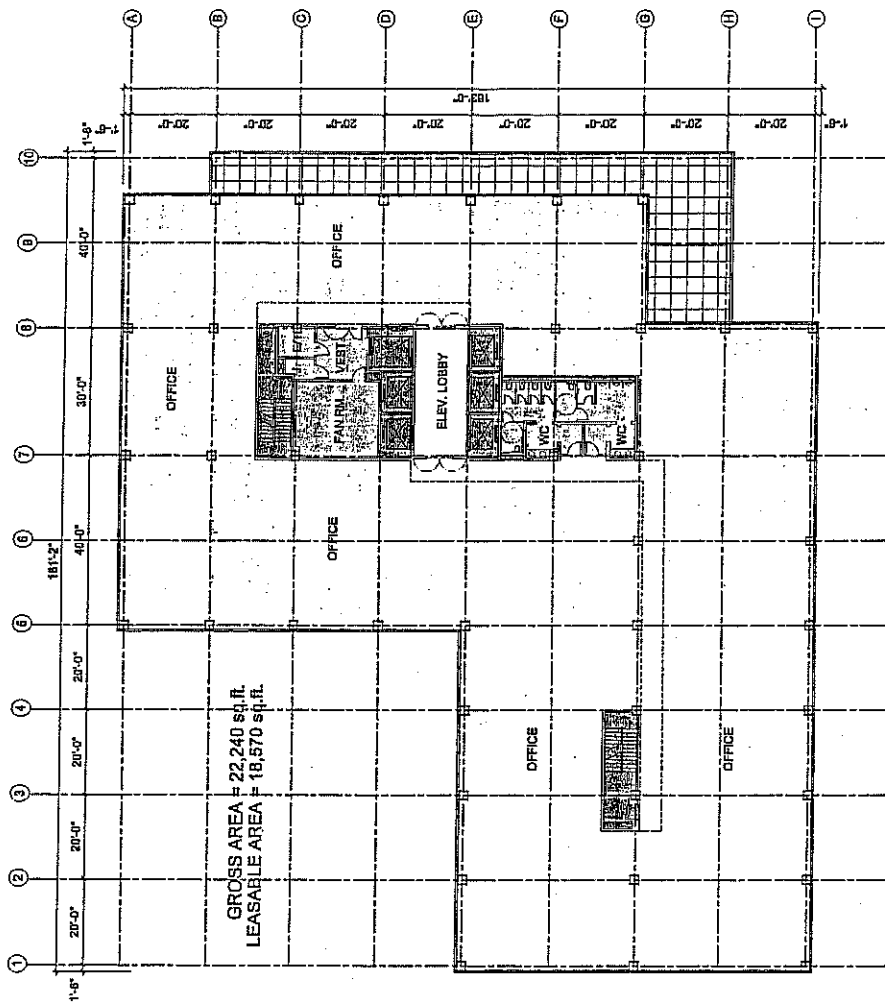


REVISED OFFICE BUILDING DESIGN - GROUND FLOOR PLAN

SCALE: 1" = 30'

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JUN 13 2002
Planning Division
- Office City
2002

15 of 24



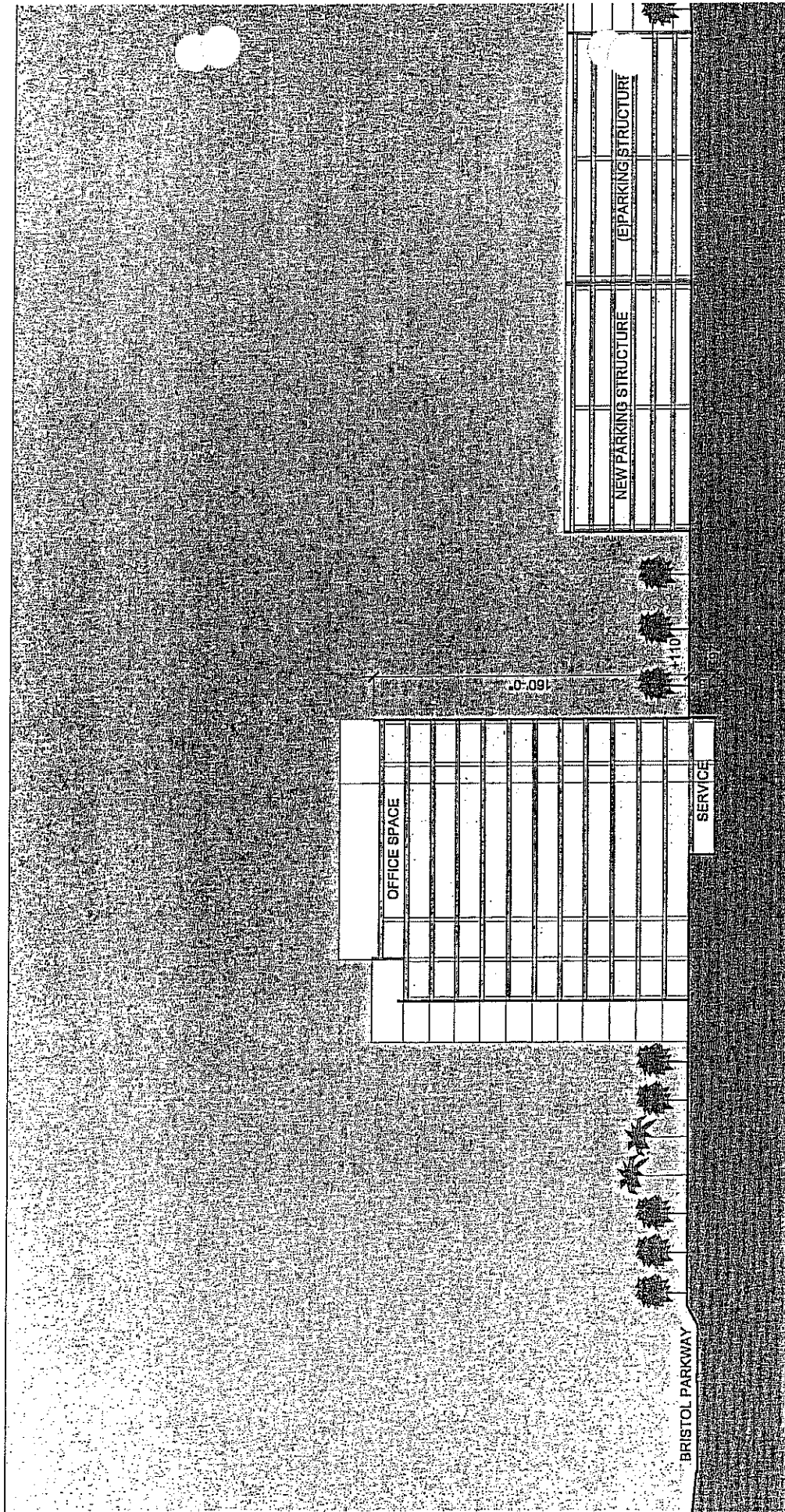
REVISED OFFICE BUILDING DESIGN - 12TH FLOOR PLAN

