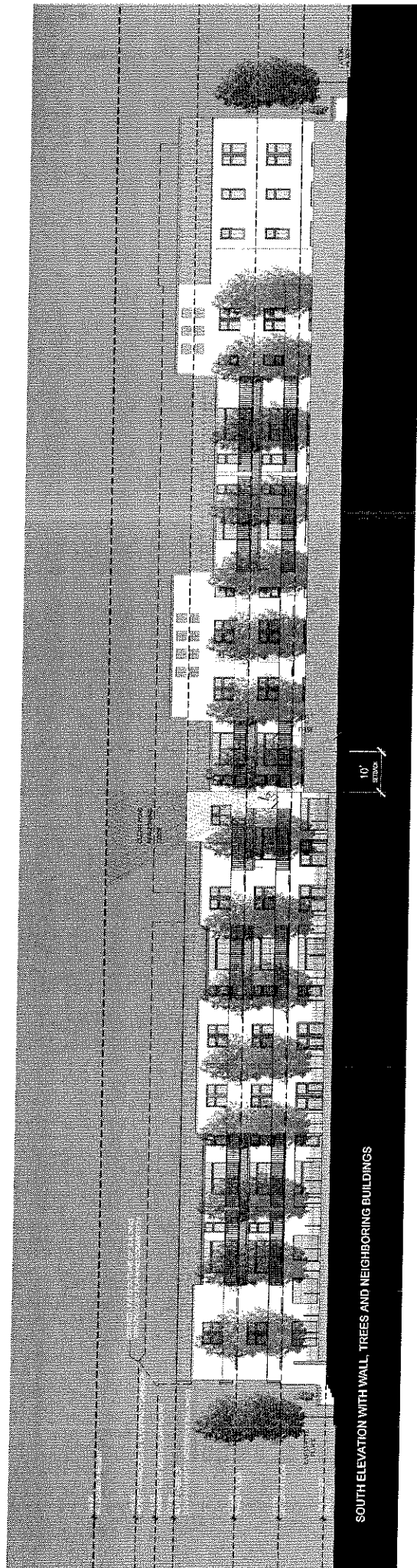


MEETING DATE: 11/17/2008

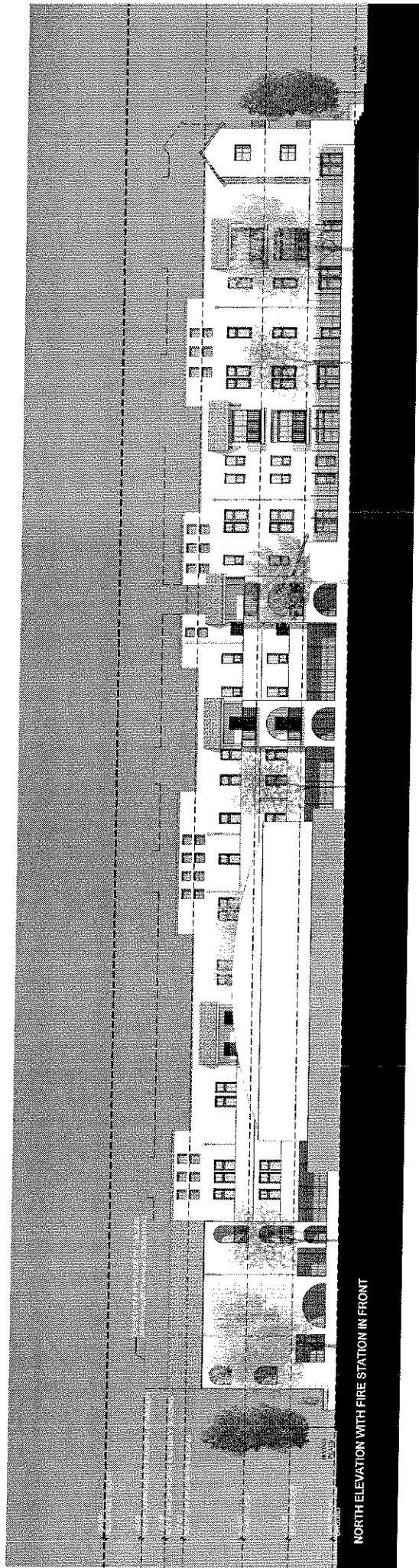
AGENDA ITEM: 1) Appeal of the Planning Commission's Approval of Site Plan Review, SPR P2007116, and Negative Declaration for the Construction of a Mixed-use Building with 26 Residential Condominium Units and 3,370 Square Feet of Office Space Located at 4043 Irving Place; and 2) Redevelopment Agency Consideration of the Project as it Relates to the Redevelopment Plan.

ATTACHMENTS

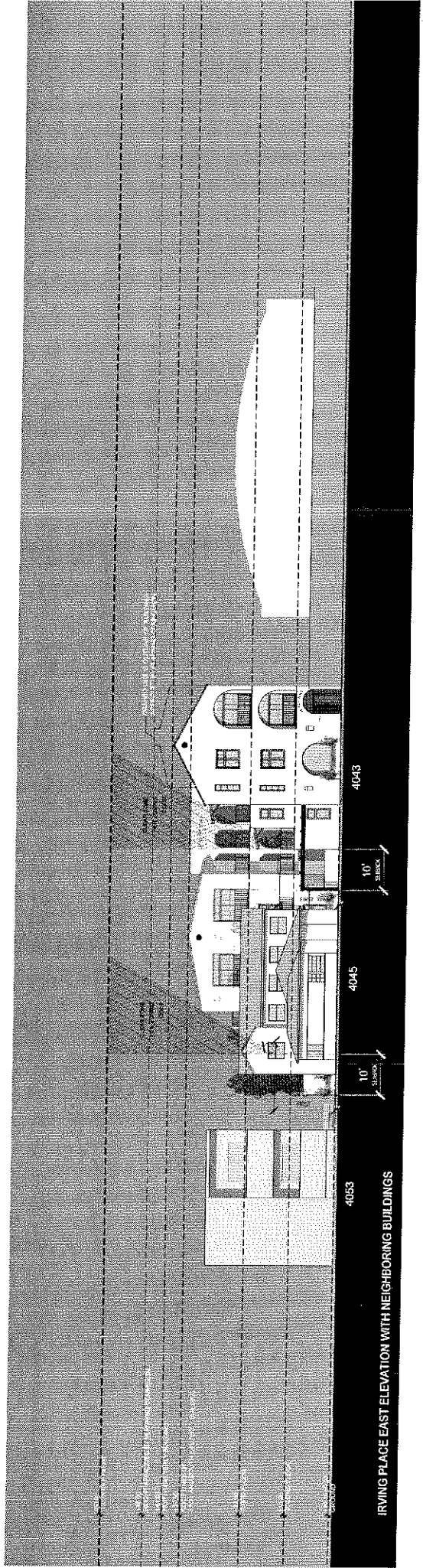
	<u>Pages</u>
1. Revised Project Plans	1-4
2. Development Comparison Table	5
3. April 9, 2008 Planning Commission Staff Report Including all Attachments as Listed Below:	6-14
• Area Map	15
• Aerial Photo	16
• Project Summary	17-21
• Negative Declaration	22-23
• Initial Study	24-44
• Traffic study for the 4043 Irving Place Mixed-Use Project prepared by Raju Associates, Inc. received on December 31, 2007	45-132
• Preliminary Soil Investigation prepared by Hu Associates, Inc. dated April 17, 2007.	133-191
• Written Public Comments	192-221
4. Planning Commission Adopted Resolution No. 2008-P005	222-251
5. Appeal filed on April 24, 2008	252-293
6. Minutes of the April 9, 2008 Planning Commission Public Hearing	294-299
7. Planning Commission Approved Plans	300-322
8. July 30, 2008 Culver City Downtown Neighborhood Association Letter	323
9. Correspondence between applicant and appellant	324-326
10. Supplemental Traffic Analysis	327-358
11. Revised Initial Study	359-377
12. Proposed Mitigated Negative Declaration	378-379
13. Further Site Characterization Summary Letter – January 30, 2007	380
14. Correspondence to Meghan Sahli Wells - October 27, 2008	381-382
15. City Consulting Traffic Engineer Memo - October 14, 2008	383-384



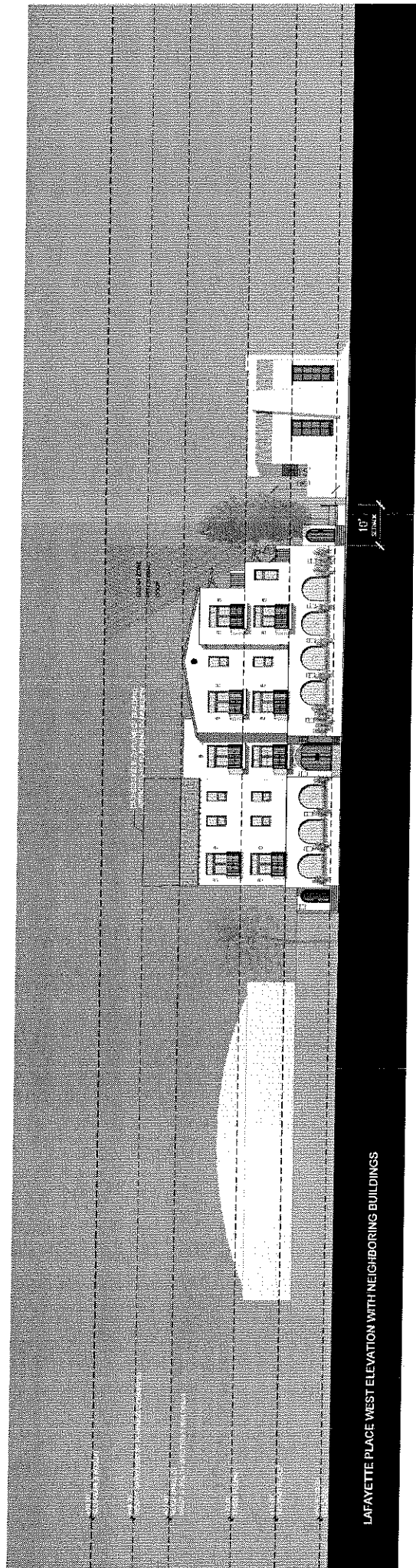
SOUTH ELEVATION WITH WALL, TREES AND NEIGHBORING BUILDINGS



NORTH ELEVATION WITH FIRE STATION IN FRONT



IRVING PLACE EAST ELEVATION WITH NEIGHBORING BUILDINGS



LAFAYETTE PLACE WEST ELEVATION WITH NEIGHBORING BUILDINGS

ATTACHMENT 2

4043 IRVING

Project Analysis

10.01.08

	Original Project	Revised Project
Building Height	37' - 46'	37' - 44'
Highest Peak	46'	44'
Typical Parapet	46'	41'
Roof Deck Parapet	n/a	37'
Building Square Footage	43,756 sq. ft.	40,355 sq. ft.
Commercial Area	3,370 sq. ft.	1,900 sq. ft.
Residential Area	37,615 sq. ft.	34,856 sq. ft.
Residential Dwelling Units	26	28
Commercial Units	3	2
Parking		
Residential Tandem	50 (25)	54 (27)
Residential Single	1	0
Guest	6	8
Office Tandem	4 (2)	0
Office Single	11	6

In this proposed revision:

1. Amenity Room (642 s.f.) is converted to a Residential Unit.
2. One Commercial Unit is converted to a Residential Unit.

City of Culver City, California
Planning Commission Agenda Item Report

Attachment No. 3

Meeting Date: April 9, 2008

Item Number: PH-1

AGENDA ITEM: Site Plan Review, SPR P2007116, Tentative Tract Map, TTM P2007117, Administrative Use Permit, AUP P2007115, and Negative Declaration for the construction of a mixed-use building with 26 residential condominium units and 3,370 square feet of office space located at 4043 Irving Place.

Contact Person/Dept.: Thomas Gorham

Phone Number: (310) 253-5710

Public Hearing: [X]

Action Item: []

Attachments: [X]

Public Notification: On February 19, 2008, two signs were posted on the site; on February 20, 2008, notices were mailed to all the property owners and occupants within a 300-foot radius of the site, extended to the end of City block and the notice was emailed to the Master Notification List. **Item continued from March 12, 2008**

Planning Review:

Thomas Gorham, Planning Manager 04/03/08

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Negative Declaration based on the Initial Study finding that the project will not have a significant adverse impact on the environment (Attachment No. 4);
2. Recommend Approval to the City Council of Tentative Tract Map No. 69709, TTM P-2007117, subject to the Conditions of Approval as stated in Resolution No. 2008-P005 (Attachment No. 8);
3. Approve Site Plan Review, SPR P-2007116 and Administrative Use Permit, AUP P-2007115, subject to the Conditions of Approval as stated in Resolution No. 2008-P005 (Attachment No. 8);

PROCEDURES:

1. Chair calls on staff for a brief staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision.

City of Culver City, California
Planning Commission Agenda Item Report

BACKGROUND:

Request

The proposed request is a Site Plan Review, to allow the construction of a 3 and 4 story, mixed-use project ranging in height from 37 to 46 feet and with 26 residential condominium units, 3,380 square feet of office space and subterranean parking; a Tentative Tract Map to subdivide the property into 26 residential and three commercial condominium airspace units; and an Administrative Use Permit to allow tandem parking spaces.

The proposed project is a mixed use project subject to the Mixed Use Development Standards contained in Zoning Code Section 17.400.065. As the Commission is aware, the City Council recently adopted revisions to the mixed use standards on March 17, 2008, which will become effective on April 17, 2008. The proposed project is not subject to the revised mixed use standards in that it was identified by the City Council as a "pipeline" project that had a complete application and was in process at the time changes to the mixed use development standards were being considered. Therefore, the project is being reviewed against the mixed use standards that were in effect at the time the project was deemed complete and are currently in effect until April 17, 2008.

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The project site consists of a P-shaped, 24,089-square foot property with access on both Lafayette Place and Irving Place, mid-block between Culver Boulevard and Braddock Drive. The property has a *Downtown* General Plan designation and a Commercial Downtown (CD) zoning designation.

The project site is surrounded by a school use to the east, multiple family residential uses to the south and west, and an office use and the City Fire Department station to the north. The site is currently completely paved and has served as a City parking lot owned by the Redevelopment Agency until it was sold to the applicant recently. The subject site was previously occupied by a building used by Coast Media, Inc., which was involved in pre-press and advertising activities. The property was purchased by the City of Culver City Redevelopment Agency in 1996, then the building was demolished and the site was converted into a paved parking lot.

City of Culver City, California
Planning Commission Agenda Item Report

Project Data

The proposed project consist a 3 and 4 story, mixed-use project ranging in height from 37 to 46 feet with 26 residential condominium units at a density of 47 units per acre, 3,380 square feet of office space office space facing Irving Place and subterranean parking. The gross building area is 67,836 square feet, including the subterranean parking basement level (24,080 sf.). The subterranean parking level contains 68 parking spaces, 54 of which are tandem parking spaces (50 for residences and 4 for the offices). The subterranean parking consists of a single level, the access to which is proposed on Irving Place. The proposed structure meets all setback requirements of the CG zone. Landscaping will consist of some on-site trees, shrubs, ground cover, hardscape, and street trees as required by the City's Public Works Department.

ANALYSIS:

Land Use and Zoning

The Land Use Element of the General Plan designates this site as "Downtown." This designation "is intended to support desirable existing and future commercial uses and mixed-use housing within the Downtown areas, and to encourage a pedestrian friendly environment." The *Commercial Downtown* (CD) zoning district is the zoning designation which implements and is consistent with this General Plan designation.

Architectural Design

The project is adjacent to 12 historical two-story residential bungalow buildings with a "Landmark" designation in Culver City's local cultural resources register. These buildings have a Spanish Colonial character and were built in 1925. The design and massing of the proposed building will not overtake the historic structures or obstruct their view from the street. The project has been designed to conform to all applicable provisions of the CG Zone and all City development standards including the height and special setback requirements between commercial and residential districts. The Zoning Code requires this 'stepping back' of the building to reduce the impact of a mixed use building located adjacent to residential zones. The building frontage along La Fayette and Irving Place will be set back on the first floor, and on the upper floors architectural projections will provide variety and interest to the building elevations. The building will be 46 feet high at the highest point, but portions of the building close to the interior property lines next to the historic residential properties will be shorter producing the effect of a gradual increase in height ranging from 11 feet at the ground floor with a 10 foot setback from the property line, 22 feet at the

City of Culver City, California
Planning Commission Agenda Item Report

second floor with a 16 foot setback from the property line, and 33 feet at the third floor with a setback of 22 feet from the property line increasing to a maximum of 37 feet at the pitched roof peak setback 38 feet from the property line.

The proposed building has Spanish style architectural character including the use of earth-tone color stucco siding, Spanish style roof tiles, black wrought iron fencing and guard rails, wood frame windows, copper downspouts on the exterior that will compliment the historic buildings as well as the adjacent Meralta Plaza office building to the north.

Landscaping

The project includes approximately 2,128 square feet of landscaping at the ground level, which is located along the building frontage on Lafayette and Irving Place, along the south property line (next to the residential neighbors), and in a courtyard between the project buildings. The landscaping along the south property line includes 26 trees (Brisbane and Pine) intended to provide a buffer and screen between the project and the adjacent residential buildings. The project also includes new landscaping within the public right-of-way.

Two mature ficus trees located within the public right-of-way along Lafayette Place will be removed as part of the development. They will be replaced by 5 new Deodar Cedar species of trees consistent with the City of Culver City's Street Tree Master Plan. Conditions of approval will require these trees to be planted at a 48 inch box size.

A perimeter wall is proposed along the interior of the site. A condition of approval requires these walls to be no more than six feet in height, the top two feet of which shall be open iron work and that the walls be provided with smooth stucco finish to match the building.

Parking

The project parking meets the parking requirements of the Zoning Code for mixed use developments, including the total number of vehicle and bicycle spaces, the dimensions of those spaces, and the drive aisle width. The project includes 68 parking spaces, including one loading, three handicap accessible, and 54 tandem spaces. The loading space is shared with one of the commercial spaces which can accommodate small trucks; larger trucks are not anticipated to be used for the project. All the parking spaces will be located in the subterranean parking garage, with residential parking spaces separated from the commercial spaces by an overhead gate. In addition, eight bicycles spaces will be provided below the office units next to the commercial elevator.

City of Culver City, California
Planning Commission Agenda Item Report

The applicant has requested an AUP to allow 54 tandem parking spaces (79% of the total) in the subterranean garage. The Zoning Code allows for required parking for commercial and residential uses to be configured in tandem pairs. The proposed spaces meet the minimum dimensions of the Zoning Code and they are arranged to be no more than two spaces in depth. The Zoning Code requires that a valet or attendant be provided at all times that the tandem parking is accessible to users unless it is determined that the nature of the use and its operation will not require attended parking. The applicant has indicated that they would be assigning a tandem pair to each one of the 25 residential condominium units (the last unit requires only one space) and one pair to each office space. As such, staff has included a condition in the resolution of approval requiring each pair of tandem spaces to be designated to a specific unit within the building. Further, the condition reserves the right of the Planning Manager to require a parking attendant if it is determined to be necessary.

Traffic and Circulation

A traffic analysis was conducted for the project which determined that the added traffic volume generated by the project will not significantly impact any of the nearby study intersections or street segments studied. The focus of the traffic study was to evaluate the potential traffic impact created by the proposed development of 26 residential units and approximately 3,370 square feet of office space. The study concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS) of the four street intersections studied. Therefore, no traffic mitigation measures are required.

The traffic study estimated that the project would generate a total of 189 daily vehicle trips. The study also estimated 16 morning and 19 afternoon peak hour trips. The traffic study also projected the future traffic levels at the intersections studied based on development projects in construction or anticipated to be constructed.

On the basis of the projected future traffic levels in the area and the trips generated by the project the traffic study concludes that the increase in traffic at various street intersections as a result of the project will be below the City's criteria for significant impacts. Traffic impacts at intersections measured as volume to capacity ratios (V/C or the number of actual cars to the amount of cars the intersection can accommodate) must increase beyond a threshold given the Level of Service measured for the intersections in order to be considered a significant impact. At the study intersections noted above, the increase in the V/C ratios resulting from the project given the Level of Service for those

City of Culver City, California
Planning Commission Agenda Item Report

intersections was below what the City established as a significant impact. In other words, added traffic resulting from the project to the areas studied is expected to be small enough so as to not create significant traffic problems.

Primary access to the site will be provided via a two-way driveway on Irving Place that will allow only left turns in and out onto Irving Place. Irving Place is a one-way street on the block between A Street (to the north) and Braddock Drive, in order to prevent traffic from the nearby theaters and other traffic from the downtown area to enter the residential neighborhood south of the site.

Circulation on the site will be provided via a 27-foot wide drive aisle, which will allow vehicles to maneuver adequately in and out of parking spaces.

As a condition of approval, the applicant shall initiate an amendment to the adopted Neighborhood Traffic Management Program (NTMP) for the Lynwood Howe Elementary neighborhood. The amendment shall request that Irving Place be reconfigured for two-way traffic from Culver Boulevard to project's drive approach or to Braddock Drive. If the required number of NTMP advisory survey petitions are returned and identify a particular configuration of Irving Place, then the applicant shall be responsible for all expenses to implement the traffic operation changes along Irving Place as approved by the City Council.

Noise

The proposed mixed-use building is expected to generate some noise, consistent with residential areas. The ground floor limited office uses envisioned for this development are not considered to be a significant noise generator.

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

Construction

The proposed project includes the construction of a subterranean parking garage with a finished grade of approximately 10 feet below the existing ground surface. A cut on the order of 12 feet including footings will be required for constructing the proposed subterranean garage. The proposed subterranean garage will be located on the property lines in all directions and shoring and lagging will be required for temporary excavation during construction. Due to the proximity of 3

City of Culver City, California
Planning Commission Agenda Item Report

historic residences on the property to the south, the design of the shoring must specifically acknowledge and address the close proximity of these residences. A Preliminary Soils Investigation prepared by Hu Associates, Inc dated April 17, 2007 was prepared for the proposed project and includes a number of recommendations for excavation, shoring and construction of the proposed subterranean garage. Project conditions of approval will require the shoring plans for the project to include the recommendations made in said report and that shoring, foundations, and structure of the proposed project be specifically designed to preserve to the extent feasible the historic residences with no damage during either the construction phase or after the project is completed.

Area Compatibility

The General Plan Designation for the subject property is Downtown, which is intended for mixed use developments. The proposed building height at the subject site is consistent with that permitted on those neighboring properties, which are zoned Commercial Downtown (CD) and Residential Medium Density Multiple Family (RMD). The building ranges in height from 11 feet adjacent to the residential properties to the south, to 46 feet on the north side adjacent to the office and Fire Station uses.

The uses to the south and west of the site are residential. The proposed building will be set back from those adjacent residential uses to provide a better transition from the residential to the commercial property. The project is consistent with the Zoning Code setback requirements between commercial and residential zones, which call for increased setbacks as the commercial building increases in height.

The project will provide adequate parking on the site, landscaping in excess of the code requirements, and the traffic generated by the project is not anticipated to cause a significant impact to the existing or projected traffic levels in the area. In addition, the noise levels generated by the proposed uses will be relatively low. Therefore, the proposed development will be compatible with the uses in the vicinity.

Subdivision

Because the project is being developed for condominium purposes, a one lot subdivision for condominium purposes is required. There will be 26 residential and three commercial condominium units. The Public Works Department has reviewed the proposed condominium subdivision and found it to be in compliance with State and local regulations.

Community Meeting

City of Culver City, California
Planning Commission Agenda Item Report

The Planning Division requested the project applicant hold an informational community meeting for the neighbors living near the project. The applicant held a meeting on Sunday, February 17, 2008 attended by approximately 8-10 residents. City staff was unable to attend this meeting. A second community meeting scheduled on Wednesday February 28, 2008, was not attended by any residents.

CONCLUSION:

Staff has paid particular attention to the design of this project as it relates to the neighborhood, in particular the historic residential structures to the south and has worked closely with the applicant to guide the design of the project in order to meet the Zoning Code requirements, address community concerns and develop a project that follows good planning practice. Staff has visited the site numerous times and met with the abutting neighbors to better understand and be able to address their concerns and has proposed numerous conditions to address their issues particularly related to construction impacts and preservation of the historic structures. Based on the analysis contained herein staff believes the findings for a Tentative Tract Map, Site Plan Review, Administrative Use Permit, and Administrative Modification can be made as outlined in proposed Resolution No. 2008-P005 (Attachment No. 8).

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) an Initial Study (Attachment No. 5) was prepared for this project and it has been determined that the project could not have a significant effect on the environment and a Negative Declaration has been prepared (Attachment No. 6).

City of Culver City, California
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ALTERNATIVE OPTIONS:

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

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

ATTACHMENTS:

1. Area Map
2. Aerial Photo
3. Project Summary
4. Draft Negative Declaration
5. Initial Study
6. Traffic study for the 4043 Irving Place Mixed-Use Project prepared by Raju Associates, Inc. received on December 31, 2007 (Commission Only)
7. Preliminary Soil Investigation prepared by Hu Associates, Inc. dated April 17, 2007. (Commission only)
8. Resolution No. 2008-P005 (TTM P-2007117, SPR P-2007116, and AUP P-2007115)
9. Development Plans Date Received March 19, 2008
10. Written Public Comments

4043 Irving Place



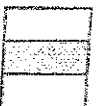
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TTM P2007117,
SPR P2007116,
AUP P2007115

4043 Irving Place

Legend



Selected Properties

City of Culver City
Planning Division
Map Created: Feb 11, 2008
Meeting Date: March 12, 2008

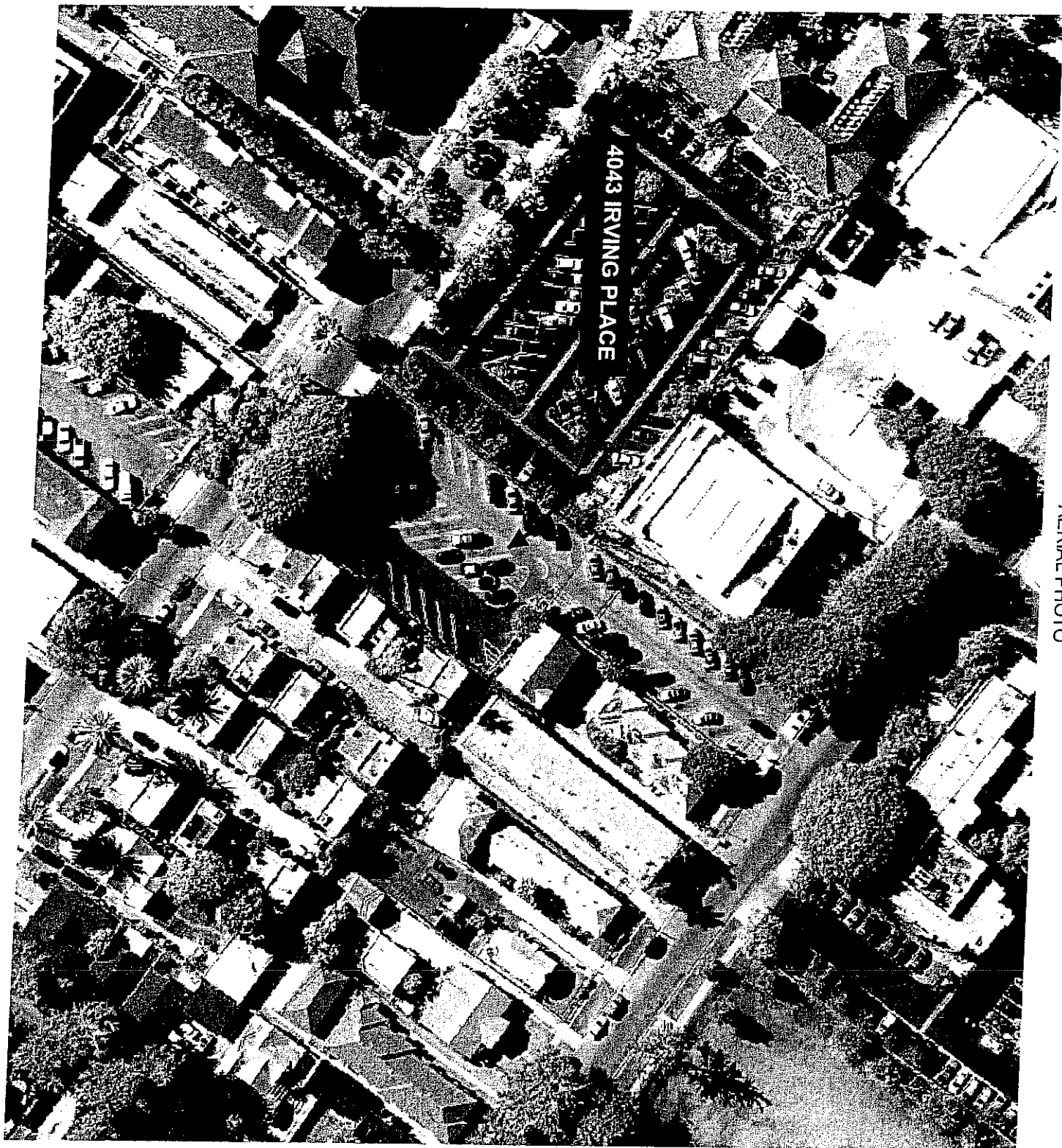
AERIAL PHOTO

4043 IRVING PLACE

4043 IRVING
PLACE

16

TTM P2007117
SPR P2007116
AUP P2007115



CITY OF CULVER CITY
GIS PROGRAM
APRIL 3, 2008

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:

Tentative Tract Map, TTM P-2007117, Site Plan Review, SPR P-2007116, and Administrative Use Permit, AUP P-2007115 to allow construction of a multi-story mixed-use project with 3,370 square feet of ground level office space, 26 residential condominium units and one level of subterranean parking, subdivision of the building into 29 condominium air space units, and provision of 54 tandem parking spaces on property located at 4043 Irving Place in the Commercial Downtown (CD) Zone.

PROJECT ADDRESS/LOCATION:

4043 Irving Place
Culver City, CA 90232

APPLICANT INFORMATION:

Sal Gonzales
10866 Washington Blvd. #512
Culver City, CA 90232
(562) 843-9283

PERMIT/APPLICATION TYPE:

☒ Administrative Use Permit	☐ Tentative Parcel Map
☐ Conditional Use Permit	☒ Tentative Tract Map
☐ Administrative Site Plan Review	☐ Lot Line Adjustment
☒ Site Plan Review	☐ Zoning Code Amendment - Text
☐ Administrative Variance	☐ Zoning Code Amendment - Map
☐ Variance	☐ General Plan Amendment - Text
☐ Master Sign Program	☐ General Plan Amendment - Map
☐ Certificate of Appropriateness	☐ Planned Unit Development
☐ Certificate of Exemption	☐ Specific Plan
☐ DOBI	☐ Other:

APPROVAL BODY:

☒ Public Hearing

☐ Public Meeting

☐ Administrative

- ☐ Administrative
☒ Planning Commission
☐ City Council

- ☒ Redevelopment Agency
☐ Other:

ENVIRONMENTAL DETERMINATION AND NOTICING:

CEQA Determination

- ☐ Categorical Exemption, Class
☐ Negative Declaration or ☒ Mitigated Negative Declaration
☐ Environmental Impact Report, Type: _____

CEQA Noticing

- ☐ Notice of Exemption (w/in 5 days of decision)
☒ Notice of Intent to Adopt (21 days prior to decision)
☒ Notice of Determination (w/in 5 days of decision)
☒ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision)
☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness

PROJECT SUMMARY

PUBLIC NOTIFICATION:		
Mailing Date: 2/20/08	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 300' foot radius ☒ w/in 300' foot radius / Extended ☐ Other:
Posting Date: 2/19/08	☒ Onsite ☐ Offsite	☐ Other:
Publication Date: N/A	☐ Culver City News	☐ Other:
Courtesy Date: 2/20/08	☒ City Council ☒ Commissions ☒ Master Notification List ☒ Culver City Website ☐ Cable Crawler	☐ Press Release ☒ HOA /Neighborhood Groups ☐ Culver City Organizations ☒ Other: Chamber of Commerce, Downtown Business Association and interested parties.