SCALE: 1" = 30'

700 CORPORATE POINTE OFFICE DEVELOPMENT

ARCHITECT

Lender:

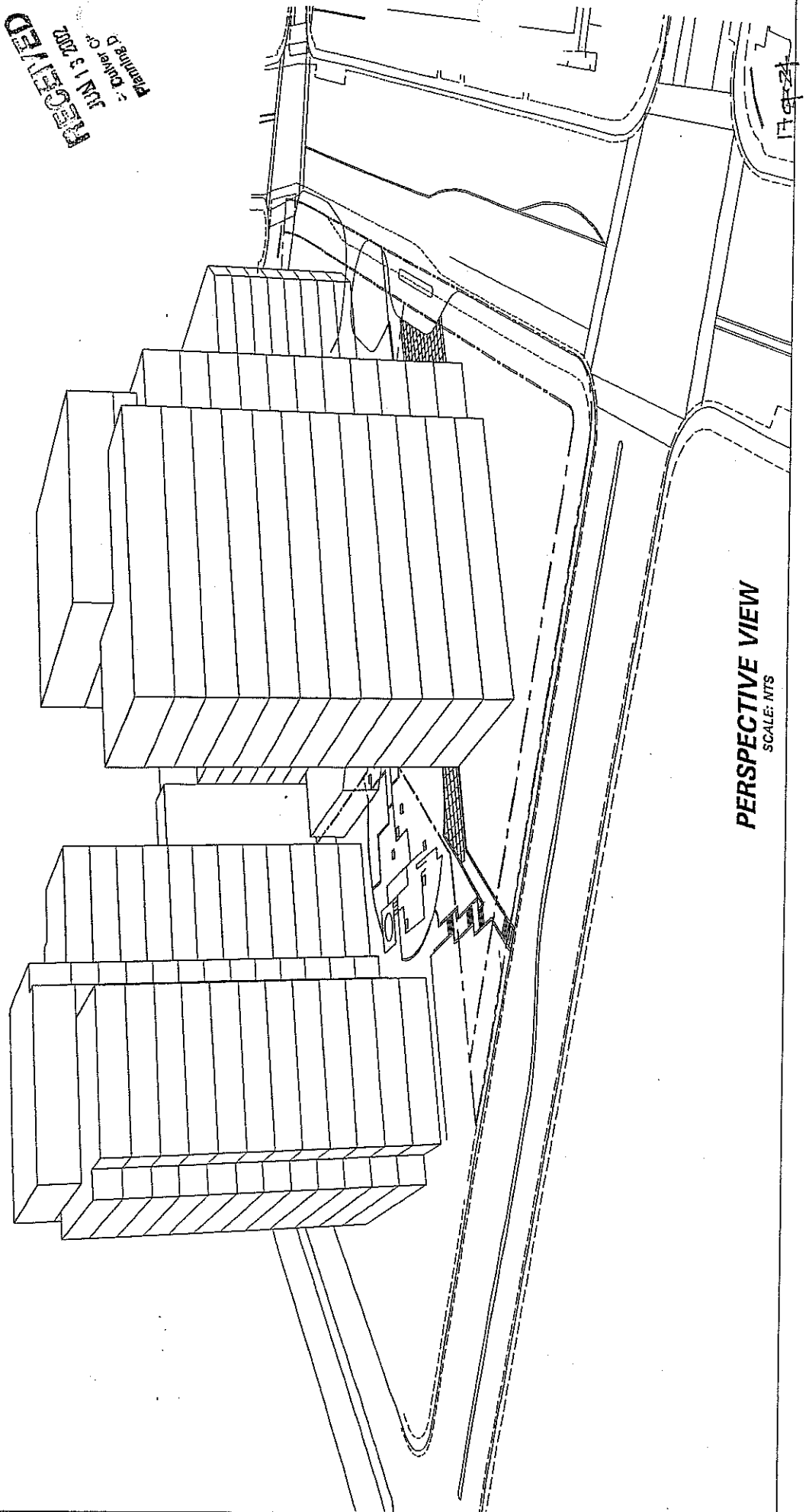


REVISED OFFICE BUILDING DESIGN - SECTION A-A

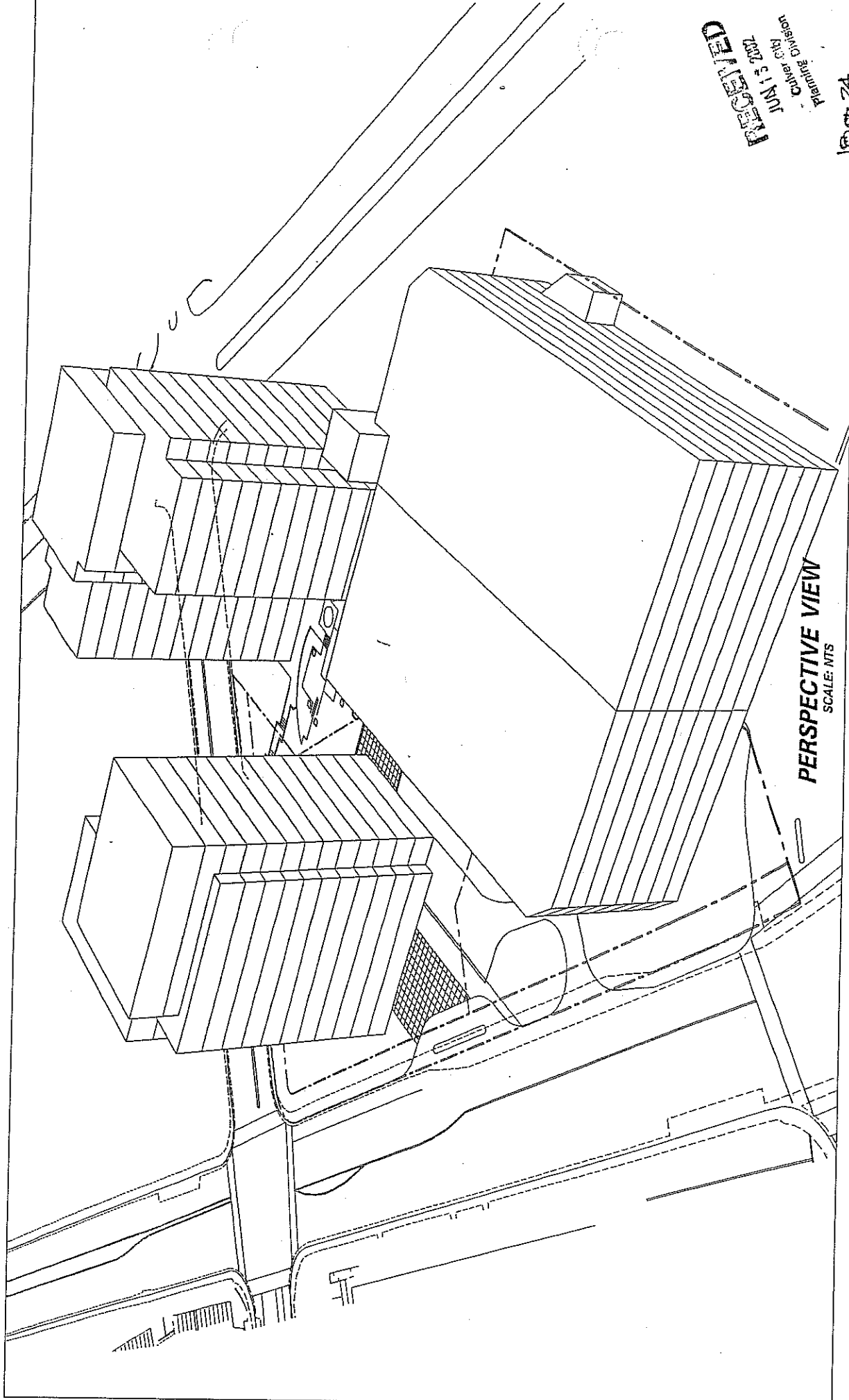
SCALE: 1" = 40'