GENERAL INFORMATION:	
General Plan Downtown	Zoning Commercial Downtown (CD)
Redevelopment Plan Area #3	Overlay Zone/District NA
Legal Description	Existing Land Use Vacant parking lot

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>
North:	CD	Office Building and Fire Station
South:	RMD	Multiple family residences
East:	CD	School District offices and school
West:	RMD	Multiple family residence

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Lot Area	24,089 sf.	24,089 sf.	N/A
Building Coverage:	0 sf.	14,707 sf.	N/A
Landscaped Area:	0 sf.	2,128 sf.	N/A
Dwelling size:	N/A	840 sf. 1 bedroom studio	Minimum 500 sf
		1,020 sf. 2 bedroom	Minimum 900 sf.
		1,203 sf. 3 bedroom	Minimum 1,100 sf.
Density:	N/A	47 units per acre	65 units per acre allowed

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Parking:			
Standard	64	Residential= 51	51
		Guest= 6	6
		Office = 11	11
Handicapped	0	3 (included in standard)	3
Loading	0	1 (included in standard)	1
Total:	64	68	68

PROJECT SUMMARY

Building Height:	0	37- 46 feet	56 feet
Building Setbacks:			
Front	N/A	5	5
Rear	N/A	5	5
Side (North)	N/A	6 feet	0 feet
Side (South)	N/A	10 feet	10 feet
		Plus 60 degree step back	Plus 60 degree step back

ESTIMATED FEES:

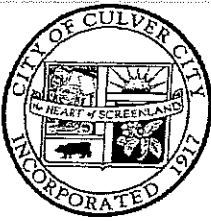
☐ New Development Impact:	☒ School District: <u>TBD</u>	☒ Plan Check: <u>TBD</u>
☒ In Lieu Parkland: TBD	☒ Art: <u>TBD</u>	☒ Sewer: <u>TBD</u>

INTERDEPARTMENTAL REVIEW:

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

ART IN PUBLIC PLACES:

TBD



Culver CITY

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

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

DRAFT

NEGATIVE DECLARATION

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

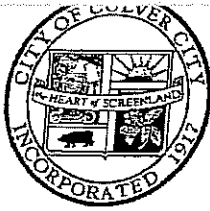
ENVIRONMENTAL DETERMINATION:

On the basis of the Initial Study prepared for the proposed project, it has been determined that the proposed project COULD NOT have a significant effect on the environment.



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

2/20/08
Date



Culver CITY

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

DRAFT

NEGATIVE DECLARATION

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

22

ENVIRONMENTAL DETERMINATION:

On the basis of the Initial Study prepared for the proposed project, it has been determined that the proposed project COULD NOT have a significant effect on the environment.

Thomas Gorham

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

2/20/08

Date



Culver CITY

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

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

FISH AND GAME FEE (AB 3158)

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

Thomas Gorham
Signature

3/27/08
Date

Thomas Gorham

Planning Manager

Case Manager

Title

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

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

- e) Create objectionable odors affecting a substantial number of people?

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IV. BIOLOGICAL RESOURCES – Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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V. CULTURAL RESOURCES – Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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

- d) Disturb any human remains, including those interred outside of formal cemeteries?

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VI. GEOLOGY AND SOILS -- Would the project:

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

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VII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

VIII. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

IX. LAND USE AND PLANNING - Would the project:

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

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

XI. NOISE --Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XII. POPULATION AND HOUSING -- Would the project:

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

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XIV. RECREATION --

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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☐	☐	☒	☐

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Result in inadequate parking capacity?

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Handwritten signature/initials

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

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

☐ ☐ ☐ ☒

XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE –

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

☐ ☐ ☒ ☐

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

XVIII. EARLIER ANALYSES:

Not applicable.

XIX. DISCUSSION:

Discussion of Initial Study Checklist responses:

I. AESTHETICS

- a) through d)
Less Than
Significant
Impact
- a) The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is relatively flat with no substantial ocean or mountain views that can be considered scenic that will be significantly affected by the project. The location of the proposed building may partially affect the view of Culver City Park from the adjacent office and fire station buildings; however the number of properties affected will be limited.
- b) The project is not located along a state scenic highway; no impacts relative to scenic resources along state scenic highways are expected of this project.
- c) The project is adjacent to 12 historical two-story residential bungalow buildings with a "Landmark" designation in Culver City's local cultural resources register. These buildings have a Spanish Colonial character and were built in 1925. The design and massing of the proposed building will not overtake the historic structures or obstruct their view from the street. The proposed building has a similar Spanish style architectural character including the use of earth-tone color stucco siding, Spanish style roof tiles, black wrought iron fencing and guard rails, wood frame windows, as well as generous landscaping along the perimeter of the site that are intended to compliment the historic buildings. The portion of the proposed building adjacent to the approximately 21 foot high historic structures includes step backs in height ranging from 11 feet at the ground floor with a 10 foot setback from the property line, 22 feet at the second floor with a 16 foot setback from the property line, and 33 feet at the third floor with a setback of 22 feet from the property line increasing to a maximum of 37 feet at the pitched roof peak setback 38 feet from the property line. These height setbacks help to ensure that the proposed buildings mass and scale do not overwhelm the historic structures. The project will result in an improvement to the visual character of the site and will complement the architectural visual character of the area.
- d) There will be an increase in the amount of internal lighting emanating from the project. The discretionary approval for the project will require implementation of all applicable City zoning standards and design guidelines including a requirement that all lighting not project onto, or create a nuisance for, adjacent public rights-of-way and private properties. Through these code and design requirements, there will be no significant impacts adversely affecting the adjacent historic building or views in the area.

MITIGATION MEASURE(S): None required.

II. AGRICULTURE RESOURCES:

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

MITIGATION MEASURE(S): None required.

III. AIR QUALITY:

- a) through e) Less Than Significant Impact
- Future new development in any portion of Culver City will contribute both at the project level and cumulatively, to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. Still, this project, as proposed, is consistent with Culver City's General Plan and Zoning Code and therefore, the project's operational impacts are considered to be factored into SCAQMD's regional air quality models.

The subject project is consists of 26 residential condominium units and three office condominium units that measure approximately 3,350 square feet, both of which are smaller in scale than the thresholds of Potential Significance in the CEQA Air Quality Handbook prepared by the South Coast Air Quality Management District (SCAQMD).

No objectionable odors are expected from the proposed office and residential uses. And, the project applicant will be required to comply with SCAQMD Rule 403, which provides specific control actions to be implemented during any construction activities to control fugitive dust.

MITIGATION MEASURE(S): None required.

IV. BIOLOGICAL RESOURCES

- a) through d) and f) No Impact
- The project site is located in an urbanized area surrounded by existing disturbed land and development. Information on existing conditions of the project site, submitted by the applicant with the project application materials indicates no biological resources, as identified by the California Department of Fish and Game or US Fish and Wildlife Service, or federally protected wetlands, as defined by the Clean Water Act, exist on site. There are no identifiable, migratory wildlife corridors on the project site and the project site is not subject to a City policy/ordinance protecting biological resources and is not subject to a habitat conservation plan.
- e) Less than Significant Impact
- Two mature ficus trees located within the public right-of-way will be removed as part of the development. They will be replaced by another species of trees consistent with the City of Culver City's Street Tree Master Plan.

MITIGATION MEASURE(S): None required.

V. CULTURAL RESOURCES

- a) The project is adjacent to 12 historical two-story residential bungalow buildings with a "Landmark" designation in Culver City's local cultural resources register. These buildings have a Spanish Colonial character and were built in 1925. The design and massing of the proposed building will not overtake the historic structures or obstruct their view from the street. The proposed building has a similar Spanish style architectural character including the use of earth-tone color stucco siding, Spanish style roof tiles, black wrought iron fencing and guard rails, wood frame windows, as well as generous landscaping along the perimeter of the site that are intended to compliment the historic buildings. The portion of the proposed building adjacent to the approximately 21 foot high historic structures includes step backs in height ranging from 11 feet at the ground floor with a 10 foot setback from the property line, 22 feet at the second floor with a 16 foot setback from the property line, and 33 feet at the third floor with a setback of 22 feet from the property line increasing to a maximum of 37 feet at the pitched roof peak setback 38 feet from the property line. These height setbacks help to ensure that the proposed buildings mass and scale do not overwhelm the historic structures. The project will result in an improvement to the visual character of the site and will complement the architectural visual character of the area.
- b) through d) The project site is located in an urbanized area surrounded by existing disturbed land and development. There are no known archaeological, paleontological, or human remain resources on the site and no significant impacts relative to these specific cultural resources are expected to occur. Should such resources surface during construction of the project the applicant will be subject to the appropriate State and/or Federal laws that regulate the proper handling of these types of artifacts.
- No Impact

MITIGATION MEASURE(S): None required.

VI. GEOLOGY AND SOILS:

- a), b) and d)
Less Than
Significant
Impact
- Information on existing conditions indicates the site is not located near land subject to landslides, it is not located on expansive soil, and will be adequately served by the City's existing sewer system. The project will be constructed to meet all Uniform Building Code requirements and will comply with City and State seismic standards. The project site is not located within earthquake faults, nor is it within an area subject to liquefaction.
- c) Less
Than
Significant
Impact
- The proposed project includes the construction of a subterranean parking garage with a finished grade of approximately 10 feet below the existing ground surface. A cut on the order of 12 feet including footings will be required for constructing the proposed subterranean garage. The proposed subterranean garage will be located on the property lines in all directions and shoring and lagging will be required for temporary excavation during construction. Due to the proximity of 3 historic residences on the property to the south, the design of the shoring must specifically acknowledge and address the close proximity of these residences. A Preliminary Soils Investigation prepared by Hu Associates, Inc dated April 17, 2007 was prepared for the proposed project and includes a number of recommendations for excavation, shoring and construction of the proposed subterranean garage. Project conditions of approval will require the shoring plans for the project to include the recommendations made in said report and that shoring, foundations, and structure of the proposed project be specifically designed to preserve to the extent feasible the historic residences with no damage during either the construction phase or after the project is completed.
- e) No Impact
- The project does not propose the use of septic tanks or alternative wastewater disposal systems. It is an existing building and facility located in a fully urbanized area served by existing wastewater infrastructure. The project's wastewater demand would be accommodated via connections to the existing wastewater infrastructure. Therefore, the project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems.

MITIGATION MEASURE(S): None required

VII. HAZARDS AND HAZARDOUS MATERIALS

a), b), c) and d) Less Than Significant Impact The project is a mixed-use development with office uses on the first floor and residential units above, which do not include use of and disposal of significant hazardous materials other than volumes normally found in residential and commercial areas. In addition, the applicant will be required to obtain the necessary approvals from the Culver City Fire Department, in compliance with applicable Fire Code regulations and will also be required to participate in the Culver City Hazardous Materials Program.

Environmental information submitted by the applicant with the project plans and application materials indicates that the site is not on a list of hazardous materials sites compiled per Government Code Section 65962.5.

The subject site was previously occupied by a building used by Coast Media, Inc., which was involved in pre-press and advertising activities. The property was purchased by the City of Culver City Redevelopment Agency in 1996, then building was demolished and the site was converted into a paved parking lot. Prior to the demolition, a Phase I and II Environmental Site Assessment report was completed indicating that asbestos, lead, and other chemicals were found on the building and the soil under the building. The report concluded that these hazardous materials would have to be removed from the building and the soil would have to be remediated properly. A Remediation Action Plan (RAP) was prepared, and the asbestos, lead and other hazardous substances were removed from the building and the soil pursuant to the RAP in 1997.

The project site is located within one-quarter mile of an existing school. However, limited quantities of potentially hazardous materials to be used during construction and operation of the project would not pose a hazard to the public or environment. Furthermore, previously present hazardous materials were removed prior to the site conversion into a parking lot. Because the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials no significant impact is expected.

e) and f) No Impact The project site is not located within an airport land use plan area, nor is the site located within 2 miles of an airport. The closest airport is Los Angeles International Airport (LAX) located more than 2.5 miles south from the site. There are no private airstrips in the vicinity of the site, and therefore no potential hazard to the safety of people residing or working in the area.

g) Less Than Significant Impact The proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Access to all local roads would be maintained during construction and project operation.

h) No Impact The project site is located in an urbanized area of Culver City. In addition, the Culver City Natural Hazards Map identifies the project site as outside of the fire hazard zone. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wild fires.

MITIGATION MEASURE(S): None required.

VIII. HYDROLOGY AND WATER QUALITY

a), c), f), h) and j)
No Impact

Grading and building plans will be reviewed and approved by the City's Building Safety and Engineering Divisions to assure that on and off-site drainage will not create significant impacts to drainage facilities, groundwater quality and quantity. The project will require the preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP plan must be prepared by a registered civil engineer and be reviewed by the Engineering Division for approval prior to the issuance of any permits. The City will require the project to be designed to effectively prohibit the entry of pollutants from the construction site into the public street and storm drain system. The construction contractor will be required to comply with the *California Storm Water Best Management Practice Handbook*.

b), d) and e)
Less Than Significant Impact.

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

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

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

g) and i)
Less Than Significant Impact

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

MITIGATION MEASURE(S): None required.

IX. LAND USE AND PLANNING

a) No Impact

The project will not physically divide an established community. It is located within an urbanized area, consisting of a mix of uses including commercial, governmental and residential. Currently the site is a vacant parking lot. The uses immediately around the site consist of multiple family residential uses to the south and west, and commercial and government uses to the north, and a school to the east.

b) Less Than Significant Impact

The proposed use is consistent with the 'Downtown' General Plan Land Use designation, its policies and objectives. The CD zone permits the proposed mixed use development with the approval of a site plan review. Furthermore, upon the City's review and approval of the application, the project will be consistent with the City's Zoning Code, including the development standards of the CD zone. Therefore, the proposed project will be consistent with the local land use plan and the zoning ordinance currently in effect.

c) No Impact

The project site is not subject to a habitat conservation plan or natural community conservation plan. It is developed as a parking lot and does not provide habitat for any biological species, nor does it support any natural communities.

MITIGATION MEASURE(S): None required.

X. MINERAL RESOURCES

- a) and b)
No Impact
- Government Code Section 65302(d) states that a conservation element of the general plan shall include "minerals and other natural resources." The City of Culver City's Conservation Element of the General Plan states that the City does not have features included in Government Code Section 65302(d) listing of items for conservation, other than a natural wilderness area. Therefore, the project area is not designated mineral extraction site or a regionally or locally-important significant mineral resource area.

MITIGATION MEASURE(S): None required.

XI. NOISE

- a) through d)
Less than
Significant
Impact
- The proposed project is not expected to generate significant noise levels during operations. Noise caused by the project will be consistent with that of surrounding urban uses. Ambient noise potentially affecting users of the project will be dampened by Building Code requirements for construction of commercial and residential mixed-use buildings. During grading, construction or remodeling, the project will be subject to both the noise element and to restricted hours of construction as noted in the Culver City Municipal Code. The project will be conditioned to require the applicant's contractor to use construction equipment with state-of-the-art noise shielding and muffling devices to alleviate potential noise impacts. Both applicant and City contact information will be posted on the project site to direct individuals wishing to report noise and other construction activity complaints.

- e) and f) No
Impact

The project site is not within an airport land use plan and is not within the vicinity of a private airstrip.

MITIGATION MEASURE(S): None required.

XII. POPULATION AND HOUSING

- a) Less than
Significant
Impact
- The project consists of 26 residential condominium units, and three office condominium units approximately 3,350 square feet. Thus, the project will result in an increase of population. However, the project is designed to be compatible with the scale and character of the adjacent neighborhood, which is consistent with Objective 2 of the General Plan Housing Element to maintain opportunities for all types of housing while protecting the character of existing neighborhoods. Furthermore, the project will provide 26 new residential units to the City's housing stock furthering the intent of the Regional Housing Needs Assessment as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD), which call for an addition 504 housing units in Culver City in the planning period ending in 2014. The project will not significantly increase employment, in that few new workers will occupy the office units. To the extent that some employees relocate to live closer to their place of employment, this demand is not expected to be substantial and could be served by existing available housing and rental opportunities as well as other housing that is planned or under construction in the area.

- b) and c) No
Impact

The site is currently a vacant parking lot and no existing housing will be removed as a result of construction. No significant reduction or displacement of population or housing is associated with the project.

MITIGATION MEASURE(S): None required.

XIII. PUBLIC SERVICES:

- a) Less than Significant Impact The project will comply with all applicable California Building and Fire Codes. There are existing public service facilities necessary to accommodate the project such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process. No extension of roads or infrastructure other than the necessary laterals to connect to City mains will be required of this project. Both Fire and Police protection can adequately service the project as proposed. The impact on schools will be less than significant, because no significant population increase will result from this project.

MITIGATION MEASURE(S): None required.

XIV. RECREATION:

- a) and b) Less Than Significant Impact The proposed mixed use project will not result in significant adverse impacts relative to recreation, because it is not expected to generate a substantial population increase. The use of existing neighborhood and regional parks is not expected to substantially increase. The project would not require the construction or expansion of recreational facilities. In addition, the applicant will be required to contribute to the City's parkland fund during the plan check process, which is intended for improvements to City parks.

MITIGATION MEASURE(S): None required.

XV. TRANSPORTATION/TRAFFIC:

a) Less Than
Significant
Impact

A traffic analysis was conducted for the project and the study determined that the added traffic volume generated by the proposed mixed-use project will not significantly impact any of the study intersections or street segments studied. The focus of the traffic study was to evaluate the potential traffic impact created by the proposed development on four intersections. These include, 1) Lafayette Place / Culver Boulevard, 2) Lafayette Place / Braddock Drive, 3) Irving Place / Culver Boulevard, 4) Irving Place / Braddock Drive. The study concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS). Therefore, no traffic mitigation measures are required.

The traffic study estimated that the project would generate 189 daily vehicle trips taking into account both the residential and office components. The study also estimated 16 morning and 19 afternoon peak hour trips. The traffic study also projected the future traffic levels at the intersections studied based on development projects in construction or anticipated to be constructed.

b) through
d), and g)
No Impact

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

Current roadway design features in the project site area are compatible with this project and surrounding uses. The project does not conflict with alternative transportation policies and does not require elimination of bus stops/turnouts.

e) and f)
Less than
significant
impact

The project will be located wholly within private property along a developed area with no requirements for significant roadway changes or elimination of current emergency access routes. As a result of the project, Lafayette Place will be widened in front of the subject site consistently with the City of Culver City's Public Works Department requirements.

Parking for the project will be provided in a subterranean parking garage which will include 68 parking spaces for residential and office uses, including handicapped parking and a loading space.

MITIGATION MEASURE(S): None required.

XVI. UTILITIES AND SERVICE SYSTEMS:

a) through g)
Less Than
Significant

The proposed project will connect to existing utilities available to adequately serve the project site. No significant adverse impacts to utilities are expected from project implementation.

Since the project site is completely paved, development of the proposed project would not increase the amount of impervious surface area or surface water runoff quantities. Since the project would not result in an increase in runoff, the project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

MITIGATION MEASURE(S): None required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Less Than Significant Impact With regards to historic environmental resources, potential impacts to the adjacent historic structures will be less than significant with implementation of project conditions. Otherwise, the project, which is located in a developed, urbanized area, will not have significant impacts to any plant or animal wildlife resource.

b) and c) Less Than Significant Impact The project involves construction of a mixed use building which will result in an intensification of the project site, and there may be some project level and cumulative impacts where none existed before. However, the project meets all requirements of the zoning code and adequate parking is provided according to the parking requirements and it will not result in significant impacts. Furthermore, a traffic analysis was conducted for the project and the study determined that the added traffic volume generated by the proposed project will not significantly impact any of the study intersections. The amount of traffic generated as a result of the proposed development does not meet the level of significance. Therefore, no traffic mitigation measures are required.

The project, which is located in a developed, urbanized area, is a mixed use development with office and residential uses that meets General Plan Land Use policies and guidelines and is consistent with the Zoning Code. It will not cause substantial adverse effects on human beings. No mitigation measures with regard to impacts on human beings are required.

References Utilized:

- 1) Traffic study for the 4043 Irving Place Mixed-Use Project prepared by Raju Associates, Inc. received on December 31, 2007
- 2) Phase I Environmental Site Assessment, prepared by Gale/Jordan Associates, Inc. (1993)
- 3) Phase II Environmental Site Assessment, prepared by Gale/Jordan Associates, Inc. (1995)
- 4) Preliminary Soil Investigation prepared by Hu Associates, Inc. dated April 17, 2007

**FINAL
TRAFFIC STUDY
FOR THE
4043 IRVING PLACE MIXED-USE PROJECT**

**Prepared for:

THE CITY OF CULVER CITY**

DECEMBER 2007

Submitted by:


RAJU Associates, Inc.

RECEIVED

DEC 31 2007
Culver City
Planning Division

12/31/07
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**FINAL
TRAFFIC STUDY
FOR THE
4043 IRVING PLACE MIXED-USE PROJECT**

December 2007

Prepared for:

THE CITY OF CULVER CITY

Prepared by:

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EXECUTIVE SUMMARY

A detailed traffic study was performed by Raju Associates, Inc. to assess the traffic impacts of the proposed mixed-use project within the City of Culver City, California. The Project is located at 4043 Irving Place.

The Proposed Project would be located on the west side of Irving Place south of 'A' Street in the City of Culver City. As proposed, the Project consists of 26 multi-family (condominium) dwelling units and 3,350 square feet of office use. The Project would provide a subterranean parking garage with 68 parking spaces. The existing site contains a parking lot.

One driveway located on Irving Place would provide access to the Project's subterranean parking area. This driveway would allow left-turns in and left-turns out only since Irving Place is a one-way northbound roadway south of 'A' Street.

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

- Four intersections were analyzed within the study area for this project. These locations are within the study area bounded by Culver Boulevard on the north, Braddock Drive on the south, Lafayette Place on the west and Irving Place on the east within the City of Culver City.
- Currently, all four of the analyzed intersection locations are operating at excellent to very good level of service (LOS B or better) during both the morning and evening peak hours.
- In the Cumulative (Year 2008) Base conditions, i.e., future conditions without the implementation of the proposed project, all four of the analyzed intersection locations are

projected to continue to operate at excellent to very good level of service (LOS B or better) during both the morning and evening peak hours.

- The Proposed Project consisting of 26 multi-family (condominium) dwelling units and 3,350 square feet of office use will generate a total of 189 daily trips of which 16 trips would occur during the morning peak hour and 19 trips during the evening peak hour. Typically, the City of Culver City does not require a traffic study for projects that generate less than 50 peak hour trips. However, based on the City's request, this study has been performed.
- In the Cumulative (Year 2008) Plus Project conditions, both the AM and PM peak hour operating conditions would be similar to those projected for the Future Base conditions.
- The Cumulative (Year 2008) Plus Project conditions show that the proposed project would not cause significant traffic impacts at any of the analysis locations, based on significance criteria established by the City of Culver City.
- Residential street segment analysis performed at three roadway segments indicates that the addition of the Proposed Project would increase the peak hour traffic from 1.3% to 7.4%. This is less than the City's street segment impact threshold of 8%. The project would not have a significant impact on any of the street segments within the study area.
- Parking, access and circulation systems were assessed and a review of the proposed site plan indicates that they would all function adequately and that there would be no adverse impact from the Proposed Project.

Summarizing, the Proposed Project would not cause any significant impacts (as described on page 32 of Chapter IV) at any of the analyzed locations. Parking, access and circulation systems would function adequately.

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I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed mixed-use project located at 4043 Irving Place within the City of Culver City, California. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system.

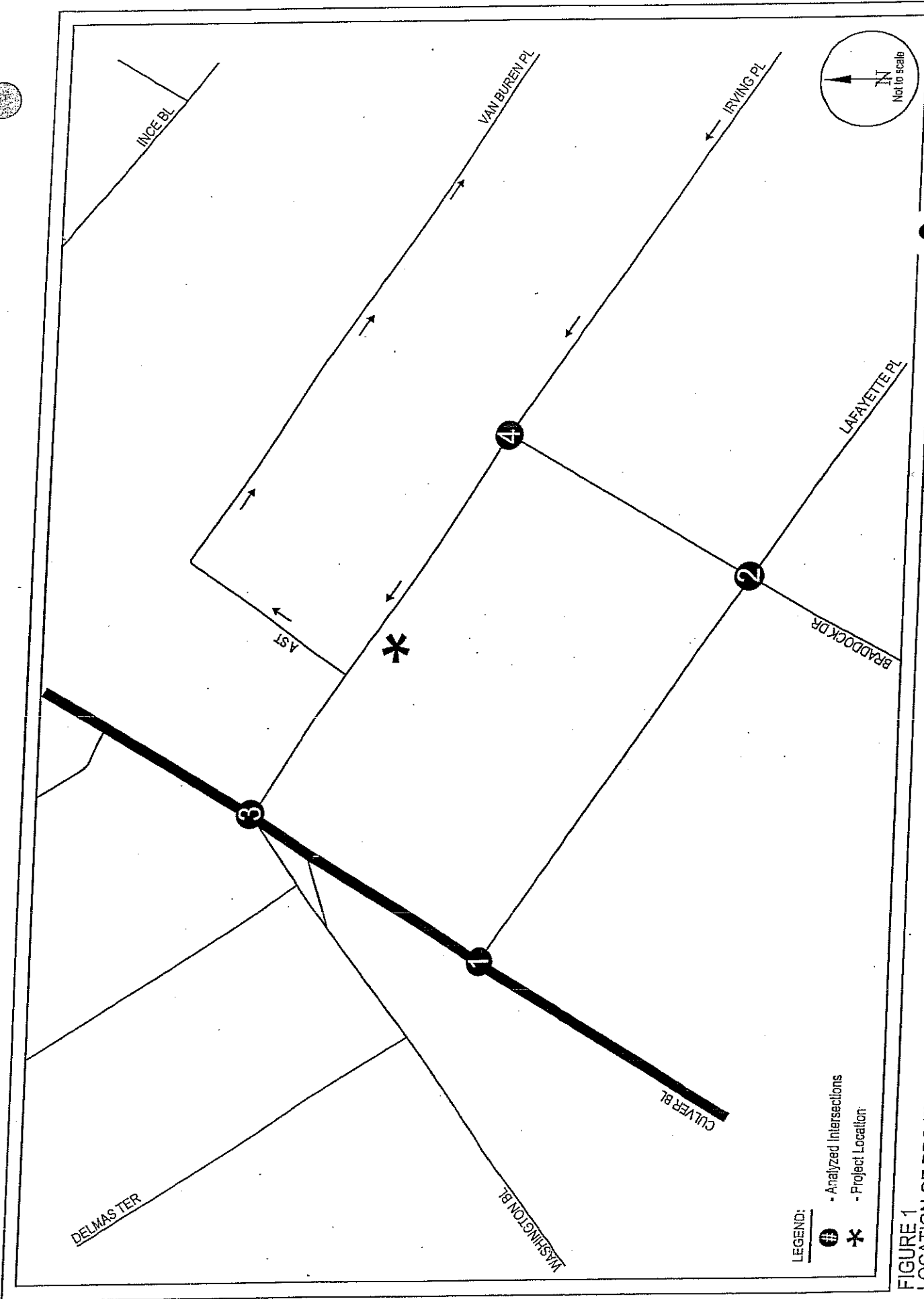
PROJECT DESCRIPTION

The Proposed Project would be located on the west side of Irving Place south of 'A' Street in the City of Culver City. As proposed, the Project consists of 26 multi-family (condominium) dwelling units and 3,350 square feet of office use. The Project would provide a subterranean parking garage with 68 parking spaces. The existing site contains a parking lot.

One driveway located on Irving Place would provide access to the Project's subterranean parking area. This driveway would allow left-turns in and left-turns out only since Irving Place is a one-way northbound roadway south of 'A' Street.

STUDY SCOPE

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



- LEGEND:
- ④ - Analyzed Intersections
 - * - Project Location

FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

- Existing (2007) Baseline Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- Cumulative Base (2008) Conditions - Future traffic conditions without the proposed project has been developed for the year 2008. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2008.
- Cumulative Plus Project (2008) Conditions - The traffic expected to be generated by the proposed project is estimated and added to the Cumulative Base (2008) traffic forecasts. The impacts of the proposed project on future traffic operating conditions are then identified.

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

1. Lafayette Place / Culver Boulevard
2. Lafayette Place / Braddock Drive (unsignalized)
3. Irving Place / Culver Boulevard
4. Irving Place / Braddock Drive (unsignalized)

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

In addition, as part of the MOU process, the City of Los Angeles was contacted for their input on study intersections and related projects.

ORGANIZATION OF REPORT

An executive summary presenting key details of the traffic study is provided at the beginning of this report. The rest of the report is divided into seven chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II describes the

existing circulation system, traffic volumes, and traffic conditions within the study area. The methodology to obtain Future Year 2008 traffic volumes without and with the Proposed Project are described and applied in Chapter III. Chapter IV presents assessment of traffic conditions with and without the project and the potential traffic impacts due to the proposed project. The results of the analysis of the proposed project's impacts on the CMP regional transportation system are provided in Chapter V. Parking, access and circulation evaluations are presented in Chapter VI. A summary of the analysis and study conclusions is included in Chapter VII. Appendices to this report include details of the technical analysis.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken in June 2007 to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter.

STUDY AREA

The Proposed Project is located at 4043 Irving Place on the west side of Irving Place south of 'A' Street within the City of Culver City, California. The Santa Monica (I-10) Freeway is located approximately half a mile north of the project site and the San Diego (I-405) Freeway is located one and a half miles west of the project site. The study area is bounded by Culver Boulevard on the north, Braddock Drive on the south, Lafayette Place on the west and Irving Place on the east.

EXISTING STREET SYSTEM

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

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

- Culver Boulevard – Culver Boulevard is a major arterial roadway and traverses diagonally in an east-west direction between Playa del Rey and Venice Boulevard. Within the study area, this roadway offers four travel lanes, two lanes per direction, with a raised median and turn lanes at major or key intersections. Parking is allowed along this roadway in the vicinity of the study area, except at major intersections where turn lanes are provided. Culver Boulevard currently provides partial access to the I-405 Freeway to and from the north. As part of the regional improvements that Caltrans is currently implementing along the I-405 Freeway, direct and full access to and from Culver Boulevard and the I-405 Freeway will be provided in the future. That is, a full interchange at Culver Boulevard and the I-405 Freeway will be built in the near future. Associated with this interchange, the northbound I-405 on-ramp from Sawtelle Boulevard immediately north of Braddock Drive will be removed and Braddock Drive roadway will be de-emphasized. Freeway-bound traffic would be encouraged to remain on Culver Boulevard and away from the de-emphasized Braddock Drive.
- Washington Boulevard – Washington Boulevard is a major arterial roadway that traverses in an east-west direction. This roadway offers four travel lanes, two lanes per direction, with a central left-turn median. Parking is allowed along this roadway in the vicinity of the study area, except at major intersections where turn lanes are provided.
- Lafayette Place – Lafayette Place is a local roadway that traverses in a north-south direction. Within the study area, this roadway offers two travel lanes, one lane per direction. Parking is allowed on both sides of the street.
- Irving Place – Irving Place is a local roadway that traverses in a north-south direction and defines the eastern frontage of the project site. North of 'A' Street, the roadway provides one travel lane per direction with metered parking on both sides of the street. South of 'A' Street to its terminus at Lucerne Avenue, the roadway provides one-way northbound circulation. Parking is generally allowed on both sides of the street along this segment.
- Braddock Drive – Braddock Avenue is a local roadway that runs in an east-west direction. It provides two travel lanes, one lane per direction. Parking is generally allowed on the south side of the street within the study area. Currently, Braddock Drive provides access to the I-405 Freeway. However, in the future, Caltrans is implementing regional improvements along the I-405 Freeway including a full interchange at Culver Boulevard. As part of the access/circulation improvements in the vicinity of this area, Braddock Drive, a local roadway will be de-emphasized and Culver Boulevard, a major arterial roadway will be improved. These improvements would encourage the freeway-bound traffic to utilize Culver Boulevard and stay away from the de-emphasized Braddock Drive.

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

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

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

Existing Traffic Volumes

Weekday morning and evening peak hour traffic counts were compiled from data collected at the four analyzed intersections during June 2007. These traffic volumes reflect typical weekday operations during current year conditions. However, this was the last week of school for the Culver City School District, which typically has shorter days and less attendance than a typical school week. Therefore, in addition to the existing counts, traffic volumes generated by the public elementary school located at 4100 Irving Place, which is located southeast of the project site, were added to the existing street system. The traffic volumes in Figure 2 represent, for the purposes of this analysis the Existing (2007) Baseline AM and PM peak hour conditions.

The raw data showing the counts and the elementary school traffic volumes are attached in Appendix C.

Level of Service Methodology

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

Two of the four analyzed intersections are controlled by traffic signals. The others (Lafayette Place/Braddock Drive and Irving Place/Braddock Drive intersections) are unsignalized and controlled by stop signs.

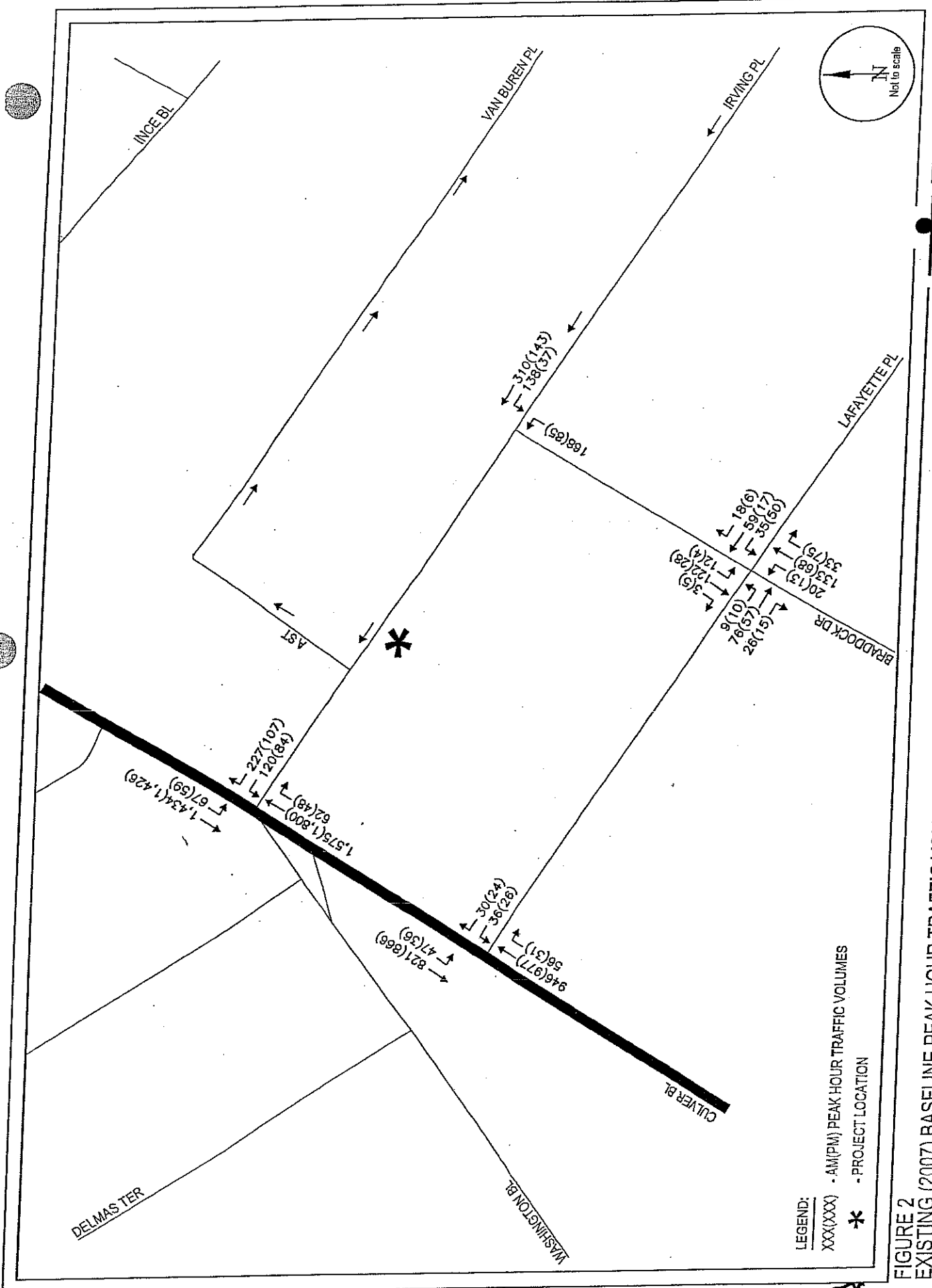


FIGURE 2
 EXISTING (2007) BASELINE PEAK HOUR TRAFFIC VOLUMES

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TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

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

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

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

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

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

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

Existing Levels of Service

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

Table 3 summarizes the results of the intersection capacity analysis for existing conditions at each of the four intersections in the study area. The table indicates the existing V/C ratio (or delay) during the morning and evening peak hours and the corresponding LOS at the study intersections. As indicated in the table, all four of the study intersections are currently operating at LOS B or better during both the morning and evening peak hours. LOS B, as defined in Table 1, indicates very good operations, while LOS A indicates excellent operations.

Capacity calculation worksheets for Existing (2007) Baseline conditions are provided in Appendix D of the report.

TABLE 3
EXISTING (2007) BASELINE INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Existing (2007) Baseline Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1.	Lafayette Place & Culver Boulevard	0.483	A	0.469	A
2.	Lafayette Place & Braddock Drive	12.7 sec	B	10.6 sec	B
3.	Irving Place & Culver Boulevard	0.583	A	0.575	A
4.	Irving Place & Braddock Drive	11.8 sec	B	8.1 sec	A

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EXISTING TRANSIT LINES

Four bus lines currently serve the study area. Three bus lines are operated by the Culver City Bus (CC) and one bus is operated by Los Angeles Department of Transportation (CE). These transit lines are described in the following section:

- CC Line 1 – Line 1 is a local east/west line that provides service from Venice through Culver City to West Los Angeles and travels primarily along Washington Boulevard in the vicinity of the study area. This line runs everyday, including holidays, at a peak frequency of approximately 12 minutes during peak commute hours. The western terminus is at the intersection of Main Street/Windward Circle in Venice. The eastern terminus is at the intersection of Fairfax Avenue/Washington Boulevard in West Los Angeles.
- CC Line 5 – Line 5 is a local east/west line that provides service from Venice High School on the west to Blair Hills on the east and travels primarily along Braddock Drive, Madison Avenue, and Culver Boulevard within the study area. This line runs Monday through Friday with service only available on school days during the morning and afternoon peak hours. Weekend and holiday service is not provided. The western terminus is at Venice High School. The eastern terminus is at intersection of La Cienega Boulevard/Rodeo Road in the Blair Hills neighborhood of Culver City.
- CC Line 7 – Line 7 is a recently added local east/west line that provides service from Marina Del Rey to Culver City and travels primarily along Culver Boulevard within the study area. This line runs Monday through Saturday at a frequency of approximately 40 minutes. Service on Sundays and holidays is not provided. The western terminus is at Fisherman's Village in Marina Del Rey. The eastern terminus is at the intersection of Culver Boulevard/Venice Boulevard in Culver City.
- LACE 437 - Line 437 is a commuter express east/west line that provides service from Downtown Los Angeles to Venice and travels primarily along Culver Boulevard within the study area. This line runs Monday through Friday at a frequency of 25 minutes during peak commute hours. The western terminus is at the intersection of Pacific Avenue and Washington Boulevard in Venice. The eastern terminus is at the intersection of San Pedro Street and Temple Street Drive in Los Angeles.

III. FUTURE YEAR 2008 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the proposed project on the local street system, estimates of the Future Year 2008 traffic volumes both with and without the project were developed. The Future Year 2008 without the project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments in the vicinity of the study area. The Future (2008) without project traffic represents the cumulative base conditions. The traffic generated by the proposed project was then estimated and assigned separately to the street system. The addition of the project traffic and the cumulative base traffic represents the Future Cumulative (2008) Plus Project conditions. Each of these future traffic scenarios is further described in this chapter.

CUMULATIVE (2008) BASE TRAFFIC PROJECTIONS

The Cumulative (2008) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific cumulative projects located within, or in the vicinity of, the study area. Each of these components is described below.

Area-wide Ambient Traffic Growth

The traffic in the vicinity of the study area has been estimated to increase at a rate of about 1% per year. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2008, the existing 2007 traffic volumes were adjusted upward by a factor of 1% to reflect this area-wide regional growth.

Cumulative Project Traffic Generation and Assignment

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

The trip generation estimates for the related projects were based on different sources including rates from recently completed traffic studies for projects in Culver City and trip generation rates contained in the Institute of Traffic Engineers (ITE), Trip Generation Informational Report, 7th Edition. These rates are provided in Appendix E. The trip generation estimates for the related projects is shown in Table 5. As summarized in Table 5, the cumulative projects are expected to generate approximately 65,176 daily trips, of which 5,857 trips would occur during the morning peak hour and 6,581 trips would occur during the evening peak hour.

The geographic distribution and the traffic assignment of the cumulative projects were performed. The results are shown in Figure 4. These related projects' traffic estimates were added to the existing plus ambient growth traffic to obtain the Cumulative (2008) Base traffic volumes. Figure 5 provides the Cumulative (2008) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future Cumulative (2008) without project base conditions.

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

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

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

TABLE 4
LIST OF RELATED PROJECTS [1]

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

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

Map No.	Project	Location	Description
49	Inspired Ventures	9599 Jefferson Bl	40,000 GSF offices
50	Weinstock	9650 Lucerne Av.	6 unit condo, tentative track map and site plan review
51	Culver City Dog Park	9910 Jefferson Bl	1-acre dog park
52	Skateboard Park	9910 Jefferson Bl	12,000 SF
53	Baldwin Hills Scenic Overlook Park	Hetzler Rd	10,300 GSF visitor center, passive recreation area
54	Mixed Use	13365 Washington Bl	4,000 GSF ground floor retail and 19 units
55	Apartment Project	4210 Duquesne Av	8 apartment units
56	Spartan Supply Co.	9919 Jefferson Bl	18,420 SF roofing materials and distribution facility
57	9900 Culver	9900 Culver Bl	23 condominium units and 4,700 SF retail
City of Los Angeles			
58	MTA Division 6 - West Los Angeles Transit Center	Jefferson Bl	Transportation Center for operations and maintenance facility for up to 175 MTA buses and associated administrative staff
County of Los Angeles			
59	West Los Angeles College Master Plan Project	Overland Av/ Freshman Dr	Proposed Master Plan for the College to increase the student enrollment from current 10,312 to 18,904 by year 2022; anticipated enrollment growth through 2015 used for trip generation for purposes of this study
60	Baldwin Hills Regional Park Master Plan Project	La Cienega Bl/La Brea/Stocker St	Development of a 1,400-acre park

Notes:

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

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

Map No.	Project	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
City of Culver City								
1	Mixed Use Development	698	10	24	34	35	26	61
2	Sony	545	68	9	77	13	61	74
3	Sony	10,856	1,345	183	1,528	250	1,219	1,469
4	Live/ work lofts	18	0	1	1	1	1	2
5	Veterinary Clinic	220	13	12	25	18	18	36
6	Mixed Use Development	751	11	7	18	32	34	66
7	Culver City Muffler	N/A	5	2	7	4	4	8
8	FAYNSOD	150	0	1	1	5	6	11
9	The Olson Co. Mixed Use	1,196	16	34	50	63	41	104
10	West- Culver Lofts	141	2	9	11	8	4	12
11	Commercial & Retail Development	183	3	2	5	8	8	16
12	Encore	1,962	28	40	68	90	82	172
13	Live/ work units	240	3	15	18	14	7	21
14	Westfield Fox Hills Mall Expansion [2]	5,377	63	41	104	255	276	531
15	Echo Horizon School Expansion	99	20	16	36	0	0	0
16	Distribution & Warehouse	116	14	2	16	3	13	16
17	Office Bldg.	1,663	208	28	236	38	187	225
18	Huron Townhouses	88	1	5	7	5	3	8
19	Condominiums	23	0	2	2	1	1	2
20	Condominiums	23	0	2	2	1	1	2
21	Condominiums	12	0	1	1	1	0	1
22	Condominium Conversion	41	1	3	3	2	1	4
23	Condominiums	23	0	2	2	1	1	2
24	Park Century School [3]	365	80	82	162	-8	-17	-25
25	Hampton Inn	629	26	17	43	24	21	45
26	Four unit condominium	23	0	2	2	1	1	2
27	Four unit condominium	23	0	2	2	1	1	2
28	Four unit condominium	23	0	2	2	1	1	2
29	Condominiums	23	0	2	2	1	1	2
30	Grandview Palms [2]	151	2	2	4	7	5	12
31	TTM, Eight Unit Condo	47	1	3	4	3	1	4
32	TPM, Condominiums	23	0	2	2	1	1	2
33	4227 Ince Blvd.	35	0	2	3	2	1	3
34	Office & Retail Bldg.	99	12	2	14	2	11	13
35	Chevron Gas Station	N/A	131	126	257	160	160	319
36	Fire Station No. 3	838	60	11	71	5	10	15

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

Map No.	Project	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
37	Office & Retail Bldg.	2,649	329	45	374	61	298	359
38	Symantec Office Multiphase Dev. [2]	4,910	639	87	726	118	578	696
39	Conjunctive Points Theater Complex	10,208	282	146	428	287	395	682
40	Public Storage Expansion	179	6	5	11	19	10	9
41	Max Leather AUP [2]	70	7	3	10	4	5	9
42	Mixed Use Development	471	56	8	64	18	90	108
43	Surfas Restaurant Supplies	1,143	32	23	55	31	32	63
44	SPE Television Bldg. (Higuera/Ince)	297	37	5	42	7	33	40
45	Culver City Transfer Station [2]	N/A	12	5	17	3	14	17
46	Parcel B	1,267	157	21	178	29	143	172
47	Culver Studios Expansion	551	69	9	78	13	62	75
48	Office Building	185	23	3	26	4	21	25
49	Inspired Ventures	440	55	7	62	10	50	60
50	Weinstock	35	0	2	3	2	1	3
51	Culver City Dog Park	2	1	0	1	1	0	1
52	Skateboard Park	275	12	7	19	6	14	20
53	Baldwin Hills Scenic Overlook Park [2]	265	2	1	3	5	7	12
54	Mixed Use	283	4	9	12	14	11	25
55	Apartment Project	54	1	3	4	3	2	5
56	Spartan Supply Co. [4]	N/A	24	18	42	17	13	30
57	9900 Culver Bl	339	5	10	15	17	13	30
City of Los Angeles								
58	MTA Division 6 - West Los Angeles Transit Center [2]	1,666	67	40	107	77	26	103
County of Los Angeles								
59	West Los Angeles College Master Plan Project [5]	6,785	436	45	481	300	133	433
60	Baldwin Hills Regional Park Master Plan Project	6,398	126	154	280	160	204	364
Total Related Project Trip Generation		65,176	4,505	1,352	5,857	2,254	4,347	6,581

Notes:

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

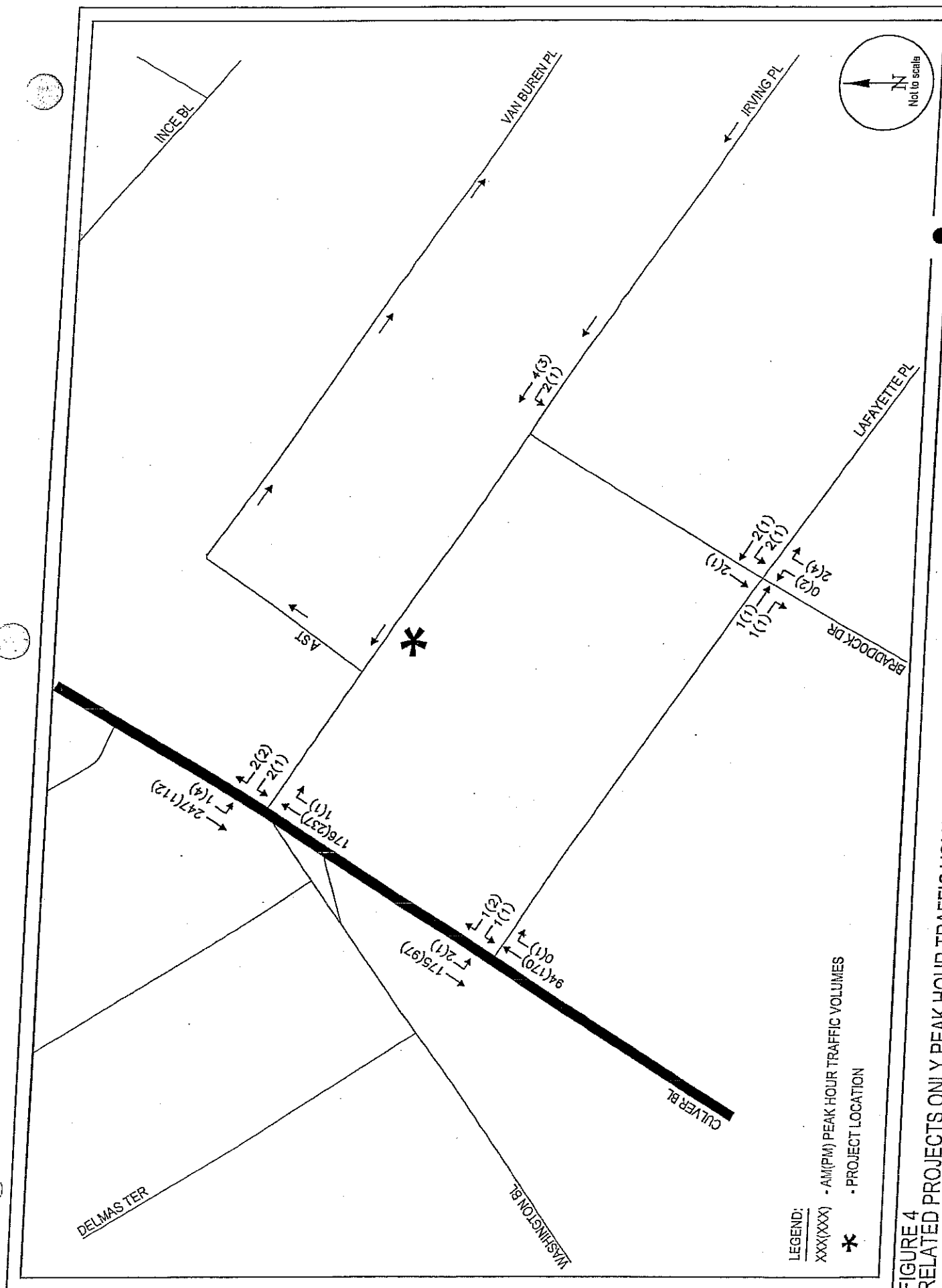


FIGURE 4
 RELATED PROJECTS ONLY PEAK HOUR TRAFFIC VOLUMES

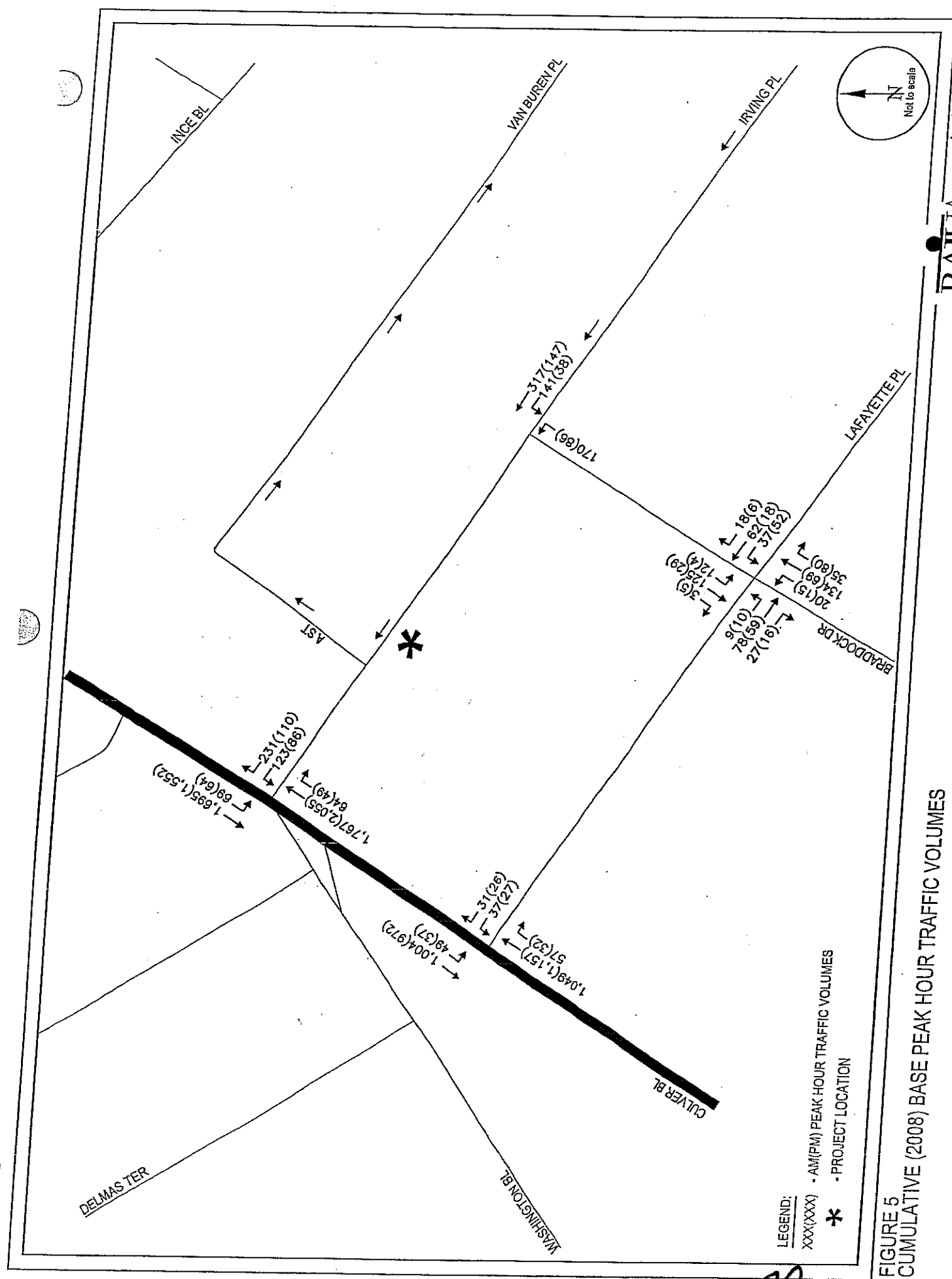


FIGURE 5
CUMULATIVE (2008) BASE PEAK HOUR TRAFFIC VOLUMES

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PROJECT TRAFFIC VOLUMES

Implementation of the Proposed Project consists of 26 multi-family (condominium) dwelling units and 3,350 square feet of retail use. The Project would provide a subterranean parking garage with a total of 68 parking spaces for residential and office use.

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

From Table 6, it can be observed that the proposed project's trip generation would result in a total of approximately 189 daily trips of which 16 trips would occur during the morning peak hour and 19 trips would occur during the evening peak hour.

Project Trip Distribution

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

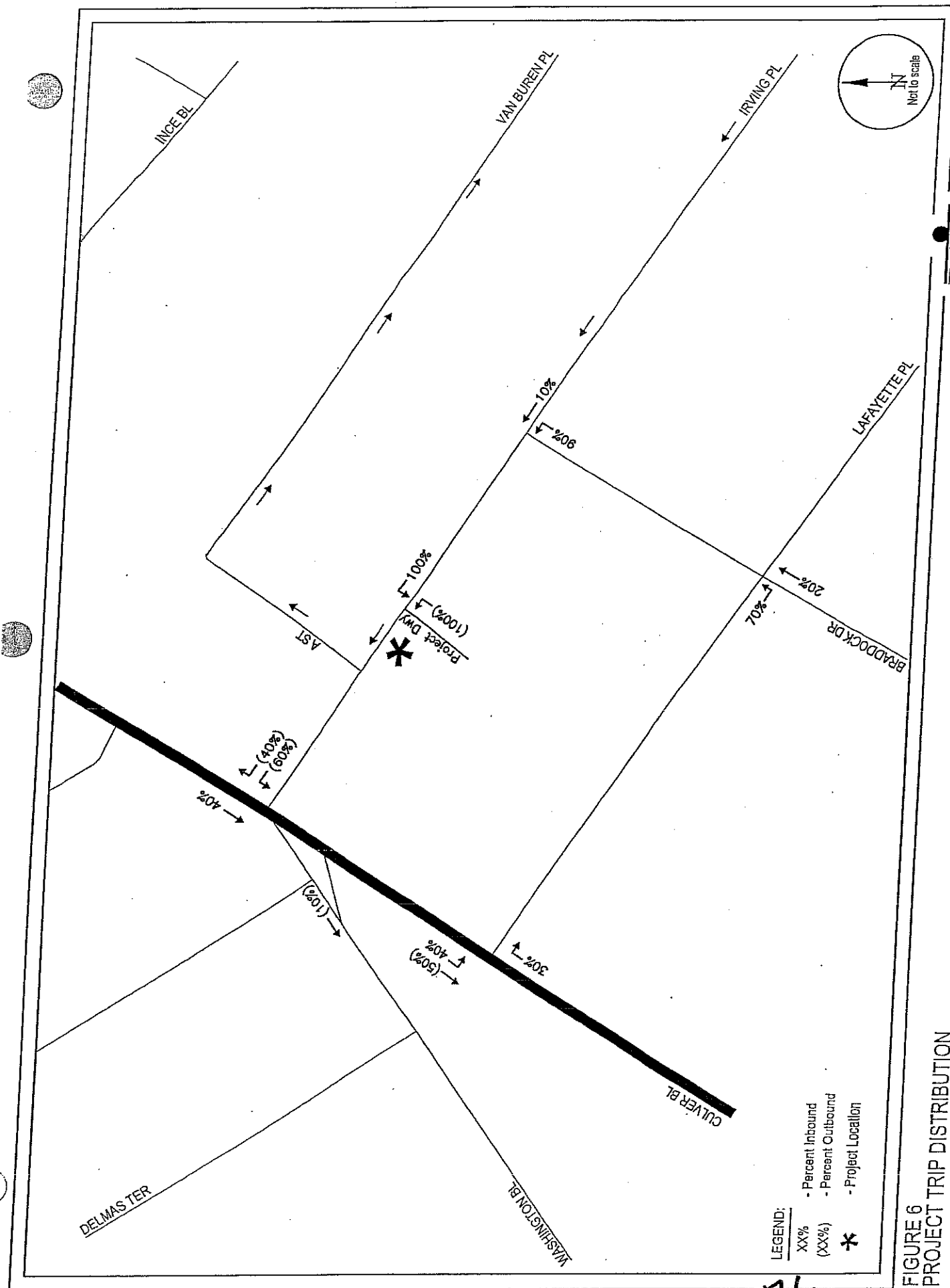
- To and From the North: 25%
- To and From the South: 25%
- To and From the East: 25%
- To and From the West: 25%

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

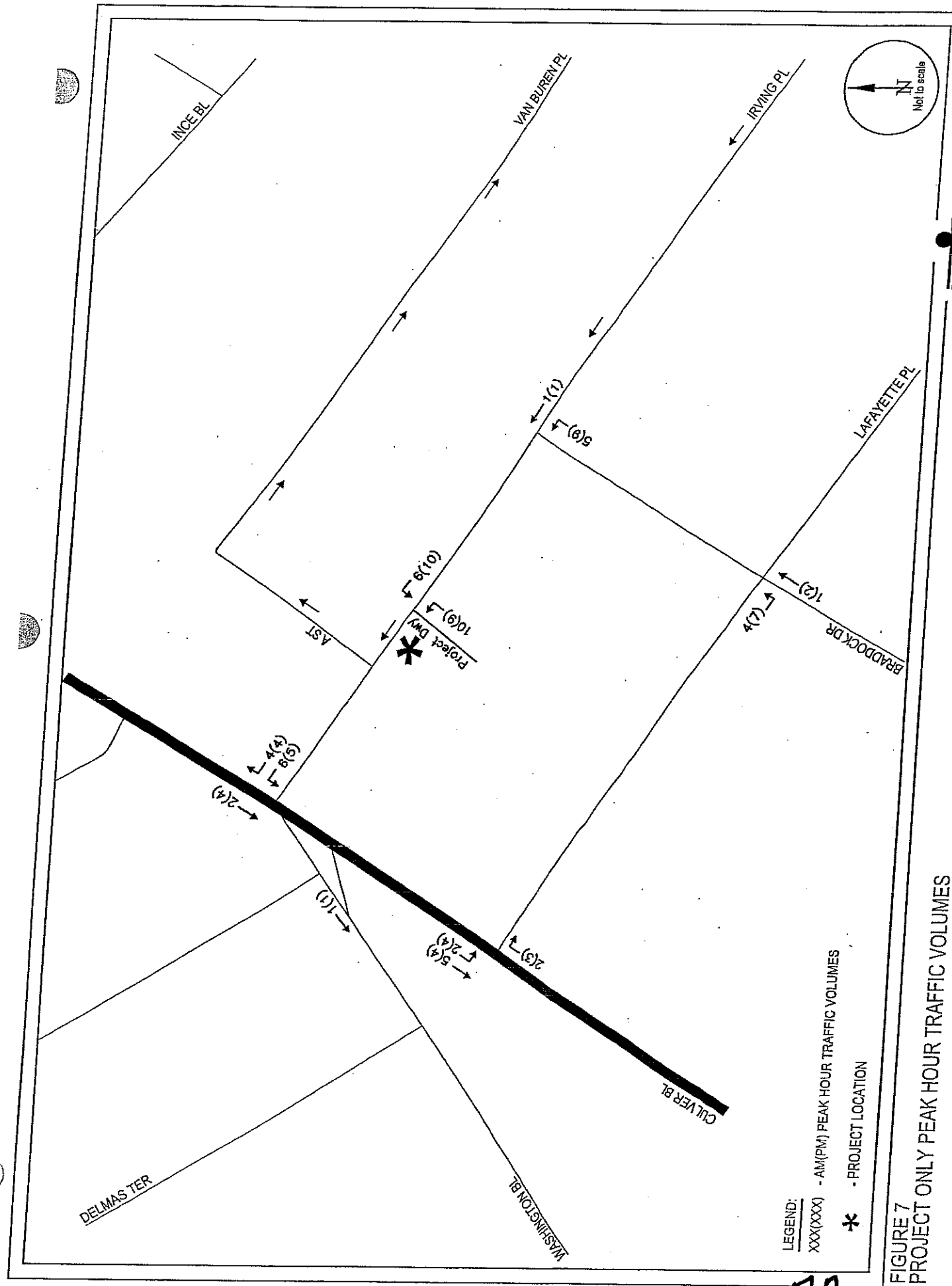
TABLE 6
ESTIMATED PROJECT TRIP GENERATION

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project Condominium Office	26 d.u. 3,350 s.f.	152 37	2 4	9 1	11 5	9 1	5 4	14 5
Project Trip Generation Total			6	10	16	10	9	19
Trip Rates Condominium (ITE Land Use 230) General Office (ITE Land Use 710)	per d.u. per 1,000 s.f.	5.86	17%	83%	0.44	67%	33%	0.52
		11.01	88%	12%	1.55	17%	83%	1.49

Source: Rates from ITE, Trip Generation, 7th Edition



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FUTURE YEAR 2008 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2008 with Project conditions were developed. The Cumulative (2008) Base traffic forecasts were combined with the project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2008 Cumulative plus Project traffic volumes during both A.M. and P.M. peak hours are presented in Figure 8.

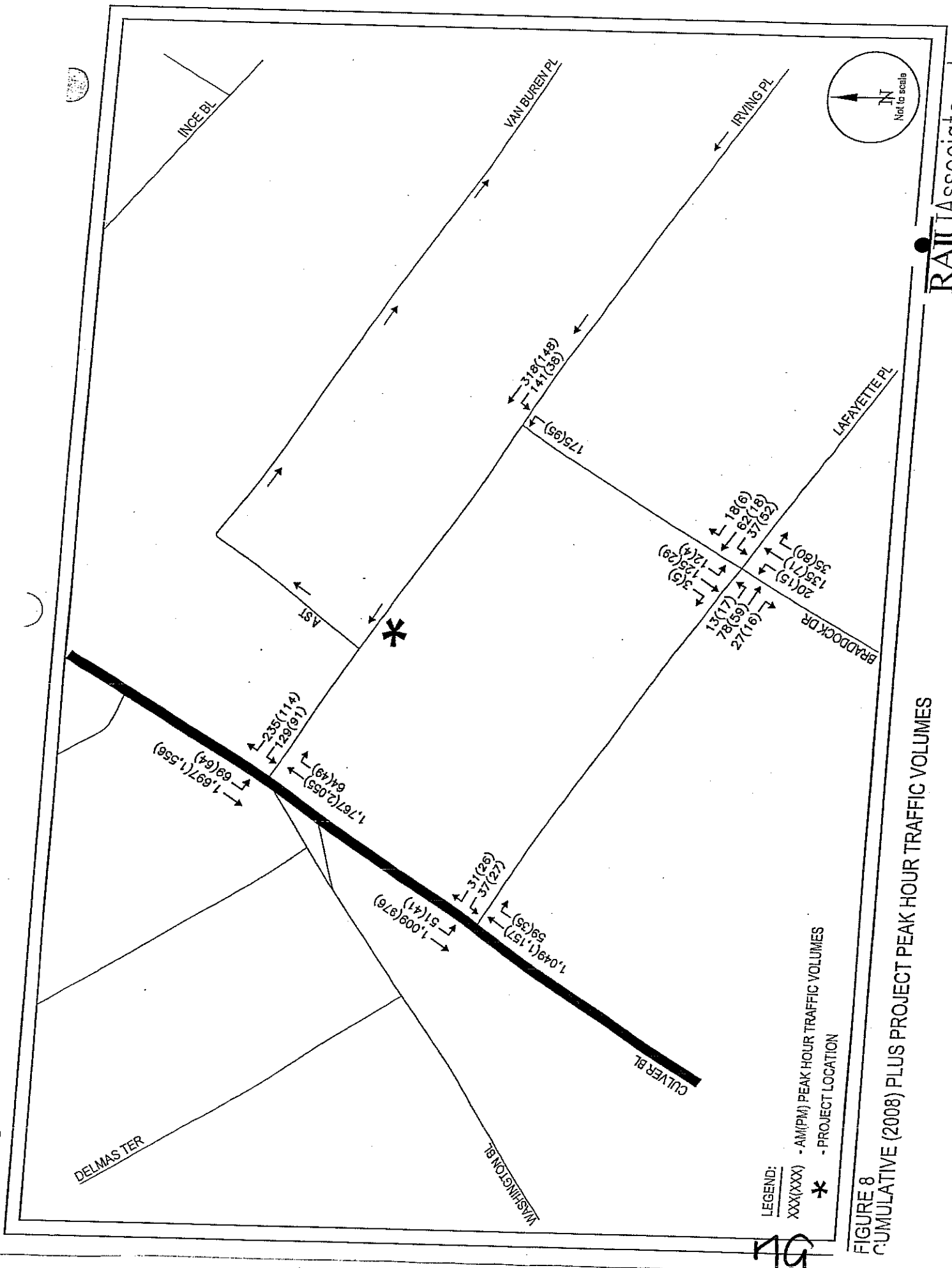


FIGURE 8
CUMULATIVE (2008) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

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IV. FUTURE YEAR 2008 TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Future Year 2008 Cumulative Base and Cumulative Plus Project conditions were analyzed utilizing the methodologies and assumptions per the City of Culver City traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

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

SIGNIFICANT TRAFFIC IMPACT CRITERIA

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

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

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

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

CUMULATIVE (2008) BASE TRAFFIC CONDITIONS

The Cumulative (2008) Base without proposed project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio (or delay in seconds) and corresponding level of service. Table 7 presents the results of the Year 2008 Cumulative Base (without project) traffic analysis. As indicated in the table, all of the four analyzed intersections are projected to operate at LOS B or better during both the morning and evening peak hours. LOS B, as defined in Table 1 on page 11, indicates very good operations, while LOS A indicates excellent operations.