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Planning Division
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Planning &
Public Works
City of
San Jose



PERSPECTIVE VIEW
SCALE: NTS



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JUN 13 2001
Planning Division
City of Oakland
444 F
FLOWER STREET, SUITE 1000

100-24

PERSPECTIVE VIEW
SCALE: NTS

700 CORPORATE POINTE OFFICE DEVELOPMENT
CL R CITY, CA

Bank of Montreal

Lender:

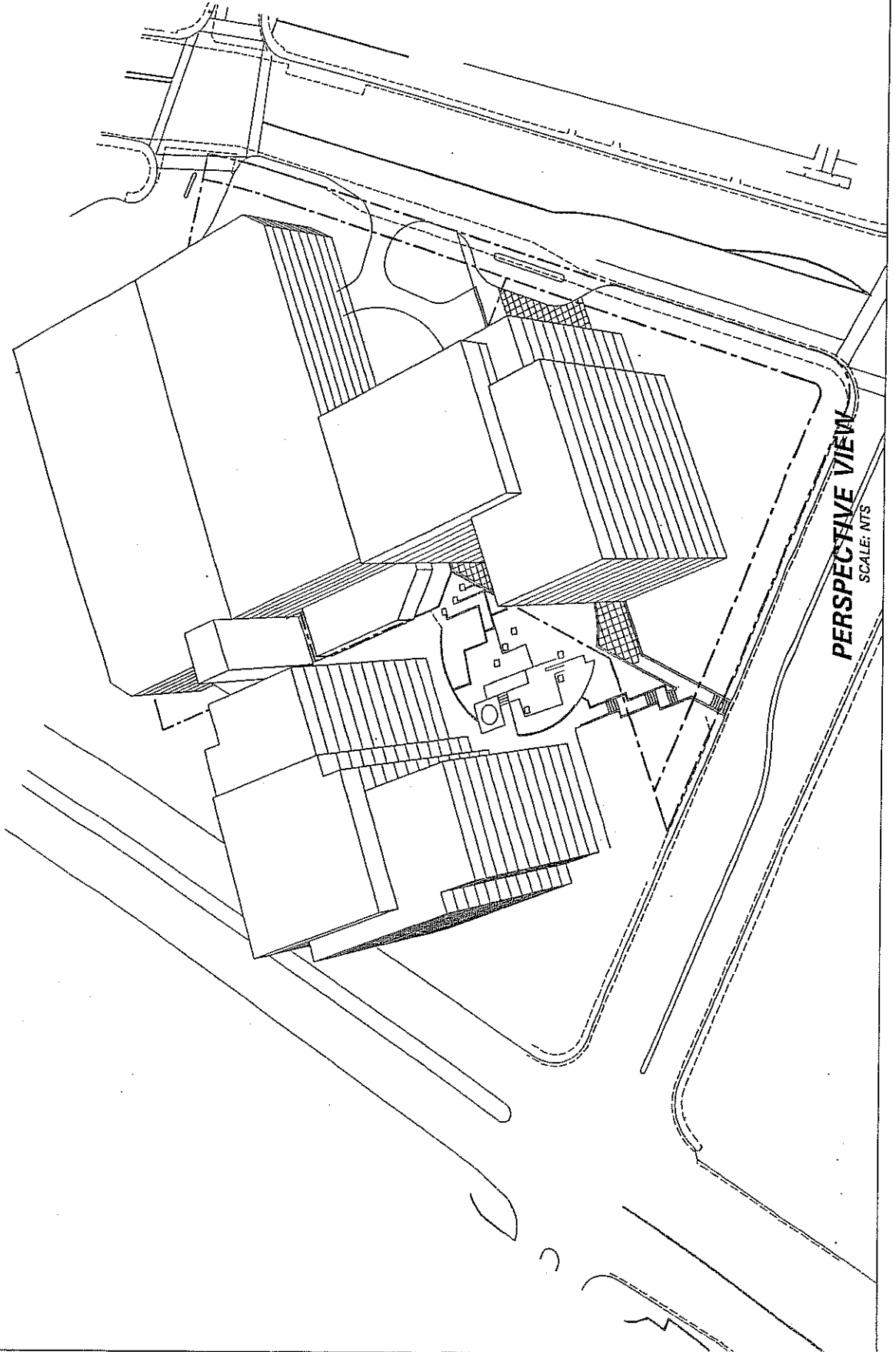
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City of
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Division

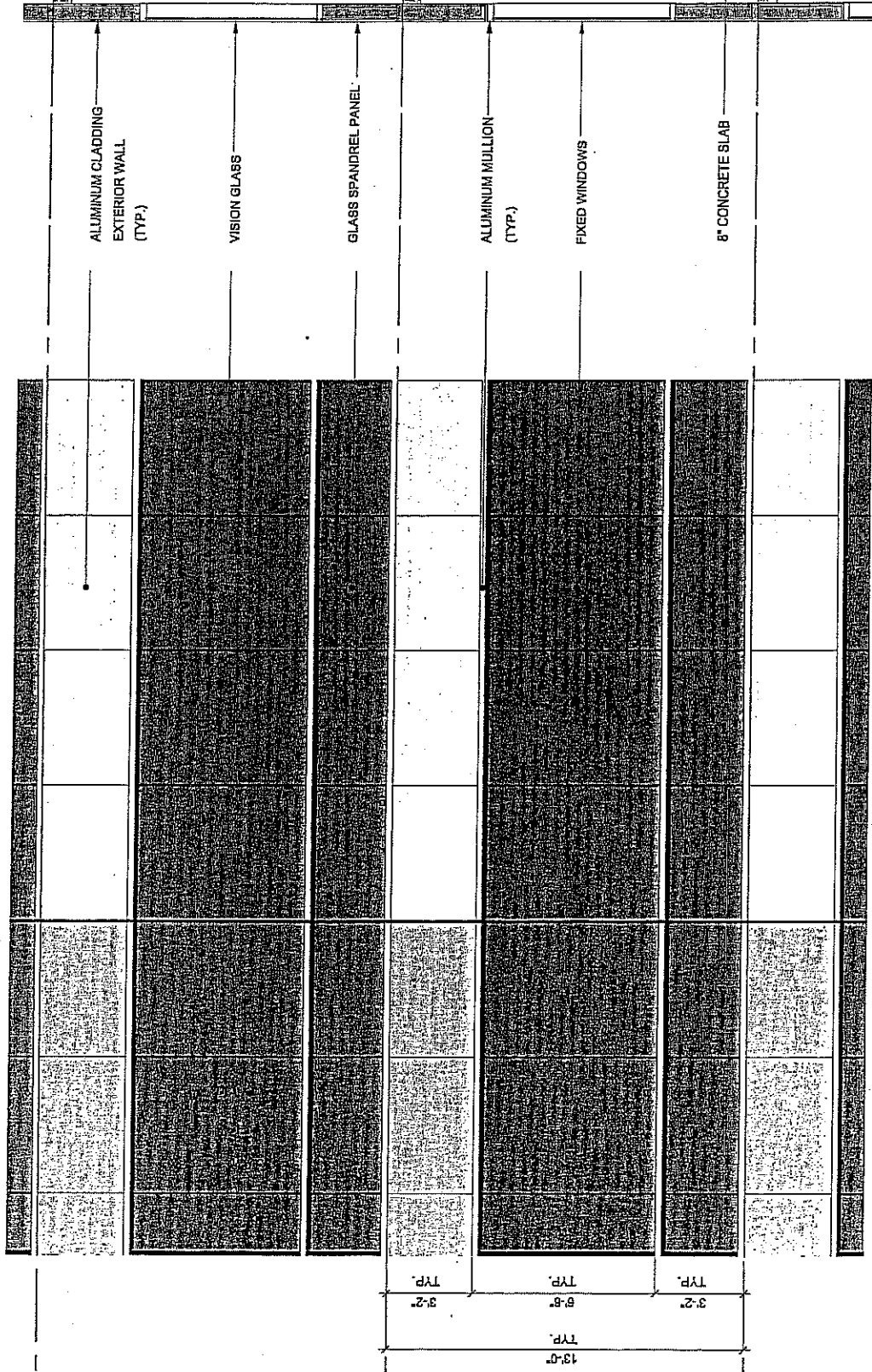
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700 CORPORATE POINTE OFFICE DEVELOPMENT

ARCHITECTON



PERSPECTIVE VIEW
SCALE: NTS



REVISED OFFICE BUILDING DESIGN - ENLARGED ELEVATION & SECTION

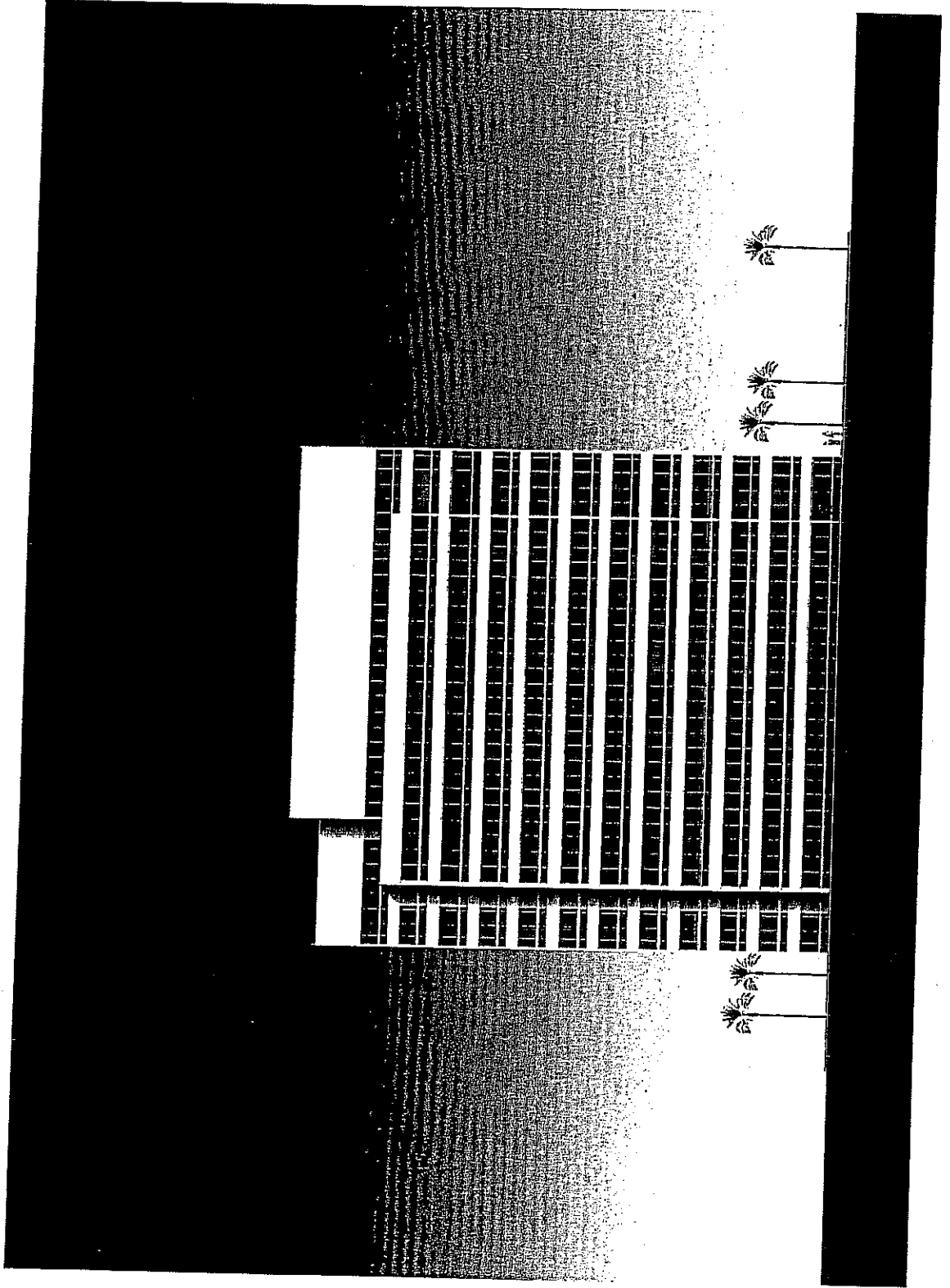
SCALE: 1/4" = 1'-0"

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JUN 13 2000
Planning Division
City Engineer's Office