Capacity calculation worksheets for Cumulative (2008) Base conditions are attached in Appendix E of the report.

CUMULATIVE (2008) PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative (2008) Plus Project peak hour traffic volumes were analyzed to determine the volume to capacity (V/C) ratio (or delay in seconds) and LOS at each of the analyzed intersections. The results of this analysis are also summarized on Table 7. Table 7 indicates that traffic generated by the project would not change any of the intersection levels of service from cumulative base conditions.

Capacity calculation worksheets for Cumulative (2008) Plus Project conditions are attached in Appendix F of the report.

TABLE 7
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS

No.	Intersection	Peak Hour	Cumulative (2008)		Cumulative (2008) Plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
1.	Lafayette Place & Culver Boulevard	AM PM	0.520 0.528	A A	0.521 0.532	A A	0.001 0.004	No No
2.	Lafayette Place & Braddock Drive	AM PM	12.9 sec 10.8 sec.	B B	13.0 sec. 10.8 sec.	B B	- -	No No
3.	Irving Place & Culver Boulevard	AM PM	0.320 0.292	[1] [1]	0.324 0.298	[1] [1]	0.004 0.006	No No
4.	Irving Place & Braddock Drive	AM PM	0.625 0.632	B B	0.628 0.635	B B	0.003 0.003	No No
		AM PM	12.0 sec. 8.2 sec.	B A	12.1 sec. 8.2 sec.	B A	- -	No No
		AM PM	0.492 0.270	[1] [1]	0.496 0.275	[1] [1]	0.004 0.005	No No

[1] V/C ratio was calculated, based on signalized LOS methodology, to determine project impacts.

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PROJECT IMPACTS

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

Residential Street Segment Impacts

The potential impacts of the Proposed Project traffic on the adjacent neighborhood residential streets were assessed using the City's suggested methodology for evaluation of traffic impacts. The results of the analysis, which are summarized in Table 8, indicate that the Proposed Project will not have a significant impact on the residential streets in the local neighborhood. The addition of the Proposed Project would increase the peak hour traffic (2-way) from 1.3% to 7.4%.

In addition, the project trips would have little effect on the nearby elementary school during the morning peak hour as the traffic analysis indicated at the intersection of Irving Place/Braddock Drive which is adjacent to the pick-up/drop-off area of the school. The intersection is projected to continue to operate at a good level of service (LOS) B during the morning peak hour with the proposed project adding only six trips to this intersection.

At the end of the school day, which occurs before the evening peak hours of 4:00-6:00 p.m., the trips associated with the proposed project are minimal and will have no effect on the school's student pick-up operations or at the intersection of Irving Place/Braddock Drive. The residential trips associated with the Project occur mostly outside the PM peak hour associated with the School.

TABLE 8
RESIDENTIAL STREET TRAFFIC ANALYSIS

Street Segment	Peak Hour	Peak Hour Traffic Volume (2-Way)			% Change	Impact
		Existing (2007) Baseline	Project	Existing (2007) Plus Project		
Lafayette Place north of Braddock Drive	AM	193	4	197	2.1%	No
	PM	117	7	124	6.0%	No
Irving Place north of Braddock Drive	AM	478	6	484	1.3%	No
	PM	228	10	238	4.4%	No
Braddock Drive west of Irving Place	AM	306	5	311	1.6%	No
	PM	122	9	131	7.4%	No

V. REGIONAL/CMP ANALYSIS

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

CMP TRAFFIC IMPACT ANALYSIS

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

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

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

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

VI. PARKING AND ACCESS/CIRCULATION

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

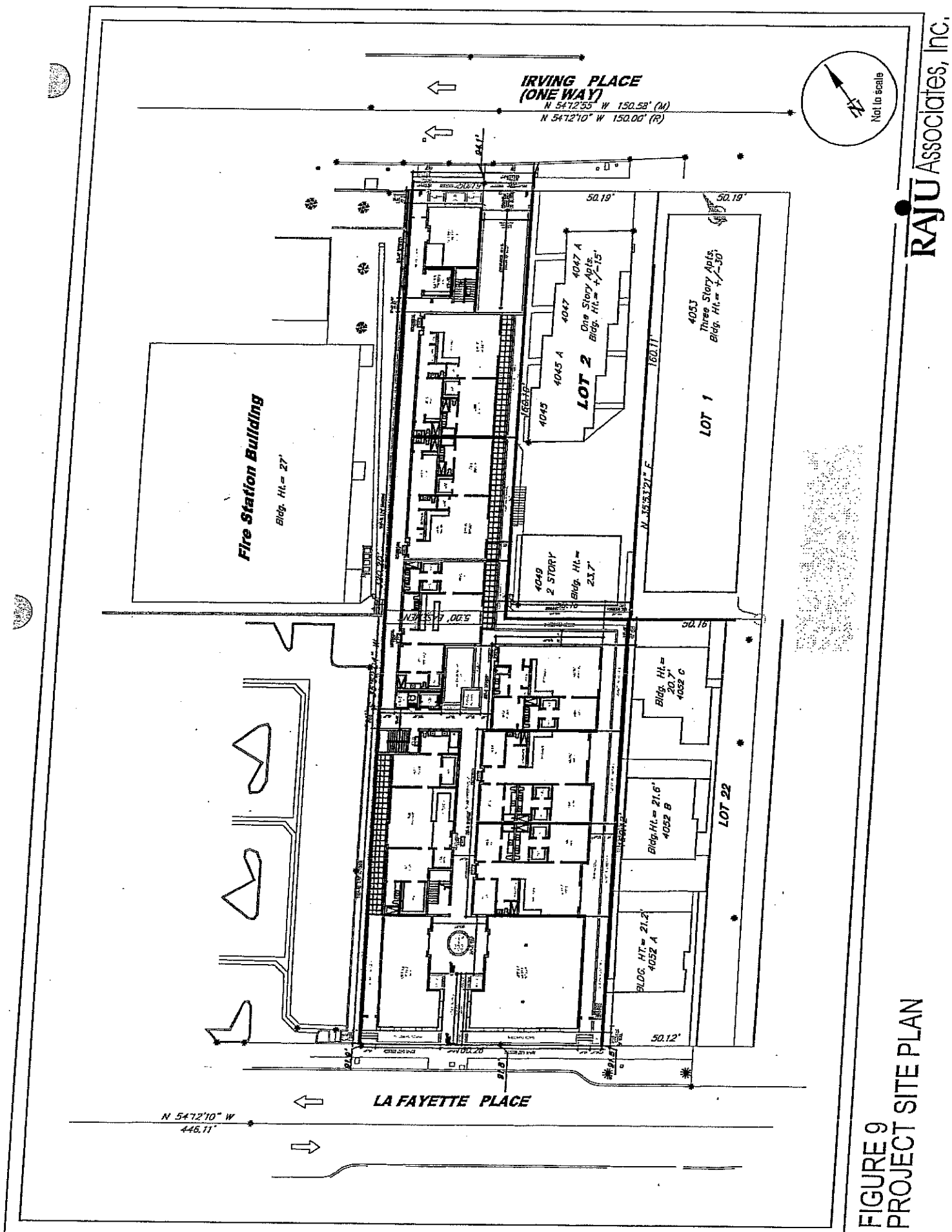
PARKING, ACCESS & CIRCULATION ISSUES

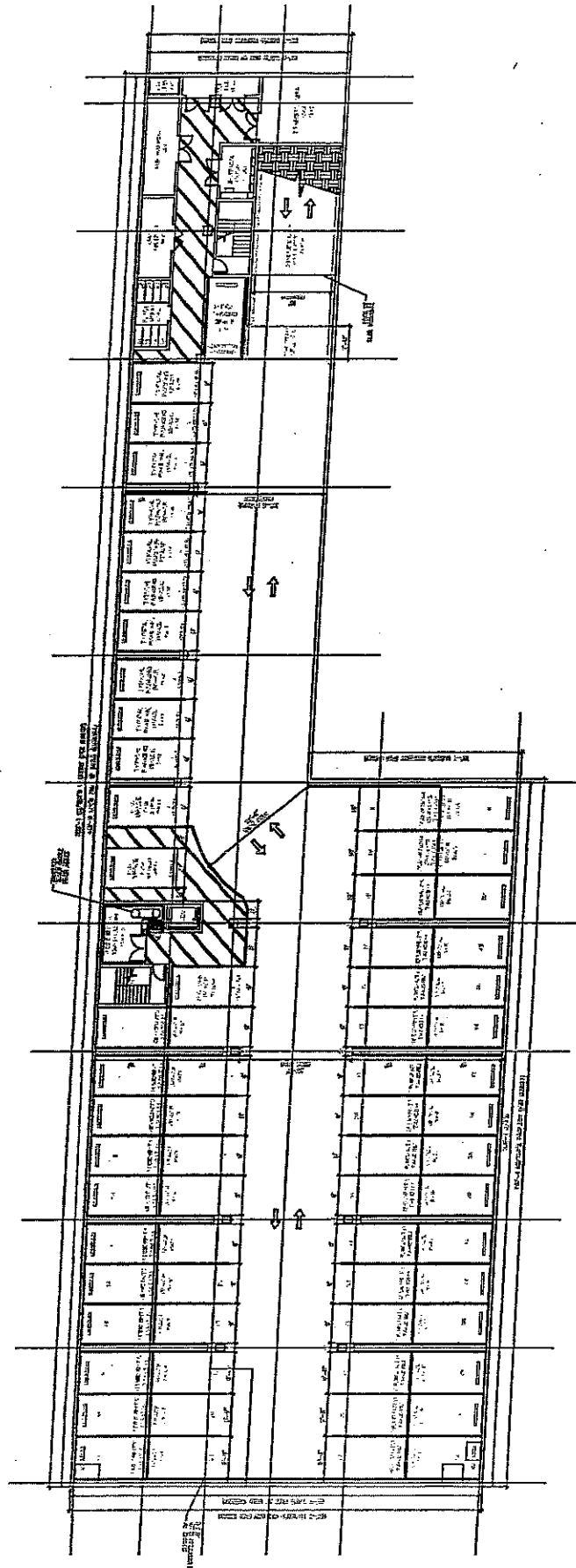
The Proposed Project consists of 26 multi-family (condominium) dwelling units and 3,350 square feet of office use. The Project would provide a subterranean parking garage with 68 parking spaces for residential and office use. The project site plan is shown in Figure 9 and the subterranean parking level is shown in Figure 10.

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

- Multi-Family Residential – 2 spaces per dwelling unit plus one guest space for every four residential units (units less than 900 s.f. require 1 space per dwelling unit)
- Office - 3.4 spaces per 1,000 square feet

Based on these requirements, the required parking for this project would be 69 spaces (25 d.u. x 2 spaces/d.u. = 50 spaces; 1 d.u. x 1 space/d.u. = 1 space; 26 d.u. x 0.25 guest spaces/d.u. = 7 spaces shared with office having 3,350 s.f. x 3.4 spaces/1,000 s.f. = 11 spaces). One of the seven residential guest parking would share with the parking spaces provided for the office uses on-site.





Source: J.S. Egan Design, Inc.

FIGURE 10
PROJECT SITE PLAN - SUBTERRANEAN PARKING LEVEL

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One driveway located on Irving Place would provide access to the Project's subterranean parking area. This driveway would allow left-turns in and left-turns out only since Irving Place is a one-way northbound roadway south of 'A' Street. The driveway along Irving Place would be approximately 18 feet wide and would allow both inbound and outbound traffic simultaneously.

The commercial parking spaces would be 18 feet deep X 9 feet wide in size and the residential tandem parking spaces would vary from 36 feet deep X 9 feet wide and 36 feet deep X 9 ½ feet wide in size. The width of the parking aisle varies from approximately 26 ½ feet to 30 ½ feet wide. The parking field would provide three handicapped spaces, one of which would be van accessible.

VII. SUMMARY OF CONCLUSIONS

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

- Four intersections were analyzed within the study area for this project. These locations are within the study area bounded by Culver Boulevard on the north, Braddock Drive on the south, Lafayette Place on the west and Irving Place on the east within the City of Culver City.
- Currently, all four of the analyzed intersection locations are operating at excellent to very good level of service (LOS B or better) during both the morning and evening peak hours.
- In the Cumulative (Year 2008) Base conditions, i.e., future conditions without the implementation of the proposed project, all four of the analyzed intersection locations are projected to continue to operate at excellent to very good level of service (LOS B or better) during both the morning and evening peak hours.
- The Proposed Project consisting of 26 multi-family (condominium) dwelling units and 3,350 square feet of office use will generate a total of 189 daily trips of which 16 trips would occur during the morning peak hour and 19 trips during the evening peak hour. Typically, the City of Culver City does not require a traffic study for projects that generate less than 50 peak hour trips. However, based on the City's request, this study has been performed.
- In the Cumulative (Year 2008) Plus Project conditions, both the AM and PM peak hour operating conditions would be similar to those projected for the Future Base conditions.
- The Cumulative (Year 2008) Plus Project conditions show that the proposed project would not cause significant traffic impacts at any of the analysis locations, based on significance criteria established by the City of Culver City.
- Residential street segment analysis performed at three roadway segments indicates that the addition of the Proposed Project would increase the peak hour traffic from 1.3% to 7.4%. This is less than the City's street segment traffic impact threshold of 8%. The project would not have a significant street segment traffic impact on adjacent residential streets.

- Parking, access and circulation systems were assessed and a review of the proposed site plan indicates that they would all function adequately and that there would be no adverse impact from the Proposed Project.

APPENDIX A

Memorandum of Understanding (MOU)

SCOPING FOR TRAFFIC STUDY

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

Project name 4043 Irving Place Mixed Use Project
 Project address 4043 Irving Place, Culver City, CA
 Project description 28 apartment units; 3,500 sf office; 1 level of parking – basement replacing existing parking lot

Geographic (Regional) Distribution: N25 S 25 E25 W25

Trip Generation Rate(s) Source: ITE Trip Generation (7th Edition), 2003

Land Use	<u>Apartment</u>		Land Use	<u>Office</u>		Land Use		
	in	out		in	out		in	out
AM Trips	<u>3</u>	<u>11</u>		<u>4</u>	<u>1</u>			
PM Trips	<u>11</u>	<u>6</u>		<u>1</u>	<u>4</u>			

Project Buildout Year 2008 See Exhibit 1 for Trip Generation Table

Ambient or CMP Growth Rate 1% per year

Related Projects: *To be provided by the City of Culver City*

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

1. <u>Lafayette PI / Braddock Dr</u>	4. <u>Lafayette PI / Culver BI</u>
2. <u>Irving PI / Braddock Dr</u>	5. _____
3. <u>Irving PI / Culver BI</u>	6. _____

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

Transportation Demand Management (TDM)	_____ Yes	<u>X</u> no
Existing Active Land Use	_____ Yes	<u>X</u> no
Previous Land Use	_____ Yes	<u>X</u> no
Internal Trip	_____ Yes	<u>X</u> no
Pass By Trip	_____ Yes	<u>X</u> no
Transit	_____ Yes	<u>X</u> no

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

	<u>Consultant</u>	<u>Developer</u>
Name	<u>Raju Associates Inc</u>	<u>Sal Gonzales, Metro Real Estate & Development</u>
Address	<u>524 S. Rosemead Bl; Pasadena, CA 91107</u>	_____
Phone No.	<u>626-796-6796; 626-792-2700</u>	_____

Approved by:

Grinath Raju, P.E.

Consultant's Representative

6/04/07

Date

Mr. Barry Kurtz

Culver City Representative

_____ Date

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EXHIBIT 1
ESTIMATED PROJECT TRIP GENERATION

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project Apartment Office	28 d.u. 3,500 s.f.	188 39	3 4	11 1	14 5	11 1	6 4	17 5
Project Trip Generation Total								
		227	7	12	19	12	10	22
Trip Rates								
Apartment (ITE Land Use Code 220)		6.72						
General Office (ITE Land Use 710)		11.01						
	Trips per d.u. per 1,000 s.f.		20% 88%	80% 12%	0.51 1.55	65% 17%	35% 83%	0.62 1.49

Source: Rates from ITE, Trip Generation, 7th Edition

APPENDIX B

Intersection Lane Configurations

INTERSECTION LANE CONFIGURATIONS

	STREET	EXISTING (2007) CONDITIONS	FUTURE (2008) CONDITIONS
1	N/S: LAFAYETTE PL E/W: CULVER BL (Traffic Signal)		SAME AS EXISTING
2	N/S: LAFAYETTE PL E/W: BRADDOCK DR (Two-way stop controlled)		SAME AS EXISTING
3	N/S: IRVING PL E/W: CULVER BL (Traffic Signal)		SAME AS EXISTING
4	N/S: IRVING PL E/W: BRADDOCK DR (All-way stop controlled)		SAME AS EXISTING

APPENDIX C

Traffic Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Culver Blvd.

DAY: WEDNESDAY

PROJECT# 07-2328-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2		6					106	4	2	98		218
7:15 AM	7		10					156	5	4	136		318
7:30 AM	7		6					189	2	2	178		384
7:45 AM	6		8					229	2	5	217		467
8:00 AM	6		4					226	2	4	193		435
8:15 AM	7		7					237	12	4	200		467
8:30 AM	17		11					248	11	5	211		503
8:45 AM	5		8					239	5	4	204		465
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 57	NT 0	NR 60	SL 0	ST 0	SR 0	EL 0	ET 1630	ER 43	WL 30	WT 1437	WR 0	TOTAL 3257

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	36	0	30	0	0	0	0	940	27	18	821	0	1872
PEAK HR. FACTOR:	0.589			0.000			0.933			0.945			0.930

CONTROL: Signalized

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Culver Blvd.

DAY: WEDNESDAY

PROJECT# 07-2328-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2		7				206	11	12	178			416
4:15 PM	6		10				222	13	10	212			473
4:30 PM	6		2				215	7	11	201			442
4:45 PM	7		2				207	2	6	194			418
5:00 PM	10		9				254	11	12	233			529
5:15 PM	6		6				258	8	13	225			516
5:30 PM	5		5				236	7	6	205			464
5:45 PM	5		4				229	5	5	203			451
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 47	NT 0	NR 45	SL 0	ST 0	SR 0	EL 0	ET 1827	ER 64	WL 75	WT 1651	WR 0	TOTAL 3709

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	26	0	24	0	0	0	0	977	31	36	866	0	1960
PEAK HR. FACTOR:	0.658			0.000			0.947			0.920			0.926

CONTROL: Signalized

99

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Braddock Dr.

DAY: WEDNESDAY

PROJECT# 07-2328-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	6	0	2	2	2	0	8	1	1	3	0	27
7:15 AM	9	8	0	1	1	3	0	12	5	0	6	2	47
7:30 AM	14	12	2	1	7	3	3	23	4	0	13	0	82
7:45 AM	6	9	9	1	5	6	3	38	1	0	30	0	108
8:00 AM	9	9	5	1	4	8	5	30	2	1	19	2	95
8:15 AM	11	20	3	5	5	9	6	40	4	5	24	0	132
8:30 AM	9	21	1	2	3	3	6	25	3	1	16	1	91
8:45 AM	7	15	2	2	3	2	0	18	2	2	13	0	66
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 67	NT 100	NR 22	SL 15	ST 30	SR 36	EL 23	ET 194	ER 22	WL 10	WT 124	WR 5	TOTAL 648

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	35	59	18	9	17	26	20	133	10	7	89	3	426
PEAK HR. FACTOR:	0.824			0.684			0.815			0.825			0.807

CONTROL: 2-Way Stop N & S

100

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Braddock Dr.

DAY: WEDNESDAY

PROJECT# 07-2328-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	6	1	5	6	3	6	16	8	0	6	1	61
4:15 PM	6	3	0	1	10	4	1	18	5	1	8	2	59
4:30 PM	4	6	0	1	14	10	3	16	5	0	5	1	65
4:45 PM	7	6	3	3	10	8	4	14	7	2	6	1	71
5:00 PM	12	4	1	3	13	3	5	15	20	1	5	1	83
5:15 PM	13	4	3	2	12	6	2	22	23	0	8	2	97
5:30 PM	14	5	0	3	19	4	3	17	19	1	9	1	95
5:45 PM	11	4	2	2	13	2	3	14	13	2	6	1	73
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 70	NT 38	NR 10	SL 20	ST 97	SR 40	EL 27	ET 132	ER 100	WL 7	WT 53	WR 10	TOTAL 604

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	50	17	6	10	57	15	13	68	75	4	28	5	348
PEAK HR. FACTOR:	0.913			0.788			0.830			0.841			0.897

CONTROL: 2-Way Stop N & S

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irvine Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Culver Blvd.

DAY: WEDNESDAY

PROJECT# 07-2328-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13		20					169	3	2	250		457
7:15 AM	15		22					208	4	3	272		524
7:30 AM	25		29					310	6	7	417		794
7:45 AM	13		40					253	16	11	315		648
8:00 AM	24		46					387	19	19	299		794
8:15 AM	28		50					427	20	21	317		863
8:30 AM	31		64					439	11	9	410		964
8:45 AM	13		34					322	6	6	379		760
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	162	0	305	0	0	0	0	2515	85	78	2659	0	5804

AM Peak Hr Begins at: 800 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	96	0	194	0	0	0	0	1575	56	55	1405	0	3381
PEAK HR.													
FACTOR:	0.763			0.000			0.906			0.871			0.877

CONTROL: Signalized

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irvine Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Culver Blvd.

DAY: WEDNESDAY

PROJECT# 07-2328-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11		35					399	21	9	299		774
4:15 PM	13		29					354	35	13	358		802
4:30 PM	20		31					388	14	11	249		713
4:45 PM	22		23					449	15	4	366		879
5:00 PM	16		19					359	13	14	303		724
5:15 PM	17		34					467	6	19	384		927
5:30 PM	29		31					525	14	22	373		994
5:45 PM	13		31					469	9	11	314		847
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 141	NT 0	NR 233	SL 0	ST 0	SR 0	EL 0	ET 3410	ER 127	WL 103	WT 2646	WR 0	TOTAL 6660

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	84	0	107	0	0	0	0	1800	48	59	1426	0	3524
PEAK HR. FACTOR:	0.796			0.000			0.857			0.921			0.886

CONTROL: Signalized

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irvine Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Braddock Dr.

DAY: WEDNESDAY

PROJECT# 07-2328-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	0	0	1	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	12					12						26
7:15 AM	8	12					10						30
7:30 AM	11	35					23						69
7:45 AM	14	37					46						97
8:00 AM	46	73					32						151
8:15 AM	18	76					58						152
8:30 AM	22	67					32						121
8:45 AM	12	28					14						54
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	133	340	0	0	0	0	227	0	0	0	0	0	700

AM Peak Hr Begins at: 745 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	100	253	0	0	0	0	168	0	0	0	0	0	521
PEAK HR.													
FACTOR:	0.742			0.000			0.724			0.000			0.857

CONTROL: 2-Way Stop N & E

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irvine Pl.

DATE: 6/20/2007

LOCATION: City of Culver

E-W STREET: Braddock Dr.

DAY: WEDNESDAY

PROJECT# 07-2328-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	0	0	1	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	24					21						50
4:15 PM	4	21					23						48
4:30 PM	8	16					13						37
4:45 PM	10	31					20						61
5:00 PM	2	19					14						35
5:15 PM	10	33					29						72
5:30 PM	13	41					16						70
5:45 PM	12	50					26						88
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

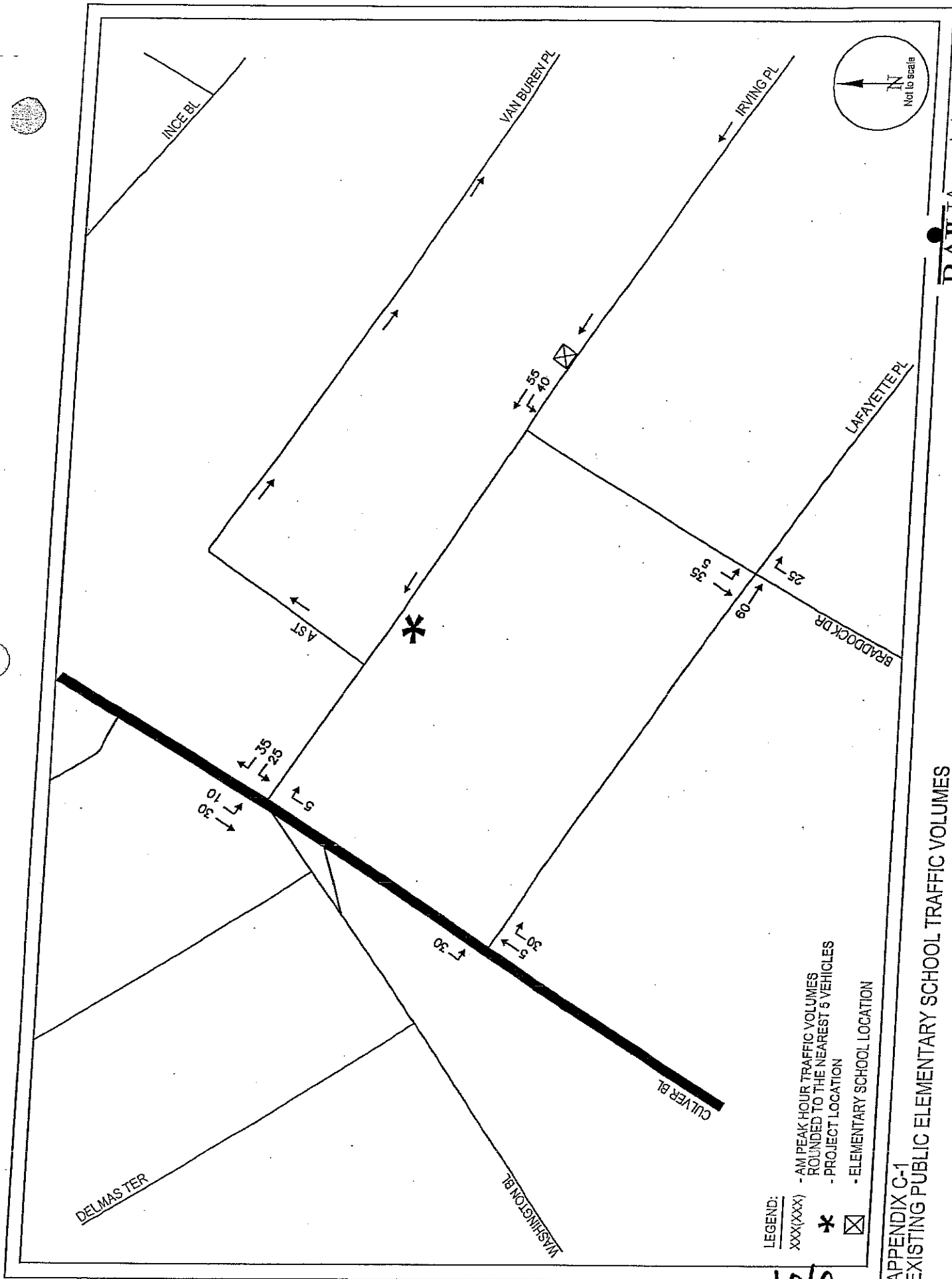
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	64	235	0	0	0	0	162	0	0	0	0	0	461

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	37	143	0	0	0	0	85	0	0	0	0	0	265
PEAK HR. FACTOR:		0.726			0.000		0.733				0.000		0.753

CONTROL: 2-Way Stop N & E

105



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APPENDIX D

Existing (2007) Baseline Conditions

Project: 4043 IRVING PLACE MIXED-USE PROJECT
 North/South Street: LAFAYETTE PLACE
 East/West Street: CULVER BOULEVARD
 Scenario: EXISTING (2007) BASELINE CONDITIONS

Thru Lane: 1600 vph
 Left-Turn Lane: 1600 vph
 Dual LT Penalty: 10 %
 Peak Period: AM PEAK HOUR
 N-S Split Phase: N
 E-W Split Phase: N
 Lost Time (% of Cycle): 10

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.041 *
	LT	0.00	0	0	0.000	E-W(1): 0.342 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.257
	TH	2.00	821	3,200	0.000	
	LT	1.00	47	1,600	0.029 *	
Northbound	RT	0.45	30	727	0.000	V/C: 0.383
	TH	0.00	0	0	0.000	Lost Time: 0.100
	LT	0.55	36	873	0.041 *	
Eastbound	RT	0.00	56	0	0.000	
	TH	2.00	946	3,200	0.313 *	ICU: 0.483
	LT	0.00	0	0	0.000	LOS: A

PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.000
	TH	0.00	0	0	0.000 *	N-S(2): 0.031 *
	LT	0.00	0	0	0.000	E-W(1): 0.338 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.271
	TH	2.00	866	3,200	0.000	
	LT	1.00	36	1,600	0.023 *	
Northbound	RT	0.48	24	768	0.000	V/C: 0.369
	TH	0.00	0	0	0.000	Lost Time: 0.100
	LT	0.52	26	832	0.031 *	
Eastbound	RT	0.00	31	0	0.000	
	TH	2.00	977	3,200	0.315 *	ICU: 0.469
	LT	0.00	0	0	0.000	LOS: A

* = Critical Movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lafayette Pl/Braddock Dr [Existing Baseline - AM]
*****Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[12.7]

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

Volume Module:

Base Vol:	35	59	18	9	76	26	20	133	33	12	122	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	59	18	9	76	26	20	133	33	12	122	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	59	18	9	76	26	20	133	33	12	122	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	59	18	9	76	26	20	133	33	12	122	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX

Capacity Module:

Cnflct Vol:	388	339	150	376	354	124	125	XXXX	XXXXX	166	XXXX	XXXXX
Potent Cap.:	574	586	902	585	575	933	1474	XXXX	XXXXX	1424	XXXX	XXXXX
Move Cap.:	492	573	902	520	562	933	1474	XXXX	XXXXX	1424	XXXX	XXXXX
Volume/Cap:	0.07	0.10	0.02	0.02	0.14	0.03	0.01	XXXX	XXXXX	0.01	XXXX	XXXXX

Level Of Service Module:

Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.0	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.5	XXXX	XXXXX	7.5	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	XXXX	577	XXXXX	XXXX	615	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.7	XXXXX	XXXXX	0.7	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
Shrd StpDel:	XXXXX	12.7	XXXXX	XXXXX	12.1	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.7			12.1			XXXXXX			XXXXXX		
ApproachLOS:	B			B			*			*		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Lafayette Pl/Braddock Dr [Existing Baseline - PM]
*****Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[10.6]

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

Volume Module:

Base Vol:	50	17	6	10	57	15	13	68	75	4	28	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	17	6	10	57	15	13	68	75	4	28	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	17	6	10	57	15	13	68	75	4	28	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	17	6	10	57	15	13	68	75	4	28	5