20 of 24

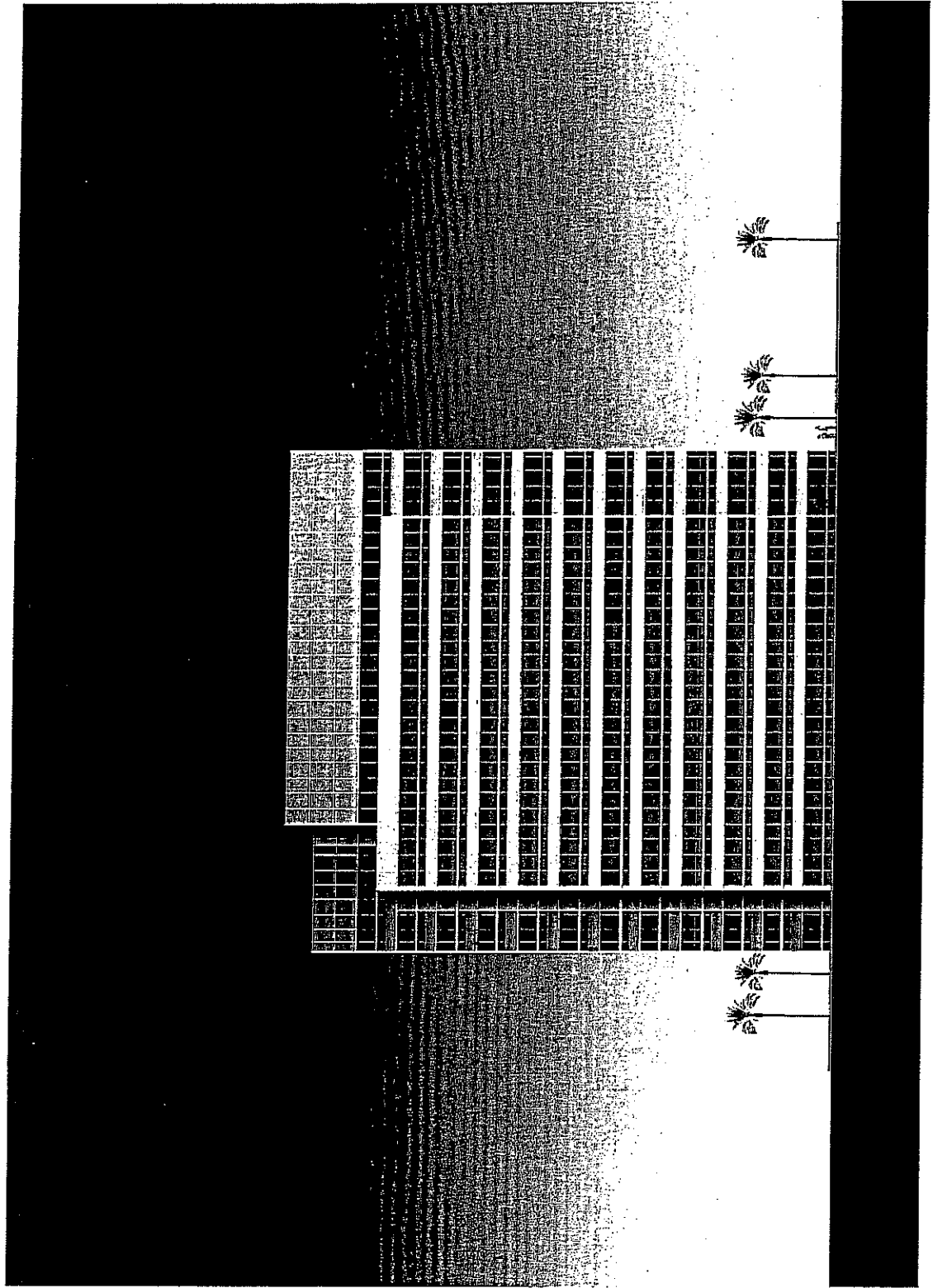
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JUN 13 2002
Culver City
Planning Dept.

21 of 24



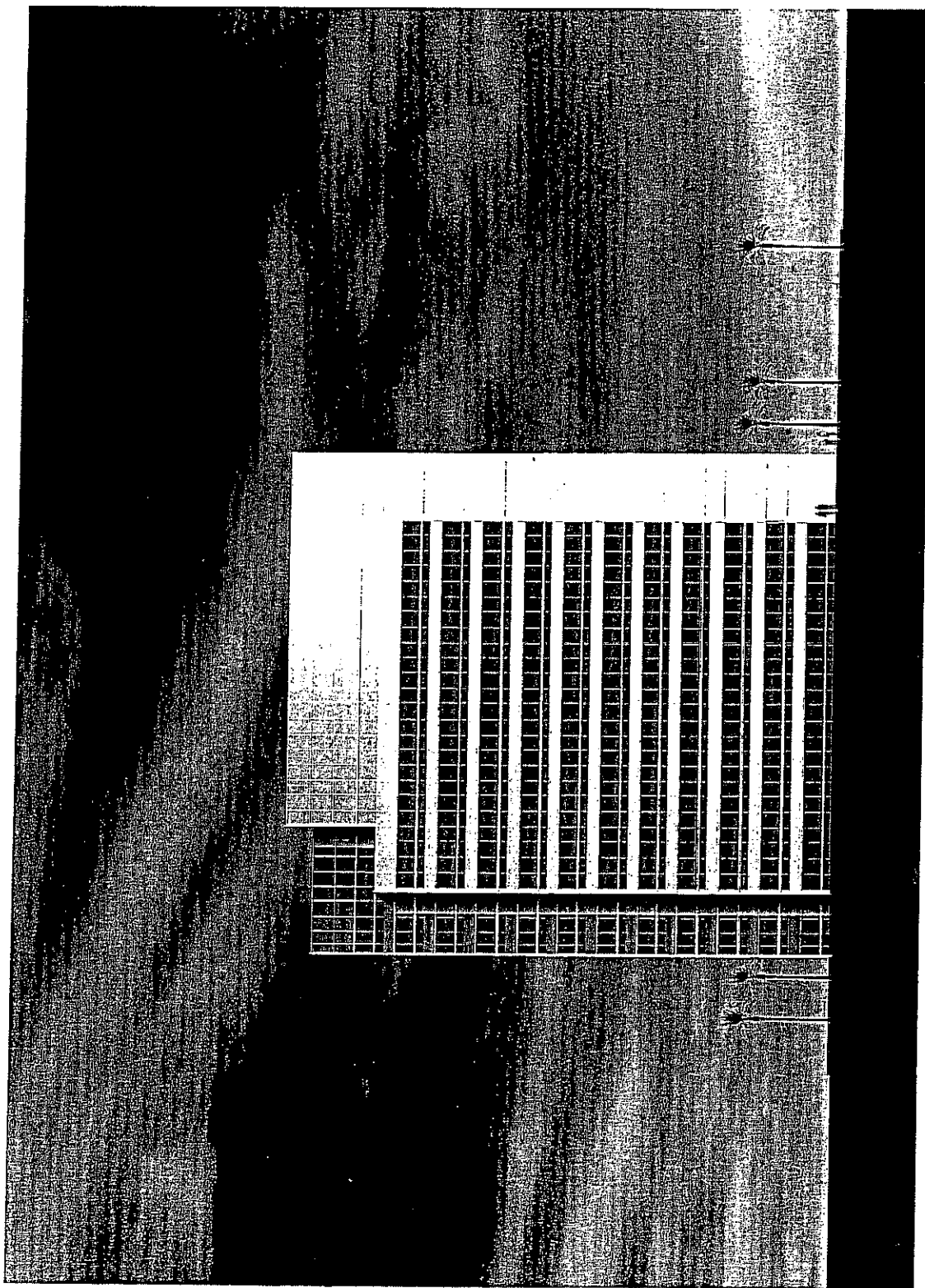
700 CORPORATE POINTE OFFICE DEVELOPMENT

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Culver City

22 of 24



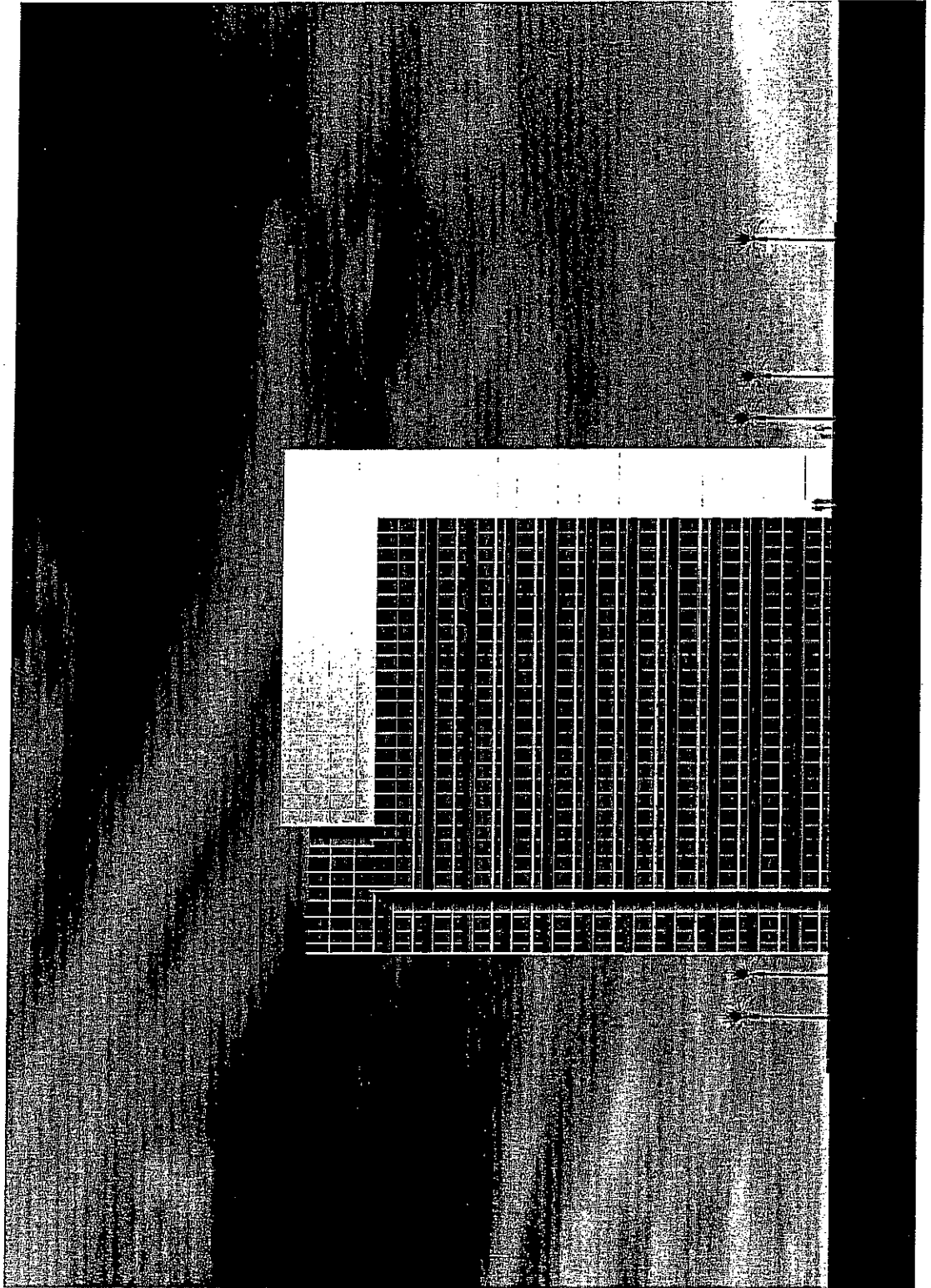
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- Culver City
Planning Division

23 of 24

700 CORPORATE POINTE OFFICE DEVELOPMENT

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Lender:



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Planning Division
Duval City

24 of 24

UITECTONICA

700 CORPORATE VTE OFFICE DEVELOPMENT

Lenda

July 7, 2005

Exhibit C

RECEIVED

JUL 12 2005

Culver City
Planning Division**Culver CITY**

Ms. Sonia Ransom
Attorney at Law
Allen Matkins Leck Gamble & Mallory, LLP
515 S. Figueroa Street, 7th Floor
Los Angeles, CA 90071-3398

Subject: 700-701 Corporate Pointe
Project Approval

Dear Ms. Ransom:

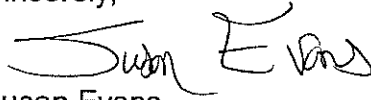
As you recently discussed with my staff, this letter serves to confirm what is established by Conditional Approval of Minor Modifications, dated July 10, 2002. The Planning Division has approved the development site plans for the remaining building (and other half of the parking structure) located at 700-701 Corporate Pointe, Culver City, California (the "Project"), subject to the documents outlined below.

The original preliminary development plans for the Project were conditionally approved by the Planning Commission via Site Plan Review, PL-87-09, on August 12, 1987, as more specifically outlined in Resolution No. 87-P034, and as modified pursuant to the Conditional Approval of Minor Modifications, dated July 10, 2002. The original preliminary development plans were approved by the Culver City Redevelopment Agency on September 21, 1987.

The first phase of the Project, consisting of a 12-story office building and an 8-level parking structure, was constructed in 1985. This letter confirms to you, as the representative of Bay Street No. 29, Inc. and any successors in interest that may subsequently acquire title to the property on which the Project will be located, that no additional discretionary approvals are currently required for the Project and that the property owner is authorized to proceed with the application for building permits for the second phase of the Project consistent with the July 10 Conditional Approval of Minor Modifications. In order to obtain building permits for the second phase of this Project, it is only necessary to submit construction plans, which are consistent with the approved development site plans and all applicable laws, rules and regulations, to the Building Safety Division for review and approval. The Planning and Redevelopment Divisions as well as other City Departments will review the plans to determine that consistency.

Please be advised, if the City or Agency were to adopt new laws, rules or regulations prior to the issuance of a building permit and the expenditure of substantial construction costs in reliance on that building permit, then any development at 700-701 Corporate Pointe would also need to comply with those new laws, rules any regulations.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Evans". The signature is fluid and cursive, with the first name "Susan" and last name "Evans" clearly distinguishable.