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	206	173	106	182	208	31	33	xxxx	xxxxx	143	xxxx	xxxxx
Potent Cap.:	756	724	954	784	693	1050	1592	xxxx	xxxxx	1452	xxxx	xxxxx
Move Cap.:	692	716	954	759	685	1050	1592	xxxx	xxxxx	1452	xxxx	xxxxx
Volume/Cap:	0.07	0.02	0.01	0.01	0.08	0.01	0.01	xxxx	xxxxx	0.00	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	714	xxxxx	xxxx	741	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	10.6	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.6			10.5			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: IRVING PLACE									
East/West Street: CULVER BOULEVARD									
Scenario: EXISTING (2007) BASELINE CONDITIONS									
Thru Lane: 1600 vph		Left-Turn Lane: 1600 vph		Dual LT Penalty: 10 %		N-S Split Phase : N		E-W Split Phase : N	
Peak Period:		AM PEAK HOUR		Lost Time (% of cycle) :		10			
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.100 *			
	TH	0.00	0	0	0.000	N-S(2): 0.075			
	LT	0.00	0	0	0.000 *	E-W(1): 0.383 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.299			
	TH	3.00	1,434	4,800	0.299	V/C: 0.483			
	LT	1.00	67	1,600	0.042 *	Lost Time: 0.100			
Northbound	RT	1.00	227	1,600	0.100 *				
	TH	0.00	0	0	0.000				
	LT	1.00	120	1,600	0.075				
Eastbound	RT	0.00	62	0	0.000				
	TH	3.00	1,575	4,800	0.341 *	ICU: 0.583			
	LT	0.00	0	0	0.000	LOS: A			
PM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.030			
	TH	0.00	0	0	0.000 *	N-S(2): 0.053 *			
	LT	0.00	0	0	0.000	E-W(1): 0.422 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.297			
	TH	3.00	1,426	4,800	0.297	V/C: 0.475			
	LT	1.00	59	1,600	0.037 *	Lost Time: 0.100			
Northbound	RT	1.00	107	1,600	0.030				
	TH	0.00	0	0	0.000				
	LT	1.00	84	1,600	0.053 *				
Eastbound	RT	0.00	48	0	0.000	ICU: 0.575			
	TH	3.00	1,800	4,800	0.385 *	LOS: A			
	LT	0.00	0	0	0.000				
* = Critical Movement									

* = Critical Movement

Level Of Service Computation Report

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

Intersection #41 Irving Pl/Braddock Dr [Existing Baseline - PM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.209
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	37	143	0	0	0	0	85	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	143	0	0	0	0	85	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	143	0	0	0	0	85	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	143	0	0	0	0	85	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	143	0	0	0	0	85	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	177	683	0	0	0	0	780	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	XXXX	XXXX	XXXX	XXXX	0.11	XXXX	XXXX	XXXX	XXXX	XXXX
Crit Moves:	****						****					
Delay/Veh:	8.2	8.2	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	8.2			XXXXXX			8.0			XXXXXX		
Delay Adj:	1.00			XXXXXX			1.00			XXXXXX		
ApprAdjDel:	8.2			XXXXXX			8.0			XXXXXX		
LOS by Appr:	A			*			A			*		

Level Of Service Computation Report

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

Intersection #4 Irving Pl/Braddock Dr [Existing Baseline - AM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
 Optimal Cycle: 0 Level Of Service: B

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

Volume Module:

Base Vol:	138	310	0	0	0	0	168	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	310	0	0	0	0	168	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	310	0	0	0	0	168	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	310	0	0	0	0	168	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	310	0	0	0	0	168	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	249	559	0	0	0	0	668	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.56	0.56	XXXX	XXXX	XXXX	XXXX	0.25	XXXX	XXXX	XXXX	XXXX	XXXX
Crit Moves:	****			****			****			****		
Delay/Veh:	12.5	12.5	0.0	0.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	0.0	0.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	B	*	*	*	*	A	*	*	*	*	*
ApproachDel:	12.5			XXXXXX			9.7			XXXXXX		
Delay Adj:	1.00			XXXXXX			1.00			XXXXXX		
ApprAdjDel:	12.5			XXXXXX			9.7			XXXXXX		
LOS by Appr:	B			*			A			*		

APPENDIX E

Cumulative (2008) Base Conditions

APPENDIX E
RELATED PROJECTS TRIP GENERATION RATES [1]

Trip Rates [1]	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Mini-Warehouse (ITE Land Use 151)	per 1,000 s.f.	2.50	59%	41%	0.15	51%	49%	0.26
Apartment (ITE Land Use 220)	per d.u.	6.72	20%	80%	0.51	65%	35%	0.62
Condominium (ITE Land Use 230)	per d.u.	5.86	17%	83%	0.44	67%	33%	0.52
Hotel (ITE Land Use 310)	per room	8.17	61%	39%	0.56	53%	47%	0.59
County Park (ITE Land Use 412)	per acre	2.28	80%	20%	0.01	41%	59%	0.06
Regional Park (ITE Land Use 417)	per acre	4.57	45%	55%	0.20	44%	56%	0.24
Theater (ITE Land Use 444)	per seat	1.76	50%	50%	0.01	39%	61%	0.07
Recreational Community Center (ITE Land Use 495)	per 1,000 s.f.	22.88	61%	39%	1.62	29%	71%	1.64
Private School K-12 (ITE Land Use 536)	per student	2.48	61%	39%	0.79	n/a	n/a	n/a
Clinic (ITE Land Use 630)	per 1,000 s.f.	31.45	n/a	n/a	n/a	50%	50%	5.18
General Office (ITE Land Use 710)	per 1,000 s.f.	11.01	88%	12%	1.55	17%	83%	1.49
Government Office Building (ITE Land Use 730)	per 1,000 s.f.	68.93	84%	16%	5.88	31%	69%	1.21
Retail (ITE Land Use 820)	per 1,000 s.f.	42.94	61%	39%	1.03	48%	52%	3.75
Restaurant (ITE Land Use 931)	per 1,000 s.f.	89.95	50%	50%	0.81	67%	33%	7.49
Auto Care Center (ITE Land Use 942)	per 1,000 s.f.	n/a	65%	35%	2.94	50%	50%	3.38
Gas Station (ITE Land Use 945)	per 1,000 s.f.	n/a	51%	49%	77.68	50%	50%	96.37

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

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: LAFAYETTE PLACE									
East/West Street: CULVER BOULEVARD									
Scenario: CUMULATIVE (2008) BASE CONDITIONS									
Thru Lane: 1600 vph		N-S Split Phase : N E-W Split Phase : N Lost Time (% of cycle) : 10							
Left-Turn Lane: 1600 vph									
Dual LT Penalty: 10 %									
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000		
	TH	0.00	0	0	0.000 *	N-S(2):	0.043 *		
	LT	0.00	0	0	0.000	E-W(1):	0.377 *		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.314		
	TH	2.00	1,004	3,200	0.314	V/C:	0.420		
	LT	1.00	49	1,600	0.031 *	Lost Time:	0.100		
Northbound	RT	0.46	31	729	0.000				
	TH	0.00	0	0	0.000				
	LT	0.54	37	871	0.043 *				
Eastbound	RT	0.00	57	0	0.000				
	TH	2.00	1,049	3,200	0.346 *	ICU:	0.520		
	LT	0.00	0	0	0.000	LOS:	A		
Peak Period: PM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000		
	TH	0.00	0	0	0.000 *	N-S(2):	0.033 *		
	LT	0.00	0	0	0.000	E-W(1):	0.395 *		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.304		
	TH	2.00	972	3,200	0.304	V/C:	0.428		
	LT	1.00	37	1,600	0.023 *	Lost Time:	0.100		
Northbound	RT	0.49	26	785	0.000				
	TH	0.00	0	0	0.000				
	LT	0.51	27	815	0.033 *				
Eastbound	RT	0.00	32	0	0.000				
	TH	2.00	1,157	3,200	0.372 *	ICU:	0.528		
	LT	0.00	0	0	0.000	LOS:	A		

• = Critical Movement

* = Critical Movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 Lafayette Pl/Braddock Dr [Cumulative (2008) Base - AM]

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[12.9]

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

Volume Module:

Base Vol:	37	62	18	9	78	27	20	134	35	12	125	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	62	18	9	78	27	20	134	35	12	125	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	62	18	9	78	27	20	134	35	12	125	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	62	18	9	78	27	20	134	35	12	125	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX

Capacity Module:

Cnflct Vol:	395	344	152	382	360	127	128	XXXX	XXXXX	169	XXXX	XXXXX
Potent Cap.:	569	582	900	580	570	929	1470	XXXX	XXXXX	1421	XXXX	XXXXX
Move Cap.:	485	569	900	512	558	929	1470	XXXX	XXXXX	1421	XXXX	XXXXX
Volume/Cap:	0.08	0.11	0.02	0.02	0.14	0.03	0.01	XXXX	XXXX	0.01	XXXX	XXXX

Level Of Service Module:

Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.0	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.5	XXXX	XXXXX	7.6	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	XXXX	570	XXXXX	XXXX	611	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.8	XXXXX	XXXXX	0.7	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	XXXXX	12.9	XXXXX	XXXXX	12.2	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.9			12.2			XXXXXX			XXXXXX		
ApproachLOS:	B			B			*			*		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Lafayette Pl/Braddock Dr [Cumulative (2008) Base - PM]
*****Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[10.8]

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

Volume Module:

Base Vol:	52	18	6	10	59	16	15	69	80	4	29	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	18	6	10	59	16	15	69	80	4	29	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	18	6	10	59	16	15	69	80	4	29	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	52	18	6	10	59	16	15	69	80	4	29	5

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	216	181	109	191	219	32	34	xxxx	xxxxx	149	xxxx	xxxxx
Potent Cap.:	745	717	950	774	683	1048	1591	xxxx	xxxxx	1445	xxxx	xxxxx
Move Cap.:	678	708	950	747	675	1048	1591	xxxx	xxxxx	1445	xxxx	xxxxx
Volume/Cap:	0.08	0.03	0.01	0.01	0.09	0.02	0.01	xxxx	xxxxx	0.00	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.3	xxxx	xxxxxx	7.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	701	xxxxxx	xxxx	732	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.4	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	10.8	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.8			10.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Peak Period:	Thru Lane:	Left-Turn Lane:	Dual LT Penalty:	N-S Split Phase:	E-W Split Phase:	Lost Time [% of cycle]:	N	N	N
AM PEAK HOUR	1600 vph	1600 vph	10 %				10	10	10

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.054
	TH	1.00	59	1,600	0.053 *	N-S(2): 0.086 *
	LT	0.00	10	1,600	0.006	E-W(1): 0.106 *
Westbound	RT	0.00	5	0	0.000	E-W(2): 0.033
	TH	1.00	29	1,600	0.024	V/C: 0.192
	LT	0.00	4	1,600	0.003 *	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	ICU: 0.292
	TH	1.00	18	1,600	0.048	
	LT	0.00	52	1,600	0.033 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.292
	TH	1.00	69	1,600	0.103 *	
	LT	0.00	15	1,600	0.000	

= Critical Movement

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: IRVING PLACE									
East/West Street: CULVER BOULEVARD									
Scenario: CUMULATIVE (2008) BASE CONDITIONS									
Thru Lane: 1600 vph		N-S Split Phase : N							
Left-Turn Lane: 1600 vph		E-W Split Phase : N							
Dual LT Penalty: 10 %		Lost Time (% of cycle) : 10							
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.101 *			
	TH	0.00	0	0	0.000	N-S(2): 0.077			
	LT	0.00	0	0	0.000 *	E-W(1): 0.424 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.353			
	TH	3.00	1,695	4,800	0.353	V/C: 0.525			
	LT	1.00	69	1,600	0.043 *	Lost Time: 0.100			
Northbound	RT	1.00	231	1,600	0.101 *				
	TH	0.00	0	0	0.000				
	LT	1.00	123	1,600	0.077				
Eastbound	RT	0.00	64	0	0.000				
	TH	3.00	1,767	4,800	0.381 *				
	LT	0.00	0	0	0.000	LOS: B			
Peak Period: PM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.029			
	TH	0.00	0	0	0.000 *	N-S(2): 0.054 *			
	LT	0.00	0	0	0.000	E-W(1): 0.478 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.323			
	TH	3.00	1,552	4,800	0.323	V/C: 0.532			
	LT	1.00	64	1,600	0.040 *	Lost Time: 0.100			
Northbound	RT	1.00	110	1,600	0.029				
	TH	0.00	0	0	0.000				
	LT	1.00	86	1,600	0.054 *				
Eastbound	RT	0.00	49	0	0.000				
	TH	3.00	2,055	4,800	0.438 *	LOS: B			
	LT	0.00	0	0	0.000				
* = Critical Movement									

* = Critical Movement

Level Of Service Computation Report

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

Intersection #4 Irving Pl/Braddock Dr [Cumulative (2008) Base - AM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
 Optimal Cycle: 0 Level Of Service: B

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

Volume Module:

Base Vol:	141	317	0	0	0	0	170	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	317	0	0	0	0	170	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	317	0	0	0	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	317	0	0	0	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	317	0	0	0	0	170	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	248	558	0	0	0	0	664	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.57	0.57	XXXX	XXXX	XXXX	XXXX	0.26	XXXX	XXXX	XXXX	XXXX	XXXX
Crit Moves:	****						****					
Delay/Veh:	12.8	12.8	0.0	0.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	0.0	0.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	B	*	*	*	*	A	*	*	*	*	*
ApproachDel:	12.8			XXXXXX			9.7			XXXXXX		
Delay Adj:	1.00			XXXXXX			1.00			XXXXXX		
ApprAdjDel:	12.8			XXXXXX			9.7			XXXXXX		
LOS by Appr:	B			*			A			*		

Level Of Service Computation Report

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

Intersection #41 Irving Pl/Braddock Dr [Cumulative (2008) Base - PM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.216
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	38	147	0	0	0	0	86	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	147	0	0	0	0	86	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	147	0	0	0	0	86	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	147	0	0	0	0	86	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	147	0	0	0	0	86	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	176	681	0	0	0	0	778	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	XXXX	XXXX	XXXX	XXXX	0.11	XXXX	XXXX	XXXX	XXXX	XXXX
Crit Moves:	****											
Delay/Veh:	8.2	8.2	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	8.2	XXXXXX					8.0	XXXXXX				
Delay Adj:	1.00	XXXXXX					1.00	XXXXXX				
ApprAdjDel:	8.2	XXXXXX					8.0	XXXXXX				
LOS by Appr:	A	*					A	*				

Project:	4043 IRVING PLACE MIXED-USE PROJECT
North/South Street:	IRVING PLACE
East/West Street:	BRADDOCK DRIVE
Scenario:	CUMULATIVE (2008) BASE CONDITIONS

PEAK PERIOD		AM PEAK HOUR	
Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Approach	Movement	Lanes	Volume	Capacity	V/C	ICJ ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.286 *
	TH	0.00	0	0	0.000	N-S(2): 0.088
	LT	0.00	0	0	0.000 *	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	317	0	0.000	V/C: 0.392
	LT	0.00	141	1,600	0.286 *	Lost Time: 0.100
Eastbound	RT	0.00	0	0	0.088	
	TH	0.00	0	0	0.000	
	LT	1.00	170	1,600	0.106 *	ICJ: 0.492
Peak Period: PM PEAK HOUR						LOS: A

Approach	Movement	Lanes	Volume	Capacity	V/C	ICL ANALYSIS
Southbound	RT	0.00	0			
	TH	0.00	0	0	0.000	N-S(1): 0.116 *
	LT	0.00	0	0	0.000	N-S(2): 0.024
Westbound	RT	0.00	0	0	0.000 *	E-W(1): 0.000
	TH	0.00	0	0	0.000 *	E-W(2): 0.054 *
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	V/C: 0.170
	TH	1.00	147		0.000	Lost Time: 0.100
	LT	0.00	38	1,600	0.116 *	
Eastbound	RT	0.00		1,600	0.024	
	TH	0.00	0	0	0.000	
	LT	1.00	86	1,600	0.000	ICL: 0.270
						LOS: A

= Critical Movement

* = Critical Movement

APPENDIX F

Cumulative (2008) Plus Project Conditions

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: LAFAYETTE PLACE									
East/West Street: CULVER BOULEVARD									
Scenario: CUMULATIVE (2008) PLUS PROJECT CONDITIONS									
Thru Lane: 1600 vph		N-S Split Phase : N E-W Split Phase : N Lost Time (% of cycle) : 10							
Left-Turn Lane: 1600 vph									
Dual LT Penalty: 10 %									
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000		
	TH	0.00	0	0	0.000 *	N-S(2):	0.043 *		
	LT	0.00	0	0	0.000	E-W(1):	0.378 *		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.315		
	TH	2.00	1,009	3,200	0.000				
	LT	1.00	51	1,600	0.032 *				
Northbound	RT	0.46	31	729	0.000				
	TH	0.00	0	0	0.000	V/C:	0.421		
	LT	0.54	37	871	0.000	Lost Time:	0.100		
Eastbound	RT	0.00	59	0	0.043 *				
	TH	2.00	1,049	3,200	0.000	ICU:	0.521		
	LT	0.00	0	0	0.346 *	LOS:	A		
Peak Period: PM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.000		
	TH	0.00	0	0	0.000 *	N-S(2):	0.033 *		
	LT	0.00	0	0	0.000	E-W(1):	0.399 *		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.305		
	TH	2.00	976	3,200	0.000				
	LT	1.00	41	1,600	0.305				
Northbound	RT	0.49	26	785	0.026 *				
	TH	0.00	0	0	0.000	V/C:	0.432		
	LT	0.51	27	815	0.000	Lost Time:	0.100		
Eastbound	RT	0.00	35	0	0.033 *				
	TH	2.00	1,157	3,200	0.000	ICU:	0.532		
	LT	0.00	0	0	0.373 *	LOS:	A		
* = Critical Movement									

* = Critical Movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lafayette Pl/Braddock Dr [Cumulative (2008) Plus Project - AM]
*****Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[13.0]

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

Volume Module:

Base Vol:	37	62	18	13	78	27	20	135	35	12	125	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	62	18	13	78	27	20	135	35	12	125	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	62	18	13	78	27	20	135	35	12	125	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	37	62	18	13	78	27	20	135	35	12	125	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX

Capacity Module:

Cnflct Vol:	396	345	153	383	361	127	128	XXXX	XXXXX	170	XXXX	XXXXX
Potent Cap.:	568	582	899	579	570	929	1470	XXXX	XXXXX	1420	XXXX	XXXXX
Move Cap.:	484	569	899	511	557	929	1470	XXXX	XXXXX	1420	XXXX	XXXXX
Volume/Cap:	0.08	0.11	0.02	0.03	0.14	0.03	0.01	XXXX	XXXX	0.01	XXXX	XXXX

Level Of Service Module:

Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.0	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.5	XXXX	XXXXX	7.6	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	XXXX	569	XXXXX	XXXX	607	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.8	XXXXX	XXXXX	0.7	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	XXXXX	13.0	XXXXX	XXXXX	12.4	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.0			12.4			XXXXXX			XXXXXX		
ApproachLOS:	B			B			*			*		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #21 Lafayette Pl/Braddock Dr [Cumulative (2008) Plus Project - PM]

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[10.8]

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

Volume Module:

Base Vol:	52	18	6	17	59	16	15	71	80	4	29	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	18	6	17	59	16	15	71	80	4	29	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	18	6	17	59	16	15	71	80	4	29	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	52	18	6	17	59	16	15	71	80	4	29	5

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	218	183	111	193	221	32	34	xxxx	xxxxx	151	xxxx	xxxxx
Potent Cap.:	743	715	948	772	681	1048	1591	xxxx	xxxxx	1442	xxxx	xxxxx
Move Cap.:	676	706	948	745	673	1048	1591	xxxx	xxxxx	1442	xxxx	xxxxx
Volume/Cap:	0.08	0.03	0.01	0.02	0.09	0.02	0.01	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	699	xxxxx	xxxx	732	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.8	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.8			10.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Project: 4043 IRVING PLACE MIXED-USE PROJECT

North/South Street: LAFAYETTE PLACE
East/West Street: BRADDOCK DRIVE

Scenario: CUMULATIVE (2008) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase:	N
Left-Turn Lane:	1600 vph	E-W Split Phase:	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10
Peak Period:	AM PEAK HOUR		

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	27	0	0.000	N-S(1): 0.081
	TH	1.00	78	1,600	0.074 *	N-S(2): 0.097 *
	LT	0.00	13	1,600	0.008	E-W(1): 0.127 *
Westbound	RT	0.00	3	0	0.000	E-W(2): 0.101
	TH	1.00	125	1,600	0.088	
	LT	0.00	12	1,600	0.008 *	
Northbound	RT	0.00	18	0	0.000	V/C: 0.224
	TH	1.00	62	1,600	0.073	Lost Time: 0.100
	LT	0.00	37	1,600	0.023 *	
Eastbound	RT	0.00	35	0	0.000	
	TH	1.00	135	1,600	0.119 *	ICU: 0.324
	LT	0.00	20	1,600	0.013	LOS: A
Peak Period:	PM PEAK HOUR					

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.059
	TH	1.00	59	1,600	0.058 *	N-S(2): 0.091 *
	LT	0.00	17	1,600	0.011	E-W(1): 0.107 *
Westbound	RT	0.00	5	0	0.000	E-W(2): 0.033
	TH	1.00	29	1,600	0.024	
	LT	0.00	4	1,600	0.003 *	V/C: 0.198
Northbound	RT	0.00	6	0	0.000	Lost Time: 0.100
	TH	1.00	18	1,600	0.048	
	LT	0.00	52	1,600	0.033 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.298
	TH	1.00	71	1,600	0.104 *	
	LT	0.00	15	1,600	0.009	LOS: A

* = Critical Movement

Project: 4043 IRVING PLACE MIXED-USE PROJECT
 North/South Street: IRVING PLACE
 East/West Street: CULVER BOULEVARD
 Scenario: CUMULATIVE (2008) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph
 Left-Turn Lane: 1600 vph
 Dual LT Penalty: 10 %
 Peak Period: AM PEAK HOUR
 N-S Split Phase: N
 E-W Split Phase: N
 Lost Time (% of cycle): 10

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.104 *
	TH	0.00	0	0	0.000	N-S(2): 0.081
	LT	0.00	0	0	0.000 *	E-W(1): 0.424 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.354
	TH	3.00	1,697	4,800	0.354	V/C: 0.528
	LT	1.00	69	1,600	0.043 *	Lost Time: 0.100
Northbound	RT	1.00	235	1,600	0.104 *	
	TH	0.00	0	0	0.000	
	LT	1.00	129	1,600	0.081	
Eastbound	RT	0.00	64	0	0.000	
	TH	3.00	1,767	4,800	0.381 *	
	LT	0.00	0	0	0.000	ICU: 0.628
Peak Period: PM PEAK HOUR						LOS: B

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.031
	TH	0.00	0	0	0.000 *	N-S(2): 0.057 *
	LT	0.00	0	0	0.000	E-W(1): 0.478 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.324
	TH	3.00	1,556	4,800	0.324	V/C: 0.535
	LT	1.00	64	1,600	0.040 *	Lost Time: 0.100
Northbound	RT	1.00	114	1,600	0.031	
	TH	0.00	0	0	0.000	
	LT	1.00	91	1,600	0.057 *	
Eastbound	RT	0.00	49	0	0.000	
	TH	3.00	2,055	4,800	0.438 *	ICU: 0.635
	LT	0.00	0	0	0.000	LOS: B

* = Critical Movement

Level Of Service Computation Report

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

Intersection #4 Irving Pl/Braddock Dr [Cumulative (2008) Plus Project - AM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
 Optimal Cycle: 0 Level Of Service: B

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

Volume Module:

Base Vol:	141	318	0	0	0	0	175	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	318	0	0	0	0	175	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	318	0	0	0	0	175	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	318	0	0	0	0	175	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	318	0	0	0	0	175	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	247	557	0	0	0	0	664	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.57	0.57	XXXX	XXXX	XXXX	XXXX	0.26	XXXX	XXXX	XXXX	XXXX	XXXX
Crit Moves:	****			****			****					
Delay/Veh:	12.9	12.9	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	B	*	*	*	*	A	*	*	*	*	*
ApproachDel:	12.9			XXXXXX			9.8			XXXXXX		
Delay Adj:	1.00			XXXXXX			1.00			XXXXXX		
ApprAdjDel:	12.9			XXXXXX			9.8			XXXXXX		
LOS by Appr:	B			*			A			*		

Level Of Service Computation Report

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

 Intersection #41 Irving Pl/Braddock Dr [Cumulative (2008) Plus Project - PM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.218
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	38	148	0	0	0	0	95	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	148	0	0	0	0	95	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	148	0	0	0	0	95	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	148	0	0	0	0	95	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	148	0	0	0	0	95	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	174	679	0	0	0	0	776	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****											
Delay/Veh:	8.3	8.3	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	8.3	xxxxxx					8.1	xxxxxx				
Delay Adj:	1.00	xxxxxx					1.00	xxxxxx				
ApprAdjDel:	8.3	xxxxxx					8.1	xxxxxx				
LOS by Appr:	A	*					A	*				

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: IRVING PLACE									
East/West Street: BRADDOCK DRIVE									
Scenario: CUMULATIVE (2008) PLUS PROJECT CONDITIONS									
Thru Lane: 1600 vph		N-S Split Phase : N							
Left-Turn Lane: 1600 vph									
Dual LT Penalty: 10 %		E-W Split Phase : N							
Peak Period: AM PEAK HOUR		Lost Time (% of cycle) : 10							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.287 *		
	TH	0.00	0	0	0.000	N-S(2):	0.088		
	LT	0.00	0	0	0.000 *	E-W(1):	0.000		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.109 *		
	TH	0.00	0	0	0.000 *				
	LT	0.00	0	0	0.000 *				
Northbound	RT	0.00	0	0	0.000	V/C:	0.396		
	TH	1.00	318	1,600	0.287 *	Lost Time:	0.100		
	LT	0.00	141	1,600	0.088				
Eastbound	RT	0.00	0	0	0.000				
	TH	0.00	0	0	0.000	ICU:	0.496		
	LT	1.00	175	1,600	0.109 *	LOS:	A		
Peak Period: PM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.116 *		
	TH	0.00	0	0	0.000	N-S(2):	0.024		
	LT	0.00	0	0	0.000 *	E-W(1):	0.000		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.059 *		
	TH	0.00	0	0	0.000 *				
	LT	0.00	0	0	0.000 *				
Northbound	RT	0.00	0	0	0.000	V/C:	0.175		
	TH	1.00	148	1,600	0.116 *	Lost Time:	0.100		
	LT	0.00	38	1,600	0.024				
Eastbound	RT	0.00	0	0	0.000				
	TH	0.00	0	0	0.000	ICU:	0.275		
	LT	1.00	95	1,600	0.059 *	LOS:	A		

* = Critical Movement

* = Critical Movement

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REPORT

PRELIMINARY SOIL INVESTIGATION

Proposed Apartment Complex
Lots 3, 20 and 21, Block 21, Track No. 1775
4043 Irving Place
Culver City, California

for

Metro Real Estates & Development
10866 Washington Boulevard, #512
Culver City, California 90232

JS Egan Design Inc.
Architect

Project No. HA-5887-1
April 17, 2007

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HU ASSOCIATES, INC.

GEOTECHNICAL / ENVIRONMENTAL ENGINEERING CONSULTANTS

11955 RIVERA ROAD • SANTA FE SPRINGS, CA 90670-2209 • TELEPHONE (562) 696-6062 (562) 693-6114 FAX (562) 698-5771

April 17, 2007
HA-5887-1

Metro Real Estates & Development
10866 Washington Boulevard, #512
Culver City, California 90232

Attention: Mr. Sal Gonzales

SUBJECT: PRELIMINARY SOIL INVESTIGATION
Proposed Apartment Complex
Lots 3, 20, and 21, Block 21, Tract No. 1775
4043 Irving Place
Culver City, California

Gentlemen:

In accordance with our proposal of February 28, 2007, we have conducted a preliminary soil investigation for the proposed apartment complex to be located at 4043 Irving Place, in the Culver City, County of Los Angeles, California.

Based on the findings and observations of this investigation, it is concluded that the proposed development at the subject property for the intended use is feasible from the geotechnical engineering viewpoint, provided the specific recommendations set forth herein are followed. The proposed structure may be supported by conventional spread footings rested on competent undisturbed natural soil at the proposed subterranean garage level.

The accompanying report represents relevant conclusions and recommendations for the preliminary planning and foundation designs.

We thank you for entrusting us to undertake this investigation and look forward to future association. If any questions arise concerning the interpretation of the report, please do not hesitate to call.

Very truly yours,
HU ASSOCIATES, INC.


Richard E. Hu, Ph.D.
President
REH/ps

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REPORT
PRELIMINARY SOIL INVESTIGATION
PROPOSED APARTMENT COMPLEX
LOTS 3, 20 AND 21, BLOCK 21, TRACT NO. 1775
4043 IRVING PLACE
CULVER CITY, CALIFORNIA
FOR
METRO REAL ESTATES & DEVELOPMENT

INTRODUCTION

The following report presents the results of a preliminary soil investigation conducted in the area of the proposed apartment complex to be located at 4043 Irving Place, in the Culver City, County of Los Angeles, California. The location of the site relative to surrounding streets and landmarks is shown on Plate 1, Vicinity Map.

The purpose of this investigation was to obtain the geotechnical engineering properties of the subsurface soils at the subject site on which to base conclusions and recommendations for foundations support and other geotechnical matters pertinent to the proposed construction. Implementation of the recommendations made in this report is intended to reduce certain risks associated with construction projects. The scope of this investigation does not include the work related in any way to identify asbestos and/or hazardous waste material.

This report has been prepared for use in design of the described project. It may not contain sufficient information for other purposes. Our professional services have been performed in accordance with generally accepted engineering procedures under similar circumstances. No other warranty, expressed or implied, is made as to the professional advice included in this report.

PROPOSED DEVELOPMENT

It is understood that the subject properties will be utilized for the development of a 31-unit apartment complex at the location shown on Plate 2. The proposed structure will be three-story wood frame over a subterranean parking garage, constructed of masonry walls with slab on grade.

The finish grade of the proposed subterranean garage floor will be at approximately 10 feet below the existing ground surface. Thus, cut on the order of 12 feet including footings will be required for constructing the proposed subterranean garage. Based on the current design plan available to us, the proposed garage walls will be located right on the property lines in all directions. No detailed grading plan and design loads are available at the time of this investigation.

FIELD EXPLORATIONS AND LABORATORY TESTING

Field explorations were performed to establish the geotechnical conditions of the site. Five (5) test borings were excavated at the locations shown on Plate 2. The explorations were logged by our field engineer and relatively undisturbed samples were obtained for laboratory testing and inspection. A detailed description of the exploration procedures and the logs of test borings are presented in the Appendix.

Laboratory tests were performed to evaluate static soil properties. A description of the test procedures and the test results are also presented in the Appendix.

SITE CONDITIONS

The subject property is located on the south side of Irving Place, north side of La Fayette Place, between Culver Boulevard and Braddock Drive, in the Culver City, County of Los Angeles, California.

The site is bordered by a fire department building and a parking lot on the west side, by one- and two-story apartments and houses on the east side and by La Fayette Place to the south.

The site consists of three relatively level, rectangular-shaped residential lots that measured approximately 50 feet wide by 160 feet deep in plan dimensions for each lot. At the time of this investigation, the site was vacant of structures and was utilized as a parking lot. No surface vegetation was observed at the site.

SUBSURFACE CONDITIONS

Soil Conditions

In general, the natural soils disclosed in the test borings consist of stiff to very stiff, very fine to fine sandy, silty clay with occasional rock fragments to depths of 6 to 9 feet, underlain by dense to very dense, very fine to coarse, silty to slightly silty, very gravelly sand with pebbles to depths of 10 to 16 feet, underlain in turn by the alternating layers of firm, very fine sandy, slightly clayey to very clayey silt and medium dense to very dense, fine to coarse, slightly silty to clean, gravelly sand to the depths explored of 30 to 51 feet in Test Boring Nos. 2, 3, 4, and 5, and to a depth of 45 feet in Test Boring No. 1. Below this in Test Boring No. 1 is dense, fine, silty sand to a depth of 50 feet, followed by firm, very fine to fine sandy silt to the depth explored of 51 feet.

Fill was also encountered in all test borings to depths of 2 to 3 feet. It consists of medium dense to dense, very fine-to-fine, silty, slightly clayey sand and stiff, very fine to fine sandy, silty clay.

Groundwater

Groundwater was encountered at a depth of 39 feet in Test Boring No. 1, and at a depth of 38 feet in Test Boring No. 2. Water level readings have been made in the drill holes at times and under conditions stated on the boring logs. This data has been reviewed and interpretation made in the text of this report. However, it must be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time measurements were made and reported herein.