Susan Evans
Community Development Director

cc: Sherry Jordan, Senior Planner
Todd Tipton, Redevelopment Administrator
Murray Kane, Agency general counsel

Exhibit D

May 8, 2006

Ms. Sonia Ransom, Esq.
Allen Matkins Leck Gamble & Mallory, LLP
515 S. Figueroa Street, 7th Floor
Los Angeles, CA 90071-3398

David P. Waite, Esq.
Jeffer, Mangels, Butler & Marmaro LLP
1900 Avenue of the Stars, 7th Floor
Los Angeles, CA 90067

Culver **CITY**

700 & 701 CORPORATE POINTE

2006 Entitlement Letter

Dear Ms. Ransom and Mr. Waite:

This letter serves to respond to certain requests for confirmation and verification of the City entitlements, approvals and development standards based on the City's prior approvals of the development site plans for the building (and parking structure) located at 700-701 Corporate Pointe, Culver City, California (the "Project").

The original development plans for the Project, as the second phase of a two-phased development, were conditionally approved by the Planning Commission on August 12, 1987. This approval was modified pursuant to the City's Conditional Approval of Minor Modifications, dated July 10, 2002, and further confirmed through correspondence from me dated July 7, 2005.

The first phase of the two-phased development, consisting of a 12-story office building and an 8-level parking structure, was completed in 1989. This letter confirms to you, as the representatives of Bay Street No. 29, Inc. ("Bay Street 29") and IDS Realty JV, LLC ("IDS") and any successors in interest that may subsequently acquire title to the subject property, that no additional discretionary approvals are required for the Project and that the property owner is authorized to proceed with the application for building permits for the second phase of the Project consistent with the July 10, 2002 Conditional Approval of Minor Modifications and the attached schematic plans, prepared by Langdon Wilson Architects and received April 18, 2006. (11'x17" book)

In order to obtain building permits for the Project, it is necessary to submit construction plans, which are consistent with the approved development site plans, the approved July 10, 2002, minor modifications, and the April 18, 2006 plans, to the Building Safety Division for review and approval. The Planning and Redevelopment Divisions as well as other City Departments will review the plans to determine consistency with the approved development site plans.

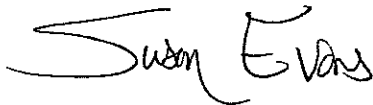
700 Corporate Pointe 2000 entitlement letter
Ransom & Waite
May 8, 2006

Corporate Pointe developments were processed by the City, no third party's approval has ever been sought prior to City approval of those developments.

8. The City will complete the staff level compliance review process for the Project, as soon as possible after it receives all necessary documents and information from IDS. Once the preliminary design review process is satisfactorily completed, IDS may proceed to apply for building permits for the Project.

Please be advised, if the City or Agency were to adopt new laws, rules or regulations prior to the issuance of a building permit and the expenditure of substantial construction costs in reliance on that building permit, then any development at 700 Corporate Pointe would also need to comply with those new laws, rules any regulations.

Sincerely,



Susan Evans
Community Development Director

Copy: Honorable Mayor and Council Members
Honorable Chair and Planning Commissioners
Jerry Fulwood, Chief Administrative Officer
Carol A. Schwab, City Attorney
Thomas Gorham, Deputy Community Development Director/Planning Manager
Todd Tipton, Redevelopment Administrator
Sherry Jordan, Senior Planner
Jerry Ichien, Redevelopment Project Specialist

Exhibit E

September 27, 2007

Ms. Sonia Ransom, Esq.
Allen Matkins Leck Gamble & Mallory, LLP
515 S. Figueroa Street, 7th Floor
Los Angeles, CA 90071-3398

Culver **CITY**

David P. Waite, Esq.
Jeffer, Mangels, Butler & Marmaro LLP
1900 Avenue of the Stars, 7th Floor
Los Angeles, CA 90067

700 & 701 CORPORATE POINTE
2007 Entitlement Letter

Dear Ms. Ransom and Mr. Waite:

You have previously received a letter from Susan Evans dated May 8, 2006, concerning the City approvals and development standards based on the City's prior approvals of the development site plans for the building (and parking structure) located at 700-701 Corporate Pointe, Culver City, California (the "Project"). That letter was based on schematic plans prepared by Langdon Wilson Architects and received April 18, 2006. On May 3, 2007, Dave Saeta, of IDS Real Estate Group, submitted updated schematic plans prepared by Gensler to replace the Langdon Wilson Architects plans ("May 3, 2007 plans").

The original development plans for the Project, as the second phase of a two-phased development, were conditionally approved by the Planning Commission on August 12, 1987. This approval was modified pursuant to the City's Conditional Approval of Minor Modifications, dated July 10, 2002, and you received further correspondence from Susan Evans dated July 7, 2005 on these matters.

The first phase of the two-phased development, consisting of a 12-story office building and an 8-level parking structure, was completed in 1989. This letter states to you, as the representatives of Bay Street No. 29, Inc. ("Bay Street 29") and IDS Realty JV, LLC ("IDS") and any successors in interest that may subsequently acquire title to the subject property, that no additional discretionary approvals are required for the Project at this time. The property owner may proceed with the application for building permits for the second phase of the Project consistent with the July 10, 2002 Conditional Approval of Minor Modifications and the attached schematic plans, prepared by Gensler and received May 3, 2007.

In order to obtain building permits for the Project, it is necessary to submit construction plans, which are consistent with the approved development site plans, the approved July 10, 2002, minor modifications, and the May 3, 2007 plans, to the Building Safety Division, together with any and all information and documents which might be required by the Building Safety Division, for review and approval. The Planning and Redevelopment Divisions as well as other City Departments will review the plans to determine consistency with the approved development site plans.

In that regard, the City hereby states the following matters:

1. Development fees will be based on the laws, rules, and regulations applicable at the time of filing for plan review and permits.
2. The parking requirements for the Project will conform to Culver City Municipal Code (CCMC) Section 17.320. Standard parking dimensions shall conform to the regulations of CCMC Section 17.320.035 with the following exception: columns located more than 14 feet from the drive aisle and centered on the line dividing parking stalls shall be allowed to encroach into a parking space a maximum of 15 inches if the parking structure cannot be constructed using the existing foundation of the parking structure for 600 Corporate Pointe. There is no maximum number of allowable parking spaces for the project. The configuration of the parking structure shall conform to the May 3, 2007 plans subject to minor modifications, if any.
3. The Project entitlements allow for a multi-story office building of up to 287,399 gross square feet (244,290 gross leaseable) of which up to 4,659 gross square feet (3,960 gross leaseable) may be located in the Phase II parking garage for 700 Corporate Pointe. The office building will contain 11 stories and may contain a partial lower street level story for main lobby, building service, and commercial uses in accordance with the plans dated May 3, 2007.
4. The overall building height (including the parapet, mechanical equipment screening, architectural features, etc.) shall not exceed the 176'6" overall building height of the original development plans approved by the Planning Commission on August 12, 1987. The Project was granted a height exception from the City's applicable height limit pursuant to CCMC Section 17.300.025(C)(1). The City and Culver City Redevelopment Agency ("Agency") actions needed to comply with the height exceptions of the municipal code were completed when Site Plan Review PL-87-09 and Resolution No. 87-P034 were approved for the original site plan review. Assuming the 12th Amendment is approved by the Agency and the ultimate IDS Project does not require any major modifications to the currently approved Site Plan Review, no further City or Agency approvals will be needed to permit the height as previously approved by the City and Agency.
5. The Project signage is subject to the Corporate Pointe Master Sign Program.
6. The Project entitlements and approvals allow for secondary access (ingress and egress) to the new (Phase II) parking structure through the existing parking structure (Phase I) from the driveway located at the signalized intersection on Hannum Avenue at Uplander Way
7. The City's compliance review process for the Project will include a review of the refined drawings in order to consider approval of the overall architecture, colors, and building materials, after it receives all necessary documents and information from IDS. Once the