According to the report published by the State of California, Department of Conservation, Division of Mines and Geology, Open-File Report 98-14, Seismic Hazard Evaluation of the Beverly Hills Quad (Plate 1.2, OFR 98-14), the historically highest groundwater table in the vicinity of the site is at 20 feet below the ground surface. A copy of the historically highest groundwater contours map is shown on Plate 3.

EARTHQUAKE HAZARDS

Seismicity

The subject property lies within the seismically active southern California region. As with all sites in southern California, the property will probably experience ground shaking from both near and distant earthquake sources during the life of the proposed structure. The type and magnitude of seismic hazard affecting the site are dependent on the distance of causative faults and the intensity and magnitude of the seismic event.

Surface Rupture

The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. No faults, active or potentially active, are known to exist within the site. The probability of surface rupture at the site is, therefore, considered very low.

Ground Shaking

Based on "Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada" by California Department of Conservation, the closest fault zone to the site is the Newport-Inglewood Fault Zone located at approximately 2.4 km to the northeast of the site. It is our opinion that the intensity of future ground shaking at the site is not expected to be greater than any other sites in the immediate vicinity. The proposed structures shall be designed in accordance with the Earthquake Regulations of the Uniform Building Code and the seismic design parameters provided in the other section of this report.

Soil Liquefaction Evaluation

The site is located in the area as delineated by the State Geologist to have potential of soil liquefaction during strong earthquakes.

Earthquake-induced liquefaction is a phenomenon in which loose to medium dense saturated cohesionless soils undergo extreme losses in shear strength due to earthquake shaking. The liquefaction potential is directly related to the groundwater conditions at the site, as well as to the characteristics of the underlying soil deposits. Loose to medium dense sands below groundwater level are generally considered to be susceptible to liquefaction under strong ground shaking conditions.

Past data show that uniformly graded cohesionless soils are most susceptible to liquefaction and this type of soil is most easily characterized by the grain size distribution or fines content. Cohesive soils having clay content over 15 percent are not considered prone to soil liquefaction (SP 117, Page 2 of Chapter 6). Thus grain size analysis was performed on representative samples taken from the test boring. The tests are performed in accordance with the ASTM D-422 laboratory test procedures. Results of the grain size distribution analysis defining percent of fines content and clay contents are presented on Plates A-17 through A-22.

The seismic design parameters used in the liquefaction analysis depend largely upon the source of information available at the time the analysis is performed and not all information sources available agree on all items due to the "state of the art" at the present time. Based on the report published by the State of California, Department of Conservation, Division of Mines and Geology, Open-File Report 98-14, "Seismic Hazard Evaluation of the Beverly Hills Quad (Figures 3.3 and 3.4, OFR 98-14)", the predominant earthquake magnitude contributed most to the hazard at 10% probability of exceedance in 50 years at the site is 6.7 and a peak ground acceleration at 10 % probability of exceedance in 50 years at the site is 0.47g.

Per the State of California Seismic Hazard zone Map, Beverly Hills Quadrangle (Plate 1.2, OFR 98-14), the historically highest groundwater table in the vicinity of the site is at approximately 20 feet below ground surface. Although groundwater was encountered at a depth of 39 feet in Test Boring No.1 and 38 feet in Test Boring No.2, the calculations for liquefaction potential were performed for the soils below a historically highest groundwater table in accordance with the method outlined by the State of California Division of Mines and Geology "Special Publication 117" dated 1997 and "Recommended Procedure for Implementation of DMG Special Publication 117" dated March 1999 using a historically highest groundwater table of 20 feet. A summary of calculations is presented in Tables One and Two.

The results of soil liquefaction calculations presented on Tables One and Two indicate that the onsite subsurface soil layers are considered non-liquefiable due to high fine or clay content and high SPT blow counts.

CONCLUSIONS AND RECOMMENDATIONS

General

Based on an evaluation of the site conditions and findings of this investigation, it is concluded that the subject properties are suitable for the proposed development from a geotechnical engineering viewpoint provided the following conclusions and recommendations are

incorporated into design criteria and project specifications and are implemented during construction.

Conventional spread footings rested on competent undisturbed natural soils at the subterranean garage level will provide adequate support for the proposed structure.

Due to relatively sandy nature of the onsite soil below depths of 6 to 7 feet and the proximity location of the adjacent buildings, it is anticipated that shoring with lagging will be required for temporary basement excavation during construction. Please refer to 'Excavation' sections of this report for detail specifications

Site Preparation

General

Precautions should be taken during the performance of all work under the following sections, especially if construction is performed during the rainy season of approximately October 15 to April 15. Protection should be provided to the work site, particularly excavated areas, from flooding, ponding, and inundation due to poor or improper temporary surface drainage.

During periods of impending inclement weather, temporary provisions should be made to adequately direct surface drainage, from all sources, away from and off the work site and to provide adequate pumps and sumps to handle any flow into the excavations.

Site Clearing

Clearing and grubbing should consist of the removal of vegetation such as brush, grass, woods, stumps, trees, roots of trees and otherwise deleterious natural materials from the areas to be graded. Clearing and grubbing should extend to the outside of all proposed excavation and fill areas.

Debris generated during clearing, grubbing and/or demolition operations should be wasted from areas to be graded and disposed of off-site. During site grading, laborers should clear any roots, tree branches, and other deleterious materials missed during clearing and grubbing operations from all areas to receive fill.

The depths of excavation should be reviewed by the Soils Engineer during actual construction. Any surface or subsurface obstructions, or questionable material, encountered during grading should be brought immediately to the attention of the Soils Engineer for proper exposure, removal or processing as directed. No underground obstructions or facilities should remain in any structural areas.

Fill Placement

All new fill shall be brought to near optimum moisture, placed in layers not exceeding 8 inches thick, and compacted to at least 90 percent of the maximum laboratory density.

Compaction characteristics of all fill soils shall be determined by ASTM D-1557-02 standard. The field density and degree of compaction shall be determined by ASTM D-1556, or by other ASTM standard methods that are acceptable to the governing public agency.

Seismic Design Parameters

Based on the results of this preliminary soil investigation and in accordance with Chapter 16, Division IV of the 1997 Uniform Building Code, the following seismic data are applicable to the subject site.

Seismic Zone Factor, Z	0.4
Soil Profile Type	S _D
Seismic Source Type (Newport-Inglewood Fault)	B
Near-Source Factor, N _a	1.26
Near-Source Factor, N _v	1.55
Seismic Coefficient, C _a	0.55
Seismic Coefficient, C _v	0.99

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Earthquake Induced Hazards

Liquefaction Induced Settlement

The results of liquefaction analyses indicate that the onsite subsurface soil layers are considered non-liquefiable due to high fine or clay content and high SPT blow counts.

Liquefaction Induced Settlement Due to Sand Boil

One of the possible hazards due to soil liquefaction is the formation of "sand boils". Due to the relatively thin and weak surface soil layer, the liquefied sand could push its way to the ground surface. Movement of sand from beneath shallow footings could result in a large settlement, which would cause the building to settlement and/or tilt.

At the subject site, the potential for liquefaction-induced damage at the ground surface due to sand boils or ground rupture is considered very low.

Liquefaction Induced Settlement Due to Lateral Spreading

Another possible hazard due to liquefaction is lateral spreading. Seismically triggered lateral spreading is a common expression of the phenomenon of liquefaction. When the sandy soils liquefy, the upper soil mass would tend to move toward a "free face" such as a slope or a lower ground. Lateral spreading would generally cause ground cracking and subsidence, or as an extreme, portion of the soil mass above the liquefied sand could slide into the low area. The horizontal and vertical movements associated with lateral spreading could result in severe damage to structures founded on or above the liquefied layer. Since the topography of the subject site and surrounding area is relatively flat, the possibility of lateral spreading caused by soil liquefaction at the site is remote.

Earthquake-Induced Flooding

This is flooding caused by failure of dams or other water-retaining structures up gradient of the site as a result of an earthquake. Review of the area adjacent to the site indicates that there are no significant up-gradient lakes or reservoirs with the potential of flooding the site.

Foundation Recommendations

Allowable Bearing Value

An allowable bearing value of 2200 pounds per square foot is recommended for spread footings of at least 18 inches in width, placed at a depth of at least 1.5 feet below the lowest adjacent finish grade, rested on undisturbed natural soils at the proposed subterranean garage level. This value may be increased by 200 pounds per square foot for each additional foot in width and 250 pounds per square foot for each additional foot in depth over the minimum, to a maximum of 3000 pounds per square foot.

The bearing value is for dead plus live load and may be increased by one-third for momentary wind or seismic loads.

Footing Settlement

Maximum ultimate settlement of footings up to 4 feet wide continuous and 6 feet square under the recommended bearing pressure is not expected to exceed one inch. Differential settlement between adjacent footings is not expected to exceed 1/4 of an inch within a span of 40 feet. Settlement will be approximately in direct proportion to the width of the footings and actual applied load.

Footing Reinforcement

Continuous footings should be reinforced with at least four No. 4 bars, two near the top and two near the bottom of the footings. Reinforcement of isolated footings shall be utilized as deemed necessary by the Structural Engineer for the project. This reinforcement is based on soil characteristics and is not intended to be in lieu of reinforcement necessary to satisfy structural considerations.

Footing Inspections

All foundation excavations should be inspected and approved by the Soils Engineer prior to placement of forms, reinforcement or concrete. The excavations should be trimmed neat, level and square. All loose, sloughed and moisture softened materials should be removed prior to the placement of concrete.

Footings should be located below a line measured upward at a 45-degree angle from the bottom of the adjacent footings or utility trench, unless review and approved by the Soils Engineer.

Materials from footings excavations should not be spread in slab-on-grade areas unless they are compacted and tested.

Lateral Design

An allowable lateral bearing value against the sides of footings of 250 pounds per square foot per foot of depth, to a maximum of 2500 pounds per square foot, may be used provided there is positive contact between the vertical bearing surface and undisturbed natural soil. Friction between the base of the footings and/or floor slabs and the underlying soil may be assumed to be 0.4 times the dead load. When combining passive pressure and friction for lateral resistance, the passive component should be reduced by one-third.

Slabs On Grade

Floor Slabs

Slabs on grade should be cast over properly prepared subgrade. Any loosened or over-excavated soils should be wasted from the site or properly compacted in-place.

Subgrade soils disturbed due to installation of utility lines should either be completely removed or be properly compacted prior to concrete pour. The subgrade fill soils should be moisture-conditioned to obtain near optimum water content and then compacted to at least 90 percent of the maximum dry density as determined by the ASTM D-1557-02 compaction test method.

It should be recognized that minor cracks normally occur in concrete slabs due to shrinkage during curing or redistribution of stresses and thus, some cracks should be anticipated. Such cracks are not necessarily indicative of excessive vertical movements.

Slab Reinforcement

Floor slabs constructed on-grade should be a minimum thickness of 4 inches and be reinforced with at least No. 3 bars spaced 24 inches on centers, both ways. All slab reinforcement should be supported on concrete chairs or brick to ensure the desired placement near mid-depth.

The above criteria are recommended to minimize potential distress to floor slabs related to the effects of subgrade soil conditions. The Structural Engineer for the project may need to address other factors that may require modification of the above recommendations.

Moisture Barrier

A moisture barrier beneath slabs-on-grade, consisting of a waterproof vapor barrier, such as a plastic membrane of at least 10 mils in thickness, is recommended in areas where slab moisture would be detrimental. The membrane should be overlain by a minimum of 2 inches of clean sands to provide a working surface and aid in concrete curing.

It is important that the soil subgrade, which will support the concrete slab, is maintained at the "as-graded" or has a sufficient soil water content. Prior to slab construction, the water content of the soil subgrade should be measured to verify that the subgrade has not dried out significantly. It is suggested that slab areas be thoroughly moistened prior to placing of moisture barrier and pouring of concrete.

Corrosivity

A representative sample of the site soil was tested for electrical resistivity, pH, sulfate and chloride concentration in order to assess corrosivity effects on underground utilities and concrete foundations. Tests were performed by Environmental Geotechnology Laboratory, Santa Fe Springs, California. Results of the tests are summarized below.

<u>Analyte</u>	<u>Test Method (Caltrans)</u>	<u>Result</u>
pH	643	7.73
Resistivity	532	850 ohm-cm
Water Soluble Sulfate	417	0.017%
Water Soluble Chloride	422	100 ppm

The concentration of water-soluble sulfate in the soil sample was determined to be 0.017%. The on-site soil is considered low deleterious to concrete. Standard construction practices and concrete mixes may be used for concrete in contact with these soils using Type I or II cement.

The on-site soil is considered severely corrosive to ferrous metals. Underground steel utilities should be blasted and given a high quality protective coating. Buried steel piping should be electrically insulated from dissimilar metals, cement-mortar or concrete coated steel, and above ground steel pipe. It is recommended that a corrosion specialist be consulted.

Retaining Wall

Wall Footings

Retaining wall footings rested on competent undisturbed natural soil may be designed for the same allowable bearing value as given in the previous sections for building foundations.

Active Earth Pressure

Retaining walls should be designed to resist lateral earth pressure exerted by the retained compacted backfill plus any additional lateral forces that will be applied to the walls due to surface loads placed at or near the wall.

It is recommended that retaining walls that are free to rotate be designed for an assumed earth pressure equivalent to that exerted by a fluid weighing of 42 pounds per cubic foot. The recommended earth pressure is for walls retaining drained earth with level backfill.

Walls that are restrained against movement or rotation at the top should be designed for the at-rest equivalent fluid pressure. An at-rest equivalent fluid pressure of 60 pounds per cubic foot can be used for walls with level soil backfill.

The lateral earth pressures assume that a permanent drainage system will be installed so that hydrostatic water pressure will not be developed against the walls. If a drainage system is not provided, the walls should be designed to resist an external hydrostatic pressure due to water in addition to the lateral earth pressure.

Wall Drainage

All retaining walls should be waterproofed and/or damp-proofed, depending on the desired moisture protection. The walls should be provided with perforated pipe and gravel subdrain to prevent entrapment of water in the backfill.

Any water that may accumulate in the drainage material should be collected and discharged by a 4-inch diameter, perforated PVC Schedule 40 or ABS SDR-35 pipe placed near the bottom of the drainage material but at least one foot below the interior floor. The pipe perforations should be placed with the holes down, and should not be greater than $\frac{1}{4}$ inch in diameter.

The subdrain should outlet at appropriate discharge locations that will ensure all discharge will not scour or erode the surrounding soil, and the pipe will not become damaged or clogged. The outlet pipe should be a solid pipe that meets minimum specification set forth above for the subdrain pipe.

The drainage material that will be used to backfill the wall should consist of $\frac{3}{4}$ to 1-1/2 inch clean durable, coarse aggregate. The drainage material should be separated from all adjacent soil by Mirafi 140NL, or approved equivalent. The fabric should be handled in accordance with the respective manufacturers requirements, and should be constructed such that all fabric overlaps are a minimum of 12 inches.

Alternatively, commercially available drainage fabric, such as MiraDrain, could be used. The fabric manufacturer's recommendations should be followed in the installation of a drainage fabric backdrain.

Wall Backfill

Prior to backfilling, the excavation between retaining walls and the temporary cut bank should be cleared of all loose materials, debris, and construction materials, etc.

Proper compaction of the backfill will be necessary to reduce settlement of the backfill. Some settlement of the backfill should be anticipated and any utilities and sidewalks supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

All wall backfill should be placed in horizontal lifts not more than 8 inches in thickness, watered as necessary to achieve near optimum moisture conditions, and mechanically compacted to at least 90 percent of the ASTM D-1557-02 standard. Flooding or jetting of backfill materials should be avoided. Probing and testing should be performed by the project soils engineer to verify proper compaction.

Where space limitations do not allow for conventional backfill compaction operations, the space should be backfilled with pea gravel. The pea gravel backfill should be placed in lifts of no more than 2 feet in thickness and should be compacted with vibratory equipment. Ideally, the top of two feet of backfill, exposed to water infiltration should be consisting of clayey material so that a relatively impervious condition is developed.

Contractors should be informed that the use of heavy compaction equipment within close proximity to retaining walls could cause excessive wall movement and/or earth pressure in excess of design values.

Waterproofing

Rooms located below grade have a history of moisture intrusion, seepage, and leakage. Conventional waterproofing materials, such as asphalt emulsion, have often proved ineffective. Certain precautions can be taken to reduce the possibility of future seepage problems.

It is possible that retaining walls will form the building interiors at the subterranean garage level. Where this occurs, very special consideration should be given to waterproofing of the walls to prevent damage to the interior of the house or garage. Unless dampness is acceptable on exterior wall faces, waterproofing should also be incorporated into exterior retaining wall design. Although the project architect is the party who should provide actual waterproofing details, it is suggested the waterproofing consist of a multi-layered system such as an initial generously applied layer of hot-mopped asphalt over which a layer of construction felt could be applied, then thoroughly mopped again with hot asphalt. In the case of all retaining walls, it is suggested that a layer of 10-mil Visqueen be placed as a finish layer. The multi-layered system should be covered with protective foam-board, or similar, to prevent damage during the backfilling operation.

Even though groundwater is not expected to be a significant problem at this site, extreme care should be exercised in sealing walls against water and water vapor migration. Where retaining walls are planned against interior space, continuity should be provided between the aforementioned wall moisture proofing on the back of the retaining wall and the moisture barrier typically placed under slab areas. This waterproofing is necessary to prevent the foundation concrete acting as a wick through which moisture migrates to the interior space despite wall moisture proofing.

Excavation

Excavation should be in accordance with all applicable requirements of the State of California Construction and General Industry Safety Order, the Occupational Safety and Health Act of 1970, the Construction Safety Act, and all other public agencies have jurisdiction. Construction specifications should clearly establish the responsibilities of the contractor for construction safety in accordance with CAL/OSHA requirements.

Temporary excavations on the order of about 12 feet in depth may be required to construct the proposed subterranean garage walls. Temporary excavation for construction purposes may be made vertically in the onsite clayey surface soil to a maximum height of 5 feet without shoring or bracing, provided no surcharge loads or adjacent structures are located within a horizontal distance equal to the depth of excavation. All cuts made in the onsite fill soil and sandy natural soil should be trimmed to an inclination of 1 horizontal to 1 vertical.

If sloping cut is limited by the property boundary or in areas where excavation will remove lateral support of the adjacent structures or walls, excavation should be braced or shored in accordance with good construction practice and all applicable safety ordinances and codes.

Shoring may consist of cantilevered or braced soldier piles with timber or other lagging placed between the piles as excavations are made to ensure stability of the exposed soils. Cantilevered shoring should be used where deflections of the excavations are not critical. Shoring system may be integrated as a part of permanent structure. In that case, the shoring system should be designed using the equivalent fluid pressure for the permanent wall.

The cantilevered soldier pile and lagging would include the following construction methods.

1. Prior to any excavations, soldier piles must be drilled and constructed to the designed depths below the proposed foundation depth along the limits of the proposed excavation.
2. Pile reinforcement could either be steel I-beam or cage of steel re-bar.
3. The drilled holes should be filled with a lean mix or concrete as soon as they are excavated and reinforcement is in place.
4. Vertical excavation may be made along the line of soldier piles in vertical increments not exceeding 5 feet. Inspection of the exposed soils at the time of excavation will verify or allow revisions to these requirements.

5. As the vertical excavations are made, wood or other lagging shall be placed between the soldier piles to provide support for the vertical exposed soils. Wood lagging must be pressure treated for contact with the soils if the lagging is to remain after construction of the retaining walls.
6. Voids between the lagging and the bank should be filled with wash sand or slurry to provide full contact of the shoring system and bank.

For design of cantilevered shoring, it is recommended that an equivalent fluid pressure of 35 pounds per cubic foot be utilized in design.

Your attention is directed to the fact that slightly silty to clean sands were encountered below depths of 25 to 30 feet in the test borings. Depending upon the moisture conditions of the soil at the time of excavation, caving may occur in the zone of slightly silty to clean during pile installation.

The braced shoring system may be comprised of braced sheetpile walls, braced soldier pile system or other system approved by the geotechnical engineer. A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained by bracing. The lateral earth pressure to be used for design of braced shoring is $32H$ where H is the depth of excavation in feet.

In addition to the above lateral earth pressure, the shoring shall also be designed to additionally support the surcharge loading from adjacent structure or vehicle. The geotechnical engineer should review the proposed shoring system. The lateral earth pressure distribution diagrams for the cantilevered and braced shoring are shown on Plate 4.

For design of the soldier piles, an allowable lateral bearing value of the soils below the excavated level is recommended to be 500 pounds per square foot per foot of depth up to a maximum of 3000 pounds per square foot.

The portion of soldier piles below the plane of excavation may be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 400 pounds per square foot. The minimum depth of embedment for shoring piles is 5 feet below the bottom of the footing excavation.

Shoring installation shall be continuously observed and approved by the Soils engineer. Careful examination of the soils by the Soils Engineer during cutting of the banks is mandatory to verify the conditions or to make such recommendations as are pertinent if different conditions are encountered.

Monitoring of the movements of the shoring system and of the ground surface behind the shoring is recommended in areas where adjacent structures and/or utilities may be affected by the excavation. The monitoring may consist of survey points and/or inclinometers behind the shoring. This monitoring should be started before the actual excavation has begun and should continue until the excavation has been substantially backfilled.

Excavated surfaces should be kept moist but not saturated to retard raveling and sloughing during construction. Water should not be allowed to pond on the top of the excavation nor flow towards it.

No excavation shall be made during unfavorable weather. It is recommended that the excavated banks be entirely covered with plastic sheets when threatened by rains. When the excavation is interrupted by rain, operations shall not be resumed until the Soils Engineer indicates that conditions will permit satisfactory results.

It should be understood that the contractor shall supervise and direct the work and he shall be responsible for all construction means, methods, techniques, sequences and procedures. The contractor will be solely and completely responsible for conditions at the job site, including safety of all persons and property during the performance of the work. Periodic or continuous inspection by Hu Associates, Inc. is not intended to include verification of dimensions or review of the adequacy of the contractor's safety measures in, on or near the construction site.

Post Grading Considerations

Site Drainage

The provision and maintenance of adequate site drainage and moisture protection of supporting soil is an important design consideration. Foundation recommendations presented herein assume proper site drainage will be established and maintained.

To enhance future site performance, positive drainage devices such as sloping sidewalks, graded swales, and/or area drains should be provided around the building to collect and direct all water away from the structure. Neither rain nor excess irrigation water should be allowed to collect or pond on the property. Where slabs or pavement are not feasible adjacent to the buildings, the ground surface should be provided with a minimum gradient of about one percent away from the structures. All drainage should ultimately be directed to street or other designated area.

Water should be transported off the site in approved drainage devices or unobstructed swales. Unpaved drainage swales should have a gradient of at least one percent. Swales or drainage paths through lawn areas should be provided with a gradient of at least one percent. Where necessary, drainage paths could be shortened by use of area drains and collector pipes.

Planters adjacent to buildings should be avoided insofar as possible. Planting areas at grade should be provided with good positive drainage. Wherever possible, exposed soil areas should be above adjacent paved grades. Planters should not be depressed below adjacent paved grades unless provisions for drainage, such as catch basins and pipe drains are made. Adequate drainage gradient, devices and curbing should be provided to prevent runoff from adjacent pavement or walks into planting areas. Consideration should be given to irrigation methods that will promote uniformity of moisture in planters and beneath adjacent concrete "flat-work". Over-watering and under-watering of landscape areas must be avoided.

All roof and wall surface drainage should be collected and conducted by a non-erosive device to the streets or to a designated area.

Trench Backfill

It is our opinion that utility trench and/or structural backfill consisting of the on-site material types could be best placed by mechanical compaction to a minimum of 90 percent of the laboratory maximum density. Density testing, along with probing, should be performed by the project soils engineer, or his representative, to verify proper compaction.

If utility contractors indicate that it is undesirable to use compaction equipment in close proximity to a buried conduit, we would recommend the utilization of lightweight mechanical equipment and/or bedding of conduit with clean granular material prior to initiating mechanical compaction procedures. Other methods of utility trench compaction may also be appropriate as approved by the project geotechnical consultant at the time of construction.

Where utility trenches are proposed parallel to building footings (interior and/or exterior trenches), the bottom of the trench should not extend below a 1 horizontal to 1 vertical plane project downward from the outside bottom edge of the adjacent footing. Where this condition occurs, the adjacent footing should be deepened.

Plan Review

In order to prevent misinterpretation of this report by other consultants it is recommended that the Soils Engineer be provided the opportunity to review the final grading and foundation plans. The Soils Engineer will also determine whether any change in concept may have had any effect on the validity of the Soils Engineer's recommendations, and whether those recommendations have, in fact, been implemented in the design and specifications.

If the Soils Engineer is not accorded the privilege of making this recommended review, he can assume no responsibility for misinterpretation or misapplication of his recommendations or for their validity in the event changes have been made in the original design concept without this prior review.

Geotechnical Inspection

All rough grading of the property must be performed under engineering supervision of the geotechnical consultants. Rough grading includes, but is not limited to, site preparation, cleaning, over-excavation, and fill placement.

The geotechnical consultant should inspect all foundation excavations. Inspections should be made prior to installation of concrete forms and reinforcing steel to verify or modify, if necessary, conclusions and recommendations in this report.

Inspections of the finish grading, utility or other trench backfill, retaining wall backfill, or other earthwork completed for the subject project should also be performed by the geotechnical consultant.

If any of these inspections to verify site geotechnical conditions are not performed by the geotechnical consultant, liability for the safety and stability of the project is limited only to the actual portions of the project approved by the geotechnical consultant.

INVESTIGATION LIMITATIONS

The conclusions and recommendations contained in this report are based on the data obtained from the test boring at the dates and locations indicated in the logs and the site plan. It is assumed that the soil conditions at the other areas do not deviate significantly from those disclosed in the test boring. If any variations, or undesirable conditions are encountered during construction, or if the proposed construction will differ from that planned at the present time, this office should be notified so as to consider the need for modifications.

No responsibility for construction compliance with the design concepts, specifications, or recommendations is assumed unless an on-site review by a representative of this office is performed during the course of construction that pertains to the specific areas covered by the recommendations contained herein.

This report has been compiled for the exclusive use by Metro Real Estates & Development or its authorized agent. It shall not be transferred to any other party or to any other project without the consent and/or thorough review of this office.

The findings of this report are valid as of the present date. However, changes in the conditions of the property can occur with the passage of time, whether they are due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or partially, by changes outside of our control. Therefore, this report is subject to review and should not be relied upon after a period of one year without such a review.

Final approval of plans and reports by all consultants, and issuance of any building and grading permits, rests with the controlling agencies. As the circumstances that control the decision process are clearly beyond the control of this facility, we cannot assume any responsibility for the success of obtaining proper authorizations, nor for the costs involved.

This report is issued with the understanding that it is the responsibility of the owner, or the proper representative thereof, to insure that the information and recommendations contained herein are called to the attention of all parties interested in the project and that the necessary steps are taken to see that the contractors and subcontractors carry out such recommendations in the field.

The test borings used for subsurface exploration were backfilled with reasonable effort to restore the areas to their original condition. As with any backfill, some consolidation and subsidence of the backfill soils may result in time, causing some depression of the boring area and possibly a potentially hazardous condition. The client and/or owner of the property are advised to periodically examine the boring areas, and if necessary, backfill any resulting depressions. Hu Associates, Inc. shall not be liable for any resulting injury or damage.

The report is subject to review by controlling public agencies having jurisdiction.

Respectfully submitted,
HU ASSOCIATES, INC.


Chenlun Lee
RCE 64661
Expiration Date 6-30-07
CL/REH/ps




Richard E. Hu, Ph.D.
RCE 29285, RGE 2240
Expiration Date 3-31-09



TABLE ONE - SUMMARY OF SOIL LIQUEFACTION AND SETTLEMENT EVALUATION

BORING NO. 1

Design Earthquake Magnitude = 6.7
 Maximum Ground Acceleration = 0.47 g
 Historic Highest Groundwater = 20.0 feet bgs
 Current Groundwater Level = 39.0 feet bgs

Current Groundwater Level		20.0 feet bgs		39.0 feet bgs																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

* $C_E=1.2$, $C_B=1.0$, $C_d=1.2$

"non-liquef" : if $CC>15\%$ or $(N_1)_{60CS} \geq 30$

REFERENCE:

1. "Proceeding of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils", Technical Report NCEER-97-0022, December 31, 1997
2. "Recommended Procedures for Implementation of DMG Special Publication 117 Guidelines for Analyzing and Mitigating Liquefaction in California" by Southern California Earthquake Center, University of Southern California.
3. Kohji Tokimatsu and Seed, H.B., 1987, "Evaluation of Settlements in Sands Due to Earthquake Shaking", Journal of the Geotechnical Engineering Division, Hu Associates, Inc.

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TABLE TWO - SUMMARY OF SOIL LIQUEFACTION AND SETTLEMENT EVALUATION

BORING NO. 2

Design Earthquake Magnitude = 6.7
 Maximum Ground Acceleration = 0.47 g
 Historic Highest Groundwater = 20.0 feet bgs
 Current Groundwater Level = 38.0 feet bgs

Current Groundwater Level										20.0 feet bgs		38.0 feet bgs													
Depth (feet)	Layer (feet)	Thickness (feet)	Soil Type	Wet Density pcf	Total Overburden Pressure psf	Effective Overburden Pressure psf	Number of Blows (SPT)	Overburden Factor	N-Value Correction		Normalized N-value	Fines Content (%)	Fines Content (<7 μ)	Fines Content Factor	Adjusted N-value	Corrected SPT	Depth Reduction Coefficient	Cyclic Resistance Ratio	Cyclic Stress Ratio	Magnitude Scaling Factor	Factor of Safety	Clay Content (<5 μ)	Remarks	Volumetric Strain %	Settlement (inch)
D		H		γ	σ_{vo}	σ'_{vo}	N_m	C_N	Table (2)		Eq (10)	%	Eq (8)	α	β	Eq (5)	r_d	Eq (4)	Eq (1)	MSF	Eq.24	%		%	
									$C_E C_B C_\beta$	C_R	Eq (10)														
11	10-14	4	silt	122.3	1780.6	1780.6	21	1.09	1.44	0.85	28.0	59.5	5.0	1.2	38.6	0.97	N/A	0.298	1.328	N/A	19.8	above HGW	N/A	N/A	
16	14-19	5	silt	122.3	2392.1	2392.1	12	0.94	1.44	0.95	15.4	59.2	5.0	1.2	23.5	0.96	0.260	0.294	1.328	N/A	21.2	above HGW	N/A	N/A	
21	19-25	6	silt	132.5	3187.1	2875.1	21	0.86	1.44	0.95	24.6	55.6	5.0	1.2	34.6	0.95	N/A	0.322	1.328	non-liquef	11.7		N/A	N/A	
26	25-29	4	sand	131.6	3713.5	3151.9	32	0.82	1.44	0.95	35.9	40.9	5.0	1.2	48.0	0.94	N/A	0.338	1.328	non-liquef	12.1		N/A	N/A	
31	29-35	6	sand	129.7	4491.7	3555.7	50	0.77	1.44	1.0	55.5	3.3	0.0	1.0	55.5	0.92	N/A	0.356	1.328	non-liquef			N/A	N/A	
36	35-39	4	sand	133.6	5026.1	3840.5	46	0.74	1.44	1.0	49.2	5.0	0.0	1.0	49.2	0.88	N/A	0.352	1.328	non-liquef			N/A	N/A	
41	39-44	5	sand	131.7	5684.6	4187.0	32	0.71	1.44	1.0	32.8	1.8	0.0	1.0	32.8	0.84	N/A	0.349	1.328	non-liquef			N/A	N/A	
46	44-49	5	sand	131.1	6340.1	4530.5	29	0.68	1.44	1.0	28.5	2.7	0.0	1.0	28.5	0.80	0.358	0.342	1.328	non-liquef	1.39		N/A	N/A	
51	49-51	2	sand	127.6	6595.3	4660.9	31	0.67	1.44	1.0	30.1	2.1	0.0	1.0	30.1	0.76	N/A	0.328	1.328	non-liquef			N/A	N/A	
																							Total	0.00	

* $C_E=1.2$, $C_B=1.0$, $C_\beta=1.2$

"non-liquef" : if $CC>15\%$ or $(N_1)_{eocs}>=30$

REFERENCE:

* $C_E=1.2$, $C_B=1.0$, $C_S=1.2$

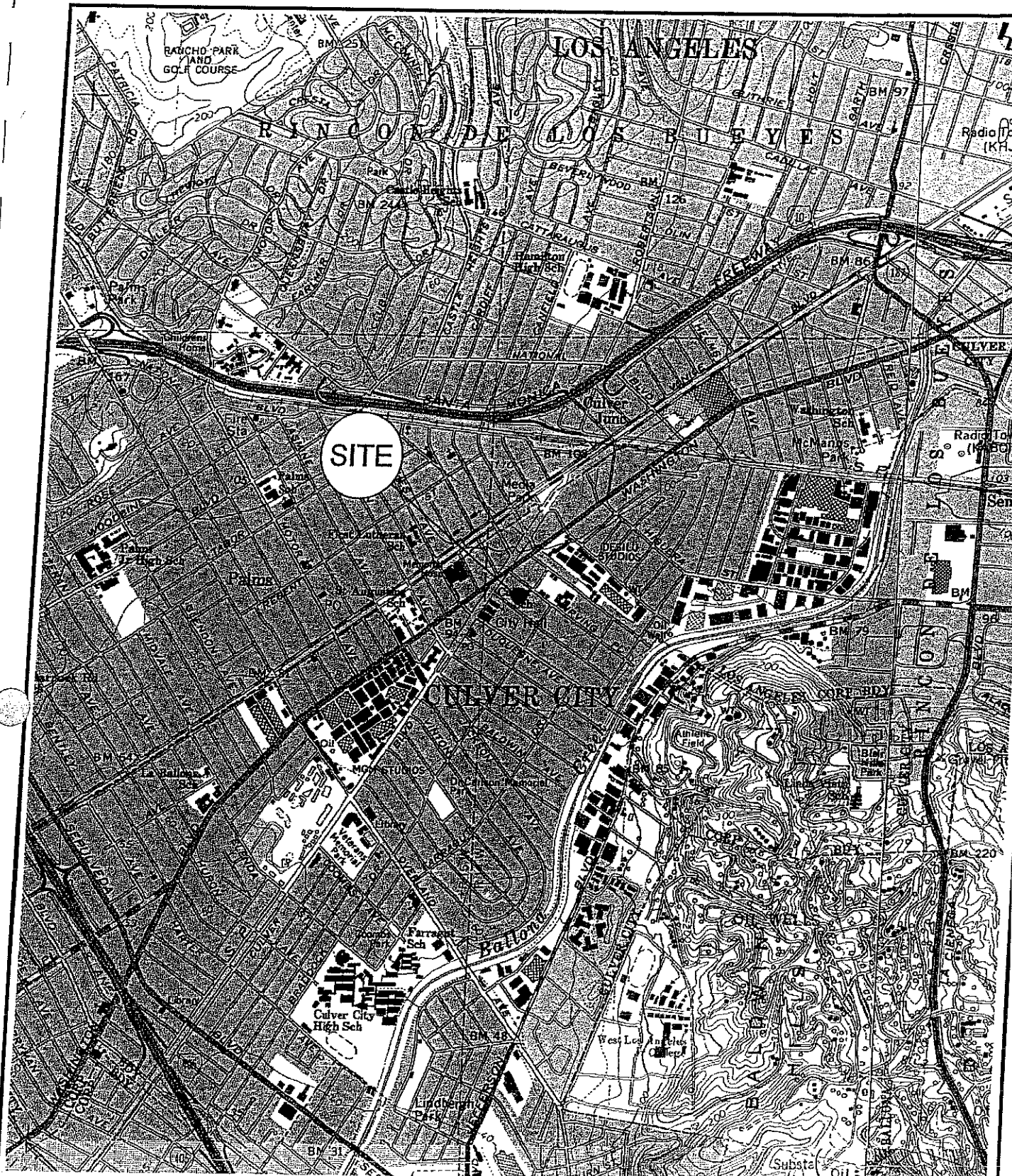
REFERENCE:

1. "Proceeding of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils", Technical Report NCEER-97-0022, December 31, 1997
2. "Recommended Procedures for Implementation of DMG Special Publication 117 Guidelines for Analyzing and Mitigating Liquefaction in California" by Southern California Earthquake Center, University of Southern California.
3. Kohji Tokimatsu and Seed, H.B., 1987, "Evaluation of Settlements in Sands Due to Earthquake Shaking", Journal of the Geotechnical Engineering Division, Hu Associates, Inc.

HA-5887-1

Hu Associates, Inc.

Journal of the Geotechnical Engineering Division,



TN* MN
14°

0 1000 2000 3000 4000 FEET
1:12,500

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VICINITY MAP

Proposed Apartment Complex
4043 Irving Place
Culver City, California

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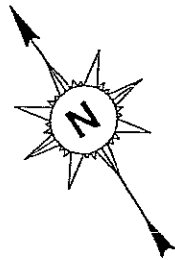
PROJECT No.

HA-5887-1

PLATE

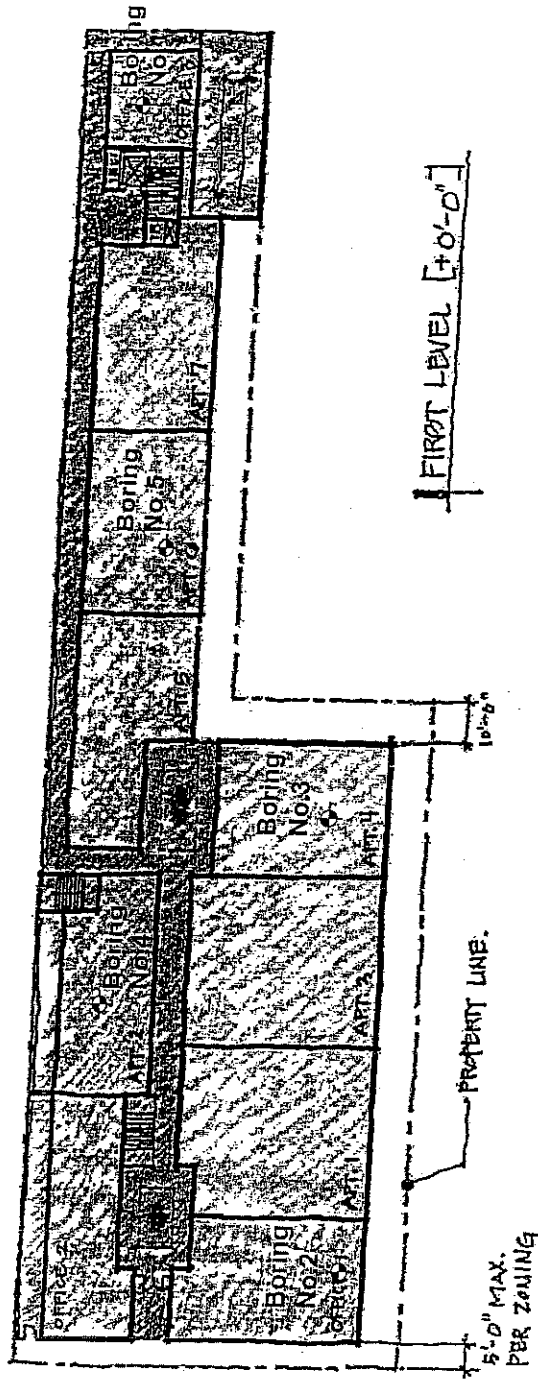
1

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LA FAYETTE PLACE

IRVING PLACE



REFERENCE: "Site Plan" prepared by JS Egan Design, dated October 18, 2009.

PLOT PLAN AND BORING LOCATION

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Geotechnical / Environmental Engineering Consultants

SCALE

1" = 30'

BORING NO.

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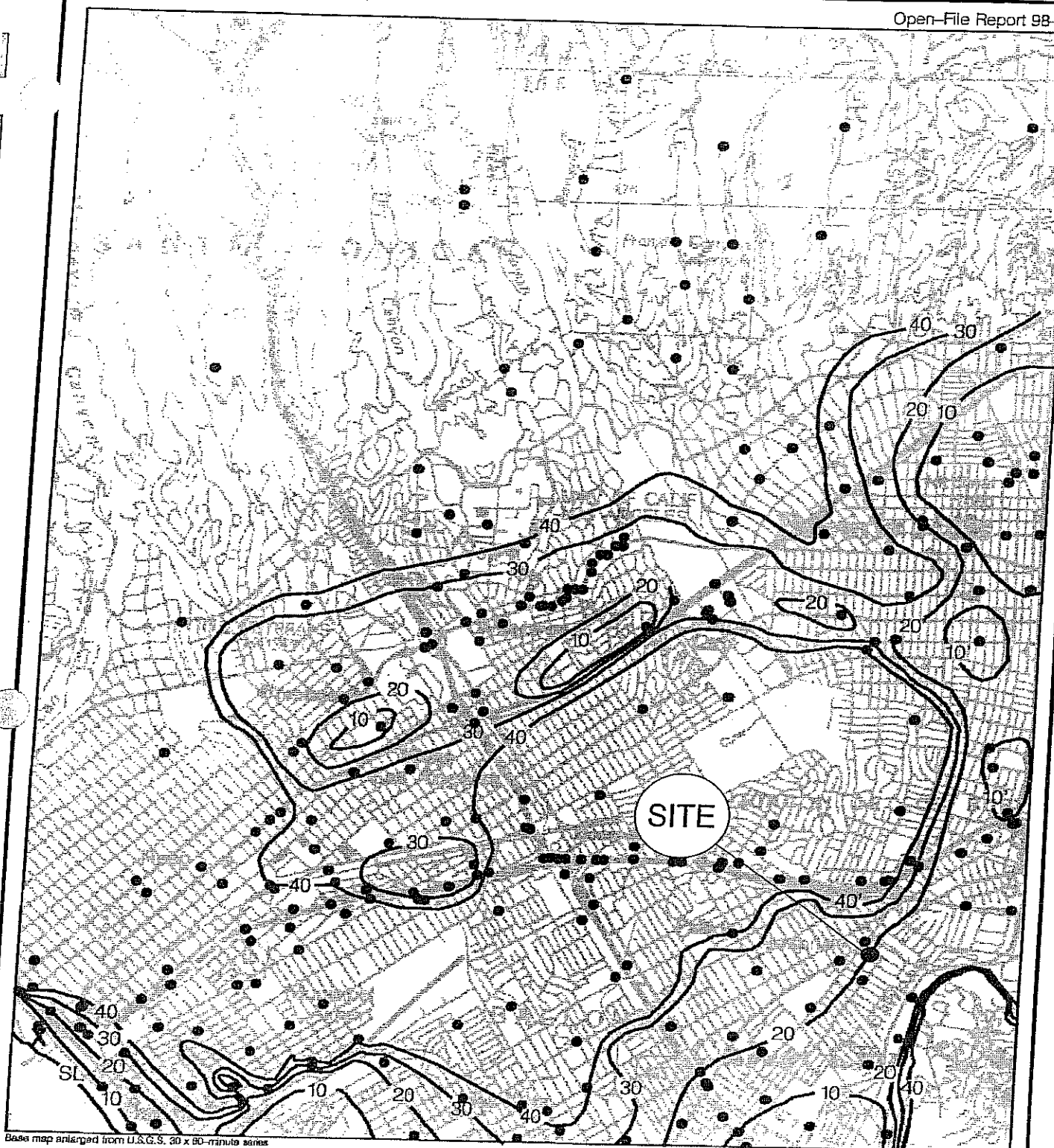


Plate 1.2 Historically Highest Ground Water Contours and Borehole Log Data Locations, Beverly Hills Quadrangle.

• Borehole Site

— 30 — Depth to ground water in feet

HISTORICAL HIGHEST GROUNDWATER

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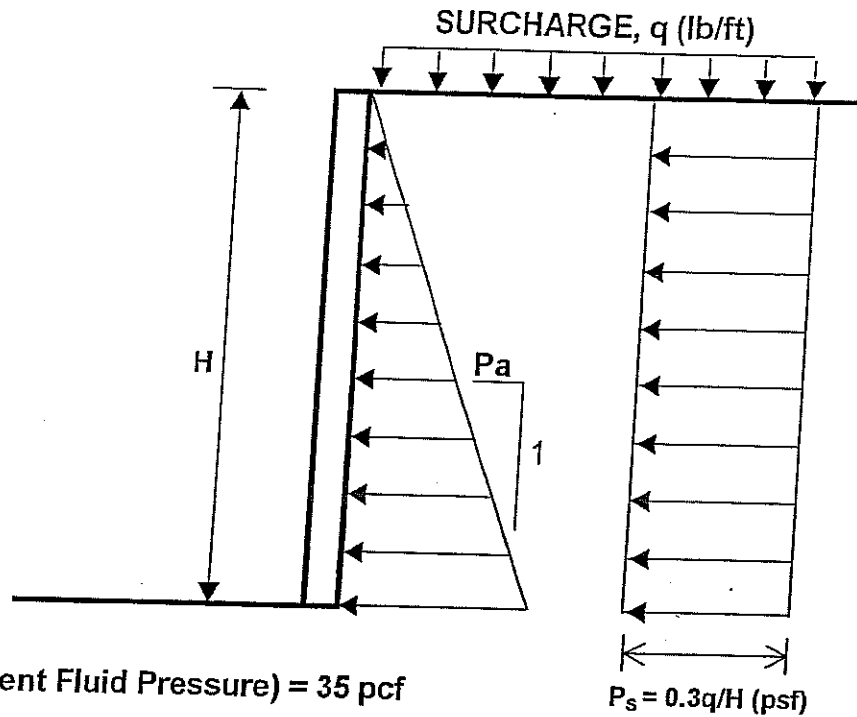
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PROJECT No. HA-5887-1

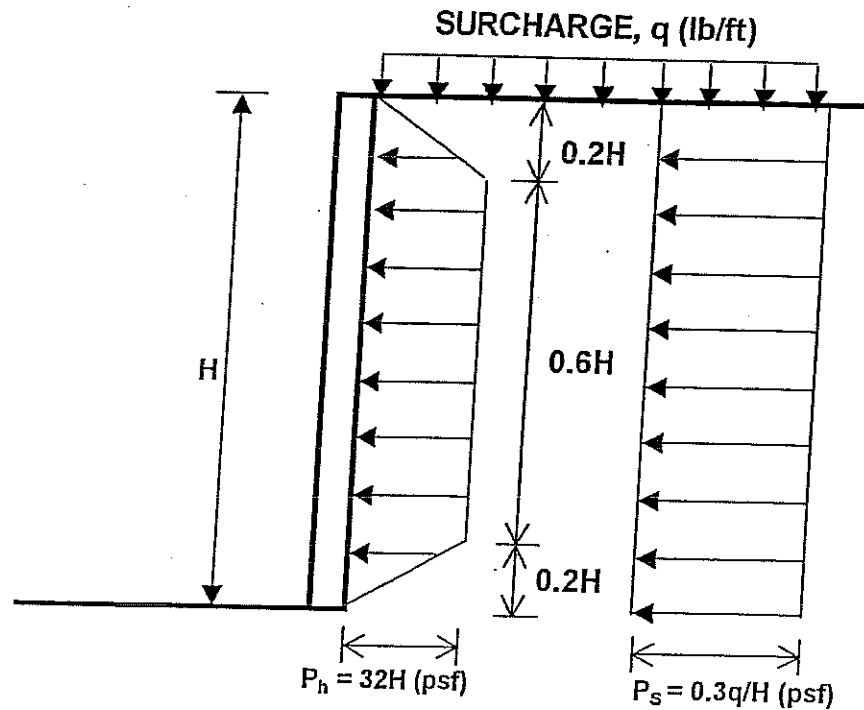
PLATE 3

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CANTILEVERED SHORING



BRACED SHORING



* P_s (Surcharge Load by Adjacent Structure) = $0.3 \times q / H$ (psf)

EARTH PRESSURE DISTRIBUTION

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Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No.

HA-5887-1

PLATE

4

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APPENDIX

FIELD EXPLORATION AND LABORATORY TESTING

FIELD EXPLORATIONS

The subsurface conditions at the site were explored by excavating five (5) test borings at the locations shown on the Plot Plan, Plate 2. The test borings were excavated by means of an 8-inch diameter hollow stem to depths of 30 to 51 feet below the existing ground surface. The approximate locations of the test borings were determined by tape measurements from the property boundaries. The location of the test borings should be considered accurate only to the degree implied by the method used.

The soils encountered during excavation were logged by the field engineer. The soils are classified in accordance with the Unified Soil Classification System described on Plate A-1. Undisturbed samples of soils were extracted at selected intervals from the test borings in a barrel sampler with tapered cutting shoe. The undisturbed soil retained in 2.5-inch diameter by one-inch rings within the sampler were secured in moisture resistant bags and plastic sample cans as soon as taken to minimize the loss of field moisture while being transported to the laboratory for testing. Standard penetration tests were performed at 5-foot intervals from 11 to 51 feet in Test Boring Nos. 1 and 2. The relative sampler penetration resistance exhibited by the soil types encountered is tabulated in the Blow per Foot column of the Log of Boring. Detailed logs of test borings are presented on Plates A-2 through A-8, Log of Test Boring.

The lines designating the interface between soil materials on the logs of test boring represent approximate boundaries. The transition between materials may be gradual.

LABORATORY TESTING

Moisture-Density

The field moisture content and dry density of the materials encountered were determined by performing tests on selected undisturbed samples to aid in the classification and correlation of the soil and to obtain qualitative information relative to their strengths and compressibility. Only moisture content was determined on disturbed samples to aid in the classification and correlation of the soil. The results of the tests are shown on the Log of Test Boring, Plates A-2 through A-8.

Direct Shear Tests

Direct shear tests were performed on selected undisturbed samples of the on site material to evaluate shear strength and supporting capacity of the foundation materials. Shear tests were made with a direct shear machine of the displacement control type at a displacement rate of approximately 0.005 inches per minute. The samples were soaked in water for at least 24 hours to approximately saturated moisture condition and then sheared under various normal stresses. The ultimate shear strength values determined from the tests are presented on Plates A-9 through A-11, Direct Shear Test.

Consolidation Tests

Consolidation tests were performed on representative undisturbed samples of the natural soils to evaluate the volume changes of soil subjected to increased loads. Deformations of the specimen are recorded at selected intervals. The results of pressure consolidation curves, which are used to estimate the probable magnitude and rate of settlement of the tested soil under applied loads, are presented on Plates A-12 through A-16, Consolidation Test.

Grain Size Analyses

Grain size analyses were performed on portions of the representative bulk samples in accordance with the ASTM D-422 laboratory test procedures. Sieve analyses were performed to determine the gradation of the samples. Hydrometer test methods were utilized to determine the grain size of the minus No. 10 portion of the samples. Results of the sieve analyses appear on Plates A-17 through A-22. Percent of fines content of each soil sample tested are tabulated as follow:

Test Boring <u>No.</u>	Sample Depth <u>(Feet)</u>	Fines Content - % <u>(0.074 mm)</u>	Clay Content-% <u>(<0.005 mm)</u>
1	11	18.9	8.3
1	16	77.5	37.4
1	21	13.4	2.9
1	26	81.1	35.5
1	31	4.7	<1
1	36	5.4	<1
1	41	2.9	<1
1	46	49.0	11.4
1	51	54.6	14.9
2	11	59.5	19.8
2	16	59.2	21.2
2	21	55.6	11.7
2	26	40.9	12.1
2	31	3.3	<1
2	36	5.0	<1
2	41	1.8	<1
2	46	2.7	<1
2	51	2.1	<1

Expansion Tests

Expansion tests were performed on representative samples of the on-site materials in accordance with the Uniform Building Code Standard No. 18-1 to evaluate its volume change with moisture. The results are as follows:

<u>Sample</u>	<u>Classification</u>	<u>Expansion Index</u>	<u>Expansion Potential</u>
B-3 @ 5'	CLAY, very fine sandy, silty, occasional coarse	88	medium

Corrosivity Tests

A representative sample of the site soil was tested for electrical resistivity, pH, sulfate and chloride concentration in order to assess corrosivity effects on underground utilities and concrete foundations. Tests were performed by Environmental Geotechnology Laboratory, Arcadia, California. Results of the tests are summarized below.

<u>Analyte</u>	<u>Test Method (Caltrans)</u>	<u>Result</u>
pH	643	7.73
Resistivity	532	850 ohm-cm
Water Soluble Sulfate	417	0.017 %
Water Soluble Chloride	422	100 ppm

MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAMES
COARSE GRAINED SOILS (More than 50% of material is LARGER than No. 200 sieve size)	GRAVELS (More than 50% of coarse fraction is LARGER than No. 4 sieve size)	CLEAN GRAVELS (Little or no fines)	GW	Well graded gravels and gravel - sand mixtures, little or no fines
			GP	Poorly graded gravels and gravel - sand mixtures, little or no fines
		GRAVELS WITH FINES (Appreciable Amount of fines)	GM	Silty gravels, gravel - sand - silt mixtures
			GC	Clayey gravels, gravel - sand - clay mixtures
	SANDS (More than 50% of coarse fraction is SMALLER than No. 4 sieve size)	CLEAN SANDS (Little or no fines)	SW	Well graded sands and gravelly sands, little or no fines
			SP	Poorly graded sands and gravelly sands, little or no fines
		SANDS WITH FINES (Appreciable Amount of fines)	SM	Silty sands, sand - silt mixtures
			SC	Clayey sands, sand - clay mixtures
FINE GRAINED SOILS (More than 50% of material is SMALLER than No. 200 sieve size)	SILTS AND CLAYS (Liquid limit LESS than 50)		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
			OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS (Liquid limit GREATER than 50)		MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts
			CH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity, organic silts
			HIGHLY ORGANIC SOILS	

BOUNDARY CLASSIFICATIONS: Soils possessing characteristics of two groups are designated by combinations of group symbols.

Reference: The Unified Soil Classification System, Corps of Engineers, U.S. Army Technical Memorandum No. 3-357, Vol 1, March, 1953 (Revised April, 1960)

UNIFIED SOIL CLASSIFICATION SYSTEM

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No. HA-5887-1

PLATE A-1

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NOTE: The data presented on this log is a simplification of actual subsurface conditions encountered and applies only at the location of this boring and the date of drilling. It is not warranted to be representative of subsurface conditions at other locations and times.

BORING NO.

1

Depth In Feet		Blow per Foot	Field Moisture % of Dry Weight	Dry Density lbs./cu.ft.	Shear Resistance kips/sq.ft.	Confining Pressure kips/sq.ft.	Unified Classification	Soil Symbol	BORING NO. 1			
									Elevation: N/A			
5	16	6.0	98.4				SM	FILL	Asphalt(4") / SAND, very fine to fine, silty occasional coarse	ylw brn	sl. moist	med dense
	26	11.0	111.5				CL	CLAY	very fine to fine sandy, silty occasional rock fragment	dark brown	moist	very stiff
10	37	9.1	115.8				SM	SAND	very fine to fine, silty, slightly clayey occasional coarse	dark gray brown	sl. moist to moist	very dense
	40	4.4	115.9						fine to coarse, silty to slightly silty, very gravelly with pebbles, occasional rock fragment			
15	22*	6.1										
	50	7.0	101.4						very fine to fine, silty	gry brn		dense
20	19*	20.4					ML	SILT	very fine to fine sandy, very clayey	dark brown	very moist	firm
	50	4.6	115.5				SW	SAND	fine to coarse, slightly silty, gravelly occasional rock fragment & pebble	drk gry & lt brn	slightly moist	very dense
25	30*	3.1										
	39	15.7	105.7				ML	SILT	very fine to fine sandy, very clayey	greenish gray	very moist	firm
30	21*	18.3										
	50	3.4	113.8				SW	SAND	fine to coarse, sl. silty, gravelly, occ. gravel & pebble	white gry	sl. moist	v dense

Continued on Next Plate

Date Drilled: 3/15/07
 Drilling Equipment: 8-inch diameter hollow stem auger
 Driving Weight: 140 lbs @ 30-inch drop
 Water Depth: 39' bgs

LOG OF TEST BORING

Proposed Apartment Complex
 4043 Irving Place
 Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No. HA-5887-1 PLATE A-2

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NOTE: The data presented on this log is a simplification of actual subsurface conditions encountered and applies only at the location of this boring and the date of drilling. It is not warranted to be representative of subsurface conditions at other locations and times.

BORING NO.										1 cont'd		
										Elevation: N/A		
Depth in Feet	Blow per Foot	Field Moisture % of Dry Weight	Dry Density lbs./cu.ft.	Shear Resistance kips/sq.ft.	Confining Pressure kips/sq.ft.	Unified Classification	Soil Symbol					
71*	1.7					SW		SAND	fine to coarse, slightly silty, gravelly, occasional pebble & rock fragment	white gray	slightly moist	very dense
35	55	3.0	117.9						fine to coarse, slightly silty, gravelly, w/ gravel & pebble			
50*	4.3											
40	50	20.0	105.0			SP			fine to medium, slightly silty	white gray	saturated	dense
	50*	20.2										
45	bag	20.1				SM			fine, silty, occasional gravel	lt brn		
	26*	22.8										
50	30	21.8	104.5						fine to medium, silty to slightly silty			
	25*	27.4				ML		SILT	very fine to fine sandy	gray		firm
End of Test Boring @ 51'												

22* indicates SPT blow count

Date Drilled: 3/15/07
 Drilling Equipment: 8-inch diameter hollow stem auger
 Driving Weight: 140 lbs @ 30-inch drop
 Water Depth: 39' bgs

LOG OF TEST BORING

Proposed Apartment Complex
 4043 Irving Place
 Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No. HA-5887-1 PLATE A-3

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NOTE: The data presented on this log is a simplification of actual subsurface conditions encountered and applies only at the location of this boring and the date of drilling. It is not warranted to be representative of subsurface conditions at other locations and times.

BORING NO.

2

BORING NO.

2

Elevation N/A

Depth in Feet	Blow per Foot	Field Moisture % of Dry Weight	Dry Density lbs./cu.ft.	Shear Resistance kips/sq.ft.	Confining Pressure kips/sq.ft.	Unified Classification	Soil Symbol					
						CL	FILL	Asphalt(4") / CLAY, very fine to fine sandy silty	brown	slightly moist	stiff	
5	30	13.9	117.9			CL	CLAY	very fine sandy, silty	dark brown	moist	very stiff	
10	38 21*	2.4 15.6	118.6			SM	SAND	fine to coarse, silty to slightly silty, very gravelly with pebbles, occasional rock fragment	dark gray brown	sl. moist	very dense	
15	30 12*	17.8 16.5	103.8			ML	SILT	very fine to fine sandy, slightly clayey occasional gravel	light brown	moist	firm	
								very fine to fine sandy, slightly clayey				
20	40 21*	15.5 14.1	108.3					very fine to fine sandy, with a layer of 5" sl. silty sand	greenish	moist		
								very fine to fine sandy, slightly clayey				
25	40 32*	20.3 13.4	108.6			SM	SAND	very fine to fine, silty	gry brn		dense	
						SW		fine to coarse, slightly silty, gravelly occasional pebble	light gray	slightly moist		
30	36	2.9	100.7					fine to coarse, sl. silty, gravelly, occ. pebble / rock frag				

Continued on Next Plate

Continued on Next Plate

Date Drilled: 3/15/07
 Drilling Equipment: 8-inch diameter hollow stem auger
 Driving Weight: 140 lbs @ 30-inch drop
 Water Depth: 38' bgs

LOG OF TEST BORING

Proposed Apartment Complex
 4043 Irving Place
 Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No. HA-5887-1

PLATE A-4

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NOTE: The data presented on this log is a simplification of actual subsurface conditions encountered and applies only at the location of this boring and the date of drilling. It is not warranted to be representative of subsurface conditions at other locations and times.

BORING NO. 2 cont'd									
Elevation: N/A									
Depth In Feet	Blow per Foot	Field Moisture % of Dry Weight	Dry Density lbs./cu.ft.	Shear Resistance Kips/sq.ft.	Confining Pressure Kips/sq.ft.	Unified Classification	Soil Symbol		
50*	2.2					SW	SAND		
							fine to coarse, slightly silty, gravelly, occasional pebble & rock fragment		
35	75	5.2	111.3				fine to coarse, slightly silty, gravelly, occ. pebble		
	46*	16.7				SP	fine to medium, slightly silty		
40	40	18.8	110.9				light gray		
	32*	19.9					light brown		
							very moist		
							saturated		
45	33	17.9	111.2				light gray		
	29*	20.3							
50	35	22.0	104.6						
	31*	23.7							

End of Test Boring @ 51'

21* indicates SPT blow count

Date Drilled: 3/15/07
 Drilling Equipment: 8-inch diameter hollow stem auger
 Driving Weight: 140 lbs @ 30-inch drop
 Water Depth: 38' bgs

LOG OF TEST BORING

Proposed Apartment Complex
 4043 Irving Place
 Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No. HA-5887-1 PLATE A-5

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NOTE: The data presented on this log is a simplification of actual subsurface conditions encountered and applies only at the location of this boring and the date of drilling. It is not warranted to be representative of subsurface conditions at other locations and times.

BORING NO.

3

Elevation: N/A

Depth in Feet	Blow per Foot	Field Moisture % of Dry Weight	Dry Density lbs/cu.ft.	Shear Resistance kips/sq.ft.	Confining Pressure kips/sq.ft.	Unified Classification	Soil Symbol					
						CL	FILL	Asphalt(4")	CLAY, very fine to fine sandy silty, occasional coarse	brown	slightly moist	stiff
						CL	CLAY		very fine sandy, silty, occasional coarse	dark brown	very moist	stiff to very stiff
5	40	19.4	109.1									
						SM	SAND		very fine to coarse, silty, gravelly, cobbles	brown	moist	very dense
10	35	9.4	118.0						fine to medium, silty, gravelly, occasional pebble			
						ML	SILT		very fine sandy, slightly clayey	light brown	very moist	firm
15	21	21.6	103.6									
						SW	SAND		very fine sandy, very clayey	drk brn		
20	30	28.7	91.9						fine to coarse, slightly silty, gravelly	drk gray brown	moist	very dense
						ML	SILT		very fine sandy, slightly clayey	greenish gray	very moist	firm
25	30	17.6	111.0									
						SP	SAND		fine to medium, sl. silty, occasional gravel & pebble	lt gry brn	sl. moist	dense
30	35	4.9	100.5									

End of Test Boring @ 30'

Date Drilled: 3/16/07
 Drilling Equipment: 8-inch diameter hollow stem auger
 Driving Weight: 140 lbs @ 30-inch drop
 Water Depth: not encountered

LOG OF TEST BORING

Proposed Apartment Complex
 4043 Irving Place
 Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No. HA-5887-1

PLATE

A-6

175

NOTE: The data presented on this log is a simplification of actual subsurface conditions encountered and applies only at the location of this boring and the date of drilling. It is not warranted to be representative of subsurface conditions at other locations and times.

BORING NO. 4									
Elevation: N/A									
Depth in Feet	Blow per Foot	Field Moisture % of Dry Weight	Dry Density lbs./cu.ft.	Shear Resistance kips/sq.ft.	Confining Pressure kips/sq.ft.	Unified Classification	Soil Symbol		
						CL	FILL	Asphalt(4")/ CLAY, very fine sandy, silty	dark brown
						CL	CLAY	very fine sandy, silty	slightly moist
								very fine sandy, silty, occasional coarse	moist
5	40	9.5	125.8						stiff to very stiff
						SM	SAND	very fine to fine, silty, occasional gravel & pebble	brown
10	40	6.0	112.1						slightly moist to moist
								very fine to medium, silty, occasional coarse	gray brown
15	35	7.3	109.7			ML	SILT	very fine to fine sandy, slightly clayey	dark brown
								very fine to fine sandy, with a layer of 2" sl. silty sand	dark gray brown
								very fine to fine sandy, clayey	very moist
20	50	9.4	109.0						
25	30	23.1	102.3						
30	40	3.0	107.4			SP	SAND	fine to coarse, slightly silty, gravelly, occ. pebble	wht yl brn
End of Test Boring @ 30'									sl. moist
									dense

Date Drilled: 3/16/07
 Drilling Equipment: 8-inch diameter hollow stem auger
 Driving Weight: 140 lbs @ 30-inch drop
 Water Depth: not encountered

LOG OF TEST BORING

Proposed Apartment Complex
 4043 Irving Place
 Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No.

HA-5887-1

PLATE

A-7

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NOTE: The data presented on this log is a simplification of actual subsurface conditions encountered and applies only at the location of this boring and the date of drilling. It is not warranted to be representative of subsurface conditions at other locations and times.