preliminary design review process is satisfactorily completed, IDS may proceed to apply for building permits for the Project.

8. A heli-stop located on the roof of the office structure at 700 Corporate Pointe shall be required by the Culver City Fire Department.
9. A right-turn pocket lane from westbound Hannum Avenue to northbound Bristol Parkway shall be required by the Culver City Public Works Department.

Please be advised, if the City or Agency were to adopt new laws, rules or regulations prior to the issuance of a building permit and the expenditure of substantial construction costs in reliance on that building permit, then any development at 700 Corporate Pointe would also need to comply with those new laws, rules and regulations.

Sincerely,



Sol Blumenfeld
Community Development Director

Copy: Honorable Mayor and Council Members
Honorable Chair and Planning Commissioners
Jerry Fulwood, Chief Administrative Officer
Carol A. Schwab, City Attorney
Todd Tipton, Redevelopment Administrator
Thomas Gorham, Deputy Community Development Director/Planning Manager
John Fisanotti, Redevelopment Project Manager
Sherry Jordan, Senior Planner

ADDENDUM TO TRAFFIC IMPACT STUDY UPDATES 700-701 CORPORATE POINTE DEVELOPMENT

COMPARISON OF TRAFFIC PROJECTIONS

This addendum to traffic study has been prepared by Crown City Engineers to compare traffic volumes on circulation system within the study area of the 700-701 Corporate Pointe project. Future traffic projections were developed and used in studying traffic impacts and identifying mitigation measures in the EIR prepared for Slauson Sepulveda Redevelopment Project Area No. 1 which included the 700-701 Corporate Pointe project site in 1988 (Reference: Subsequent Environmental Impact report for Slauson Sepulveda Redevelopment Project Area No. 1, Sanchez Talarico Associates, February 1988). The purpose of this study is to determine whether those projections for future traffic scenario were still valid in light of existing traffic counts in the area and the projections for cumulative traffic volumes developed and used in the current traffic study for the 700-701 Corporate Pointe project. In the current traffic study, a 2011 traffic scenario was developed using existing 2004 traffic counts conducted for the 800-900 Corporate Pointe project (Reference: Final Environmental Impact Report for Symantec Office Development, 800-900 Corporate Pointe, PCR Services Corporation, December, 2004), plus ambient 1% per year traffic growth and estimated traffic to be generated by the 700-701 Corporate Pointe project. **Table 1** shows the comparison of traffic volumes for the 8 intersections in the area selected for the 700-701 Corporate Pointe project.

The comparison analysis shows that for the east-west direction, 3 out of 8 locations show slightly higher projections during the AM peak hour in the 2006 study. During the PM peak hour in the east-west direction, 2 out of 8 locations show slightly higher projections in the 2006 study. For the north-south direction, 2 out of 8 locations show slightly higher projections during the AM peak hour in the 2006 study. During the PM peak hour in the north-south direction, 1 out of 8 locations show slightly higher projections in the 2006 study. For the 8 locations combined, only the AM peak hour projection in the east-west direction shows slightly higher volume in the 2006 study (i.e. only 1,072 higher than projected 23,875, or 4.5%). This should not be considered as a significant difference.

Overall, the 1988 traffic projections for future traffic scenario represent a worse scenario than the projections based on more recent (2004) traffic counts. Therefore, it can be concluded that current project plans for the 700-701 Corporate Pointe project would not adversely impact the development conditions assumed in the EIR prepared for the Sepulveda Slauson Redevelopment Area No. 1 development in 1988.

Table 1
Comparison of Traffic Projections Between 1988 study and 2006 Study

Intersection	Peak Hour	Future Growth (1985 Counts+ Cum Dev. + Area 1 Dev)*		Future 2011 Conditions With Project**		Difference in Projection (Previous-Current)		Current Projection Less? (Yes/No)	
		E-W	N-S	E-W	N-S	E-W	N-S	E-W	N-S
1. Sepulveda Bl and Jefferson Bl	AM	1,690	5,040	2,010	4,671	-320	369	No	Yes
	PM	2,670	5,755	2,426	4,904	244	851	Yes	Yes
2. Hannum Ave and Playa St	AM	1,900	395	1,729	1,420	171	-1,025	Yes	No
	PM	2,035	1,080	2,780	909	-745	171	No	Yes
3. Sepulveda Bl and Slauson Ave	AM	1,370	4,960	1,063	4,456	307	504	Yes	Yes
	PM	2,760	5,435	1,565	4,521	1,195	914	Yes	Yes
4. Hannum Ave and Slauson Ave	AM	2,615	930	1,999	1,761	616	-831	Yes	No
	PM	3,000	3,015	2,718	2,523	282	492	Yes	Yes
5. 90 Freeway Ramps and Slauson Ave	AM	3,990	3,960	4,746	2,007	-756	1,953	No	Yes
	PM	5,695	2,355	4,090	1,688	1,605	667	Yes	Yes
6. Bristol Parkway and Slauson Ave	AM	5,850	500	5,823	170	27	330	Yes	Yes
	PM	5,780	1,260	4,552	487	1,228	773	Yes	Yes
7. Buckingham Parkway and Slauson Ave	AM	5,750	505	5,258	344	492	161	Yes	Yes
	PM	5,800	885	4,414	911	1,386	-26	Yes	No
8. Slauson Ave and Jefferson Bl	AM	710	2,515	2,318	956	-1,608	1,559	No	Yes
	PM	1,535	3,345	2,939	1,035	-1,404	2,310	No	Yes
Total 8 Locations	AM	23,875	18,805	24,947	15,785	-1,072	3,020	No	Yes
	PM	29,275	23,130	25,483	16,980	3,792	6,150	Yes	Yes

*Subsequent Environmental Impact report for Slauson Sepulveda Redevelopment Project Area No. 1, Sanchez Talarico Associates, February 1988

** Traffic Impact Study Updates for 700-701 Corporate Pointe Project, Crown City Engineers, November 2006