BORING NO.										5		
										Elevation: N/A		
Depth in Feet	Blow per Foot	Field Moisture % of Dry Weight	Dry Density lbs./cu.ft.	Shear Resistance kips/sq.ft.	Confining Pressure kips/sq.ft.	Unified Classification	Soil Symbol					
5	30	13.6	116.9			SM	FILL	Asphalt(6") SAND, very fine to fine, silty slightly clayey	dark brown	slightly moist	dense	
						CL	CLAY	very fine to fine sandy, silty, occasional gravel & rock fragment		moist	very stiff	
10	25	14.4	111.0			SM	SAND	very fine to fine, silty	brown		very dense	
15	28	27.5	93.0					very fine to fine, silty to slightly silty	ylw brn			
						ML	SILT	very fine to fine sandy, clayey	dark brown	very moist	firm	
20	35	10.7	111.7			SW	SAND	fine to coarse, slightly silty, gravelly	drk gry & gry brn	moist	very dense	
25	25	18.9	108.8			ML	SILT	very fine to fine sandy, clayey	gray brown	moist to very moist	firm	
30	37	2.3	103.2			SP	SAND	very fine to medium, sl. silty to clean, occ. gravel	lt ylw brn	sl. moist	dense	
End of Test Boring @ 30'												

Date Drilled: 3/16/07
 Drilling Equipment: 8-inch diameter hollow stem auger
 Driving Weight: 140 lbs @ 30-inch drop
 Water Depth: not encountered

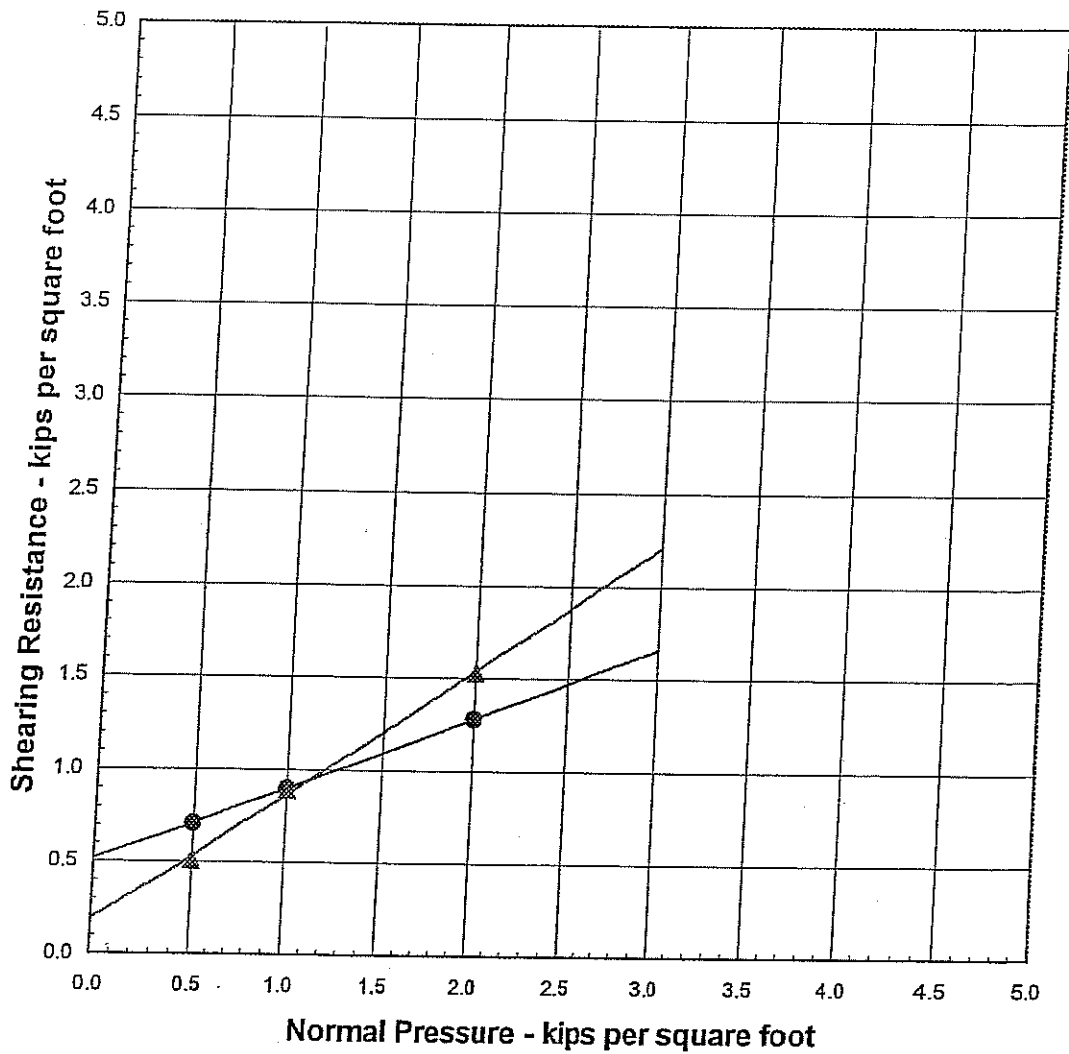
LOG OF TEST BORING

Proposed Apartment Complex
 4043 Irving Place
 Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No. HA-5887-1 PLATE A-8

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Samples were tested under saturated and drained conditions.

Boring No.	Depth (feet)	UC	Initial Water Content (% of dry wt.)	Final Water Content (% of dry wt.)	Dry Density (lbs / cu.ft.)	Cohesion (lbs / sq. ft.)	Angle of Friction (degrees)
1	4	CL	11.0	19.5	111.5	520	21
						ultimate shear strength	
1	10	SM	4.4	16.9	115.9	190	34
						ultimate shear strength	

DIRECT SHEAR TEST DATA

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

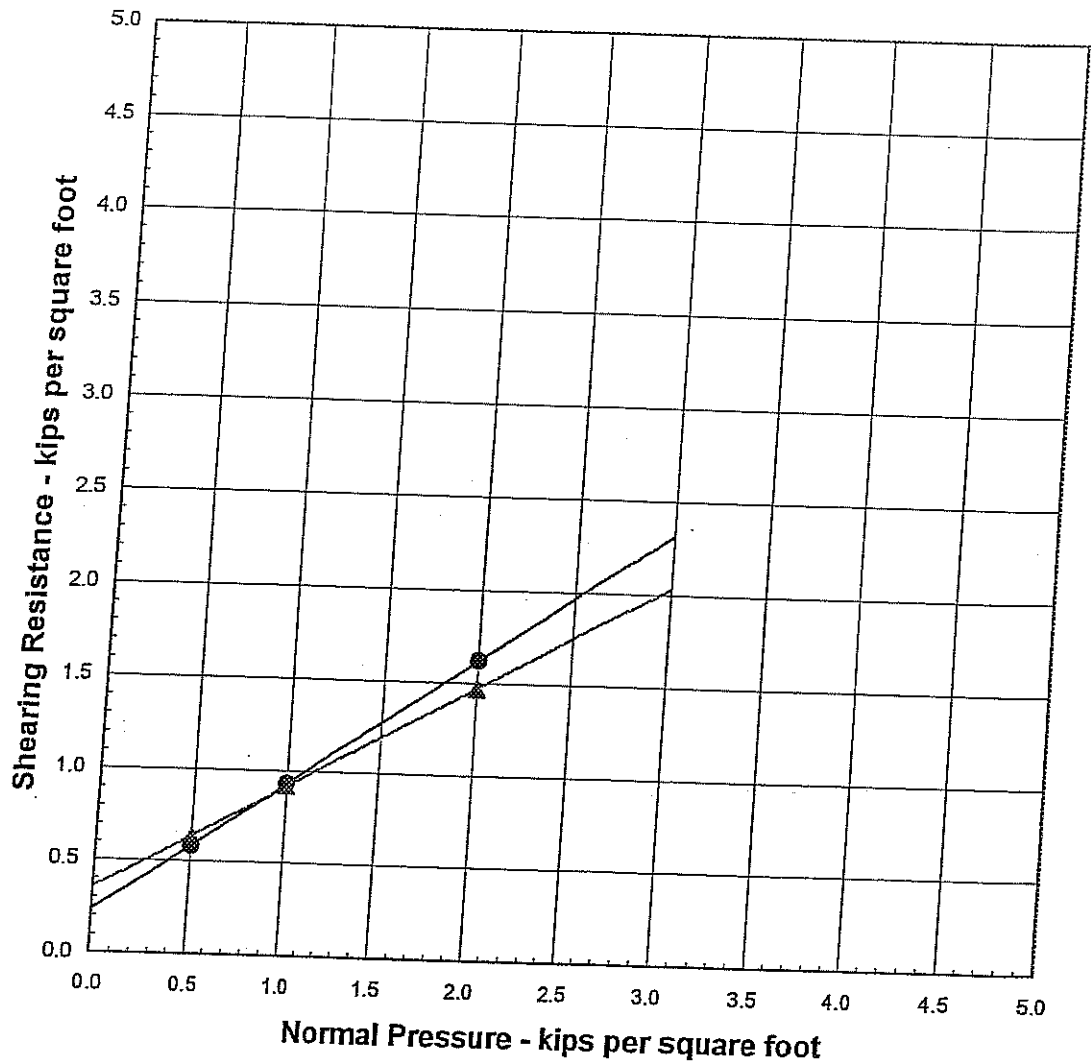
PROJECT No.

HA-5887-1

PLATE

A-9

178



Samples were tested under saturated and drained conditions.

Boring No.	Depth (feet)	UC	Initial Water Content (% of dry wt.)	Final Water Content (% of dry wt.)	Dry Density (lbs / cu. ft.)	Cohesion (lbs / sq. ft.)	Angle of Friction (degrees)
1	15	SM	7.0	25.0	101.4	240	35
2	20	ML	15.5	21.2	108.3	360	29

DIRECT SHEAR TEST DATA

Proposed Apartment Complex
4043 Irving Place
Culver City, California

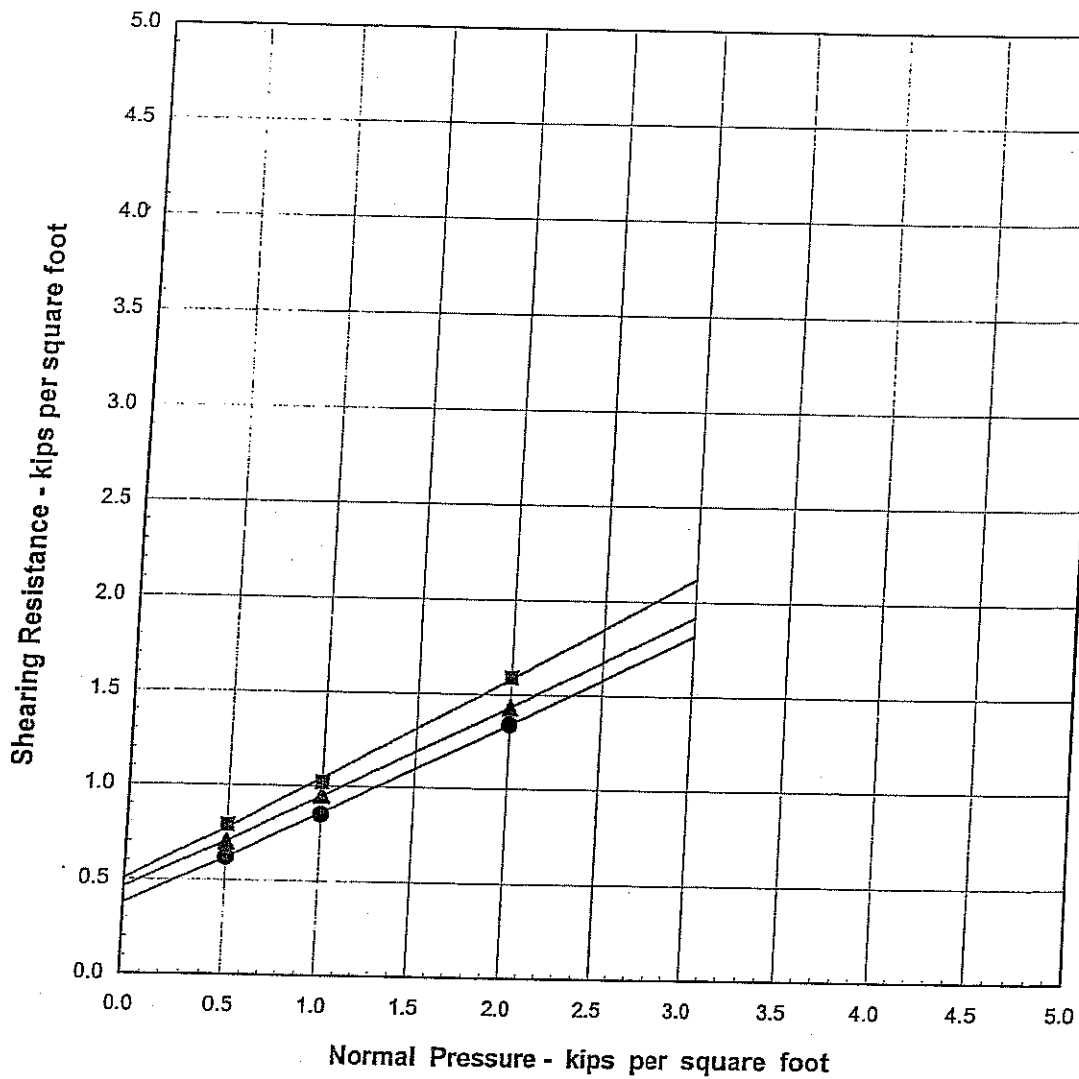
HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No.

HA-5887-1

PLATE

A-10



Samples were tested under saturated and drained conditions.

Boring No.	Depth (feet)	UC	Initial Water Content (% of dry wt.)	Final Water Content (% of dry wt.)	Dry Density (lbs / cu.ft.)	Cohesion (lbs / sq. ft.)	Angle of Friction (degrees)
● 3	15	ML	21.6	24.6	103.6	380	26
▲ 4	20	ML	9.4	21.0	109.0	460	26
■ 5	15	CL	27.5	31.0	93.0	510	28

DIRECT SHEAR TEST DATA

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

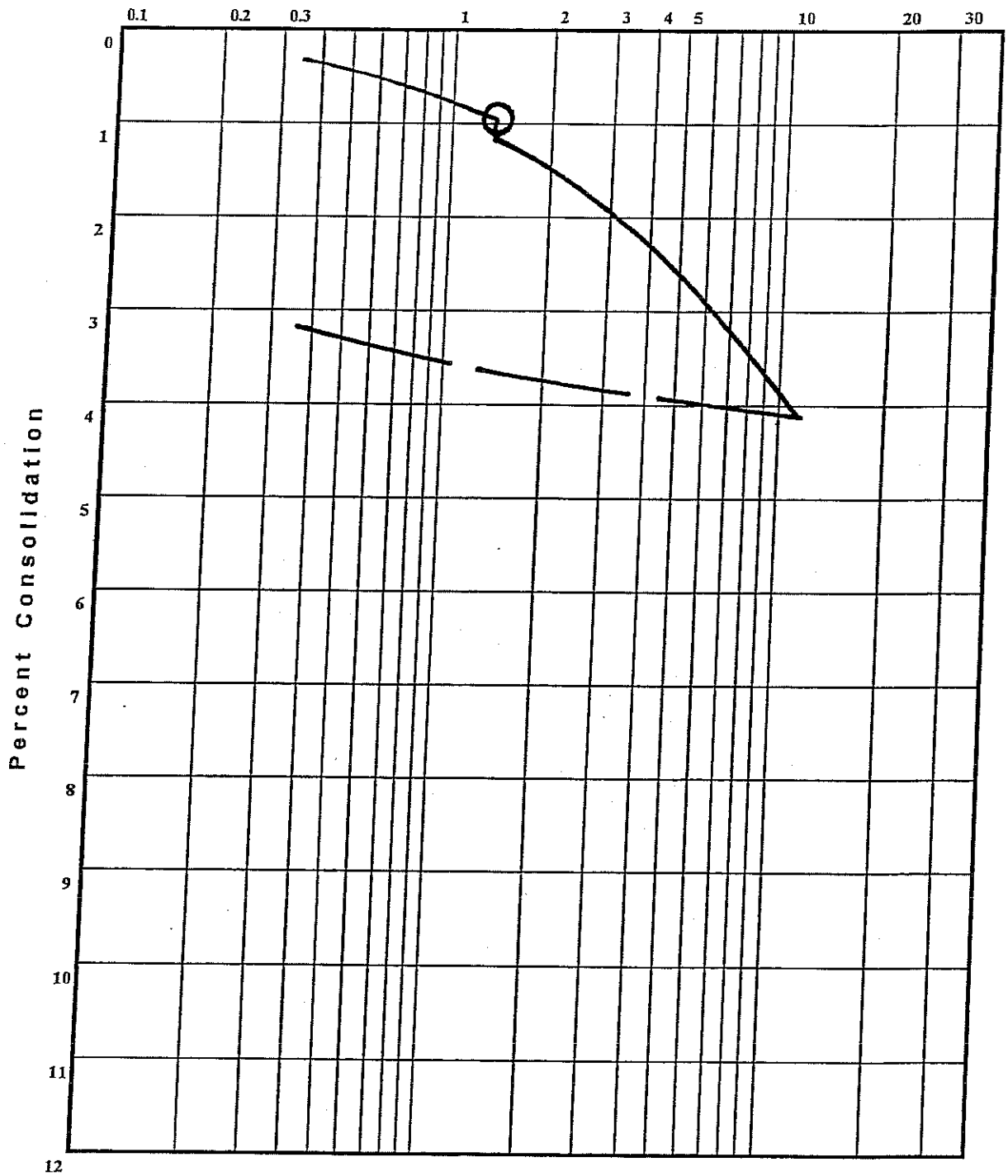
PROJECT No.

HA-5887-1

PLATE

A-11

Normal Load - kips per square foot



Test Boring No. 1 @ 20.0'

O Water Permitted to Contact Sample

CONSOLIDATION TEST

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

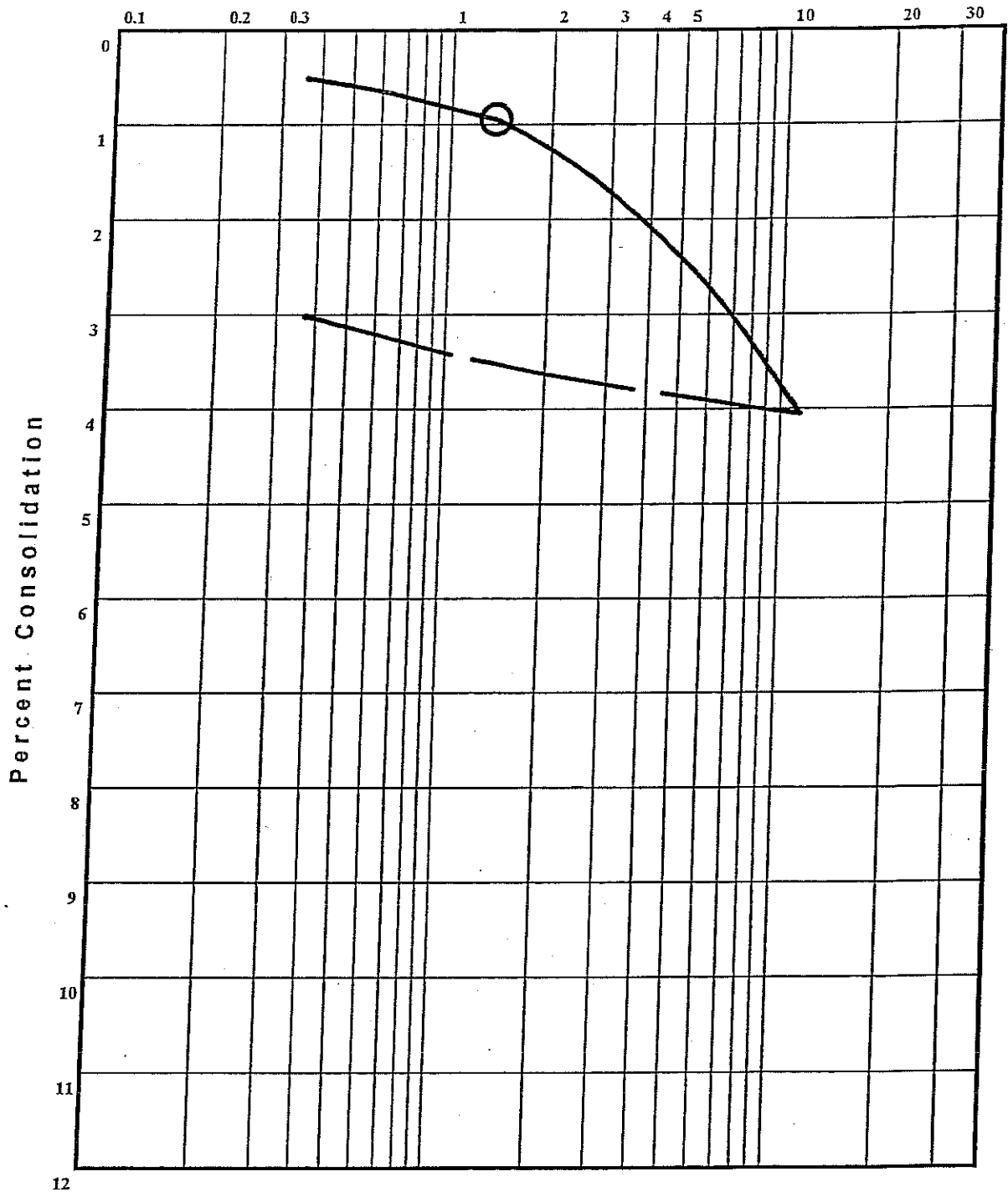
PROJECT No. HA-5887-1

PLATE

A-12

181

Normal Load - kips per square foot



Test Boring No. 2 @ 15.0'

O Water Permitted to Contact Sample

CONSOLIDATION TEST

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT No.

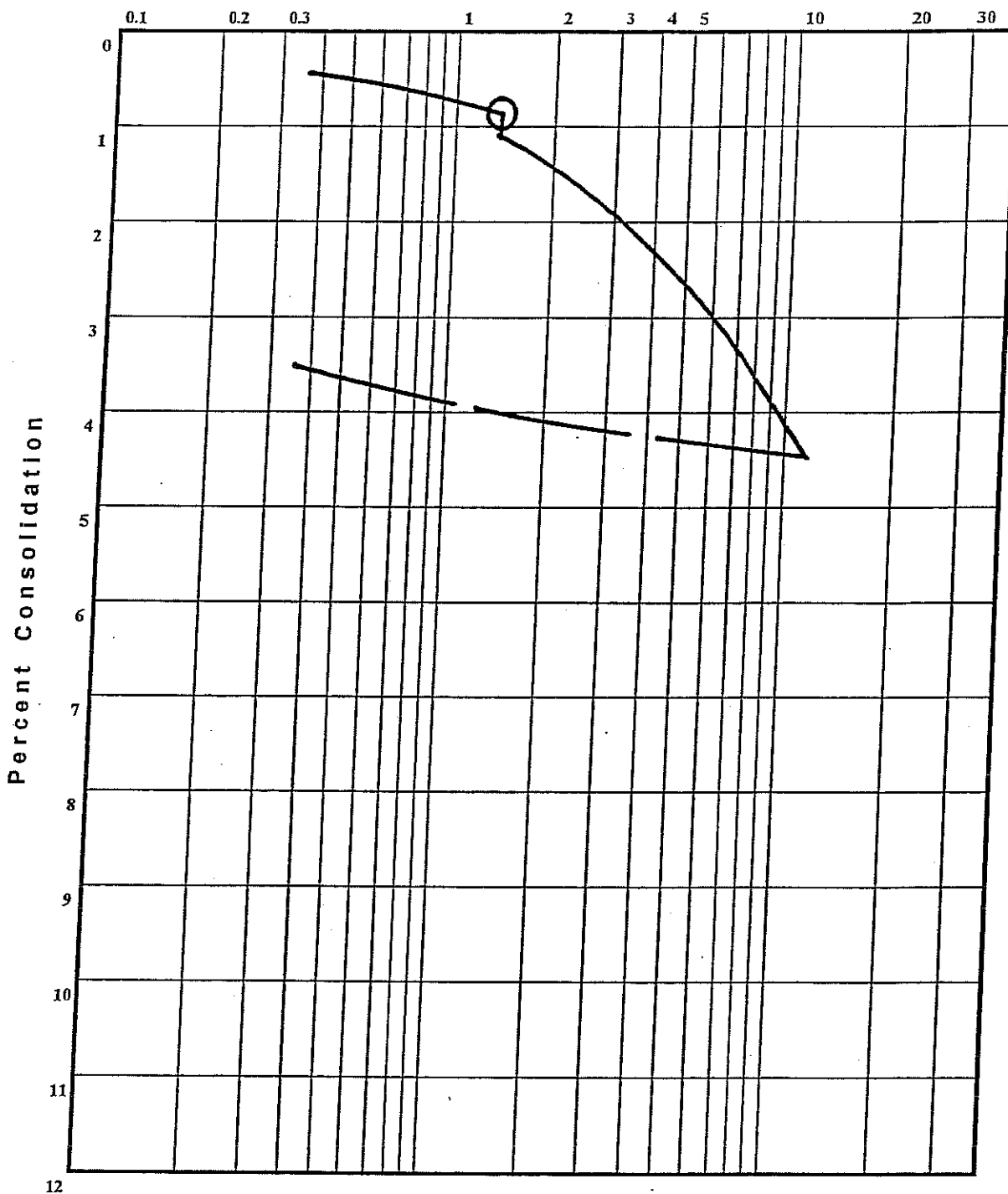
HA-5987-1

PLATE

A-13

187

Normal Load - kips per square foot



Test Boring No. 3 @ 20.0'

O Water Permitted to Contact Sample

CONSOLIDATION TEST

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

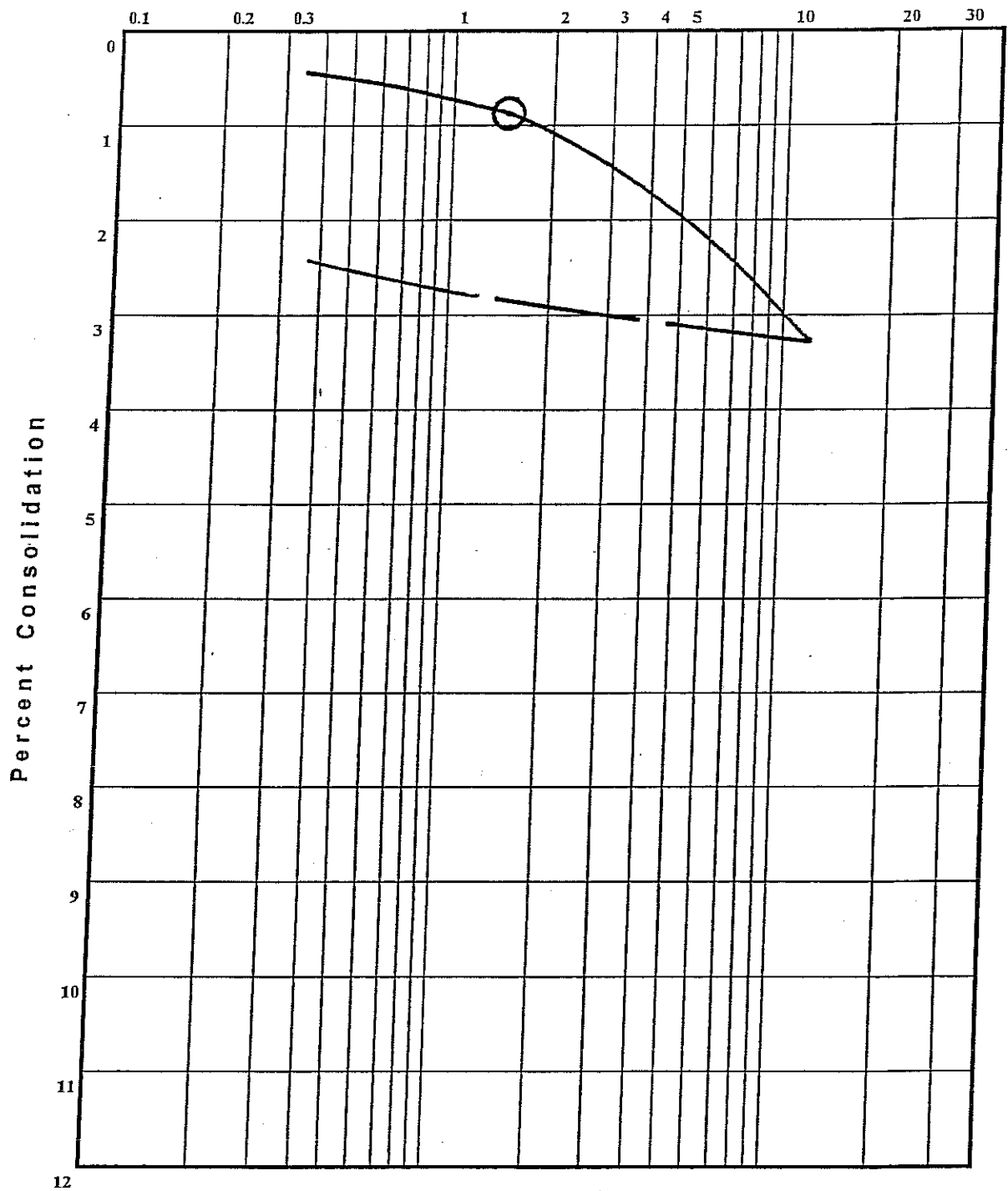
PROJECT No. HA-5887-1

PLATE

A-14

183

Normal Load - kips per square foot



Test Boring No. 4 @ 15.0'

O Water Permitted to Contact Sample

CONSOLIDATION TEST

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

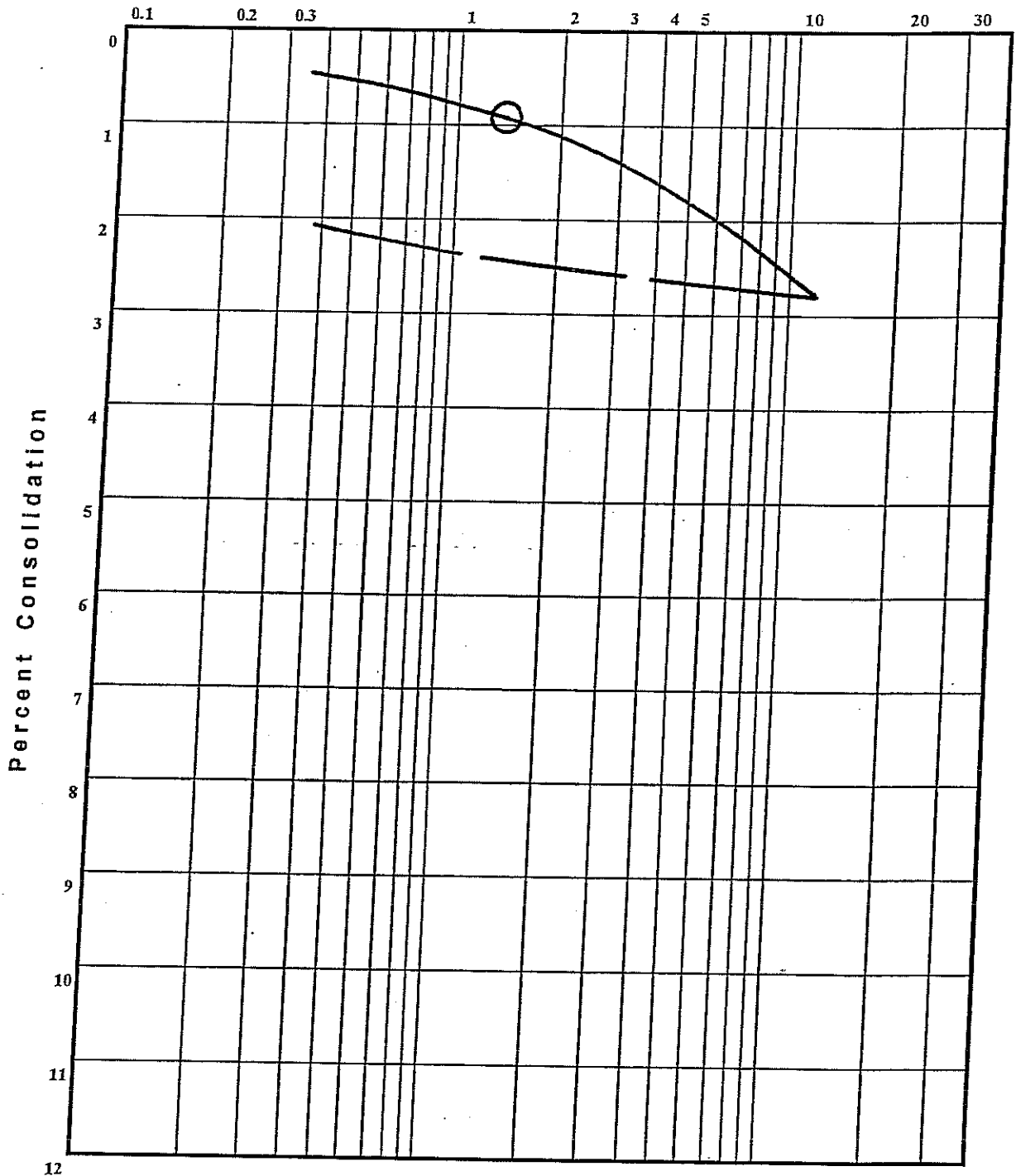
PROJECT No. HA-5887-1

PLATE

A-15

184

Normal Load - kips per square foot



Test Boring No. 5 @ 20.0'

O Water Permitted to Contact Sample

CONSOLIDATION TEST

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. *Geotechnical Engineering Consultants*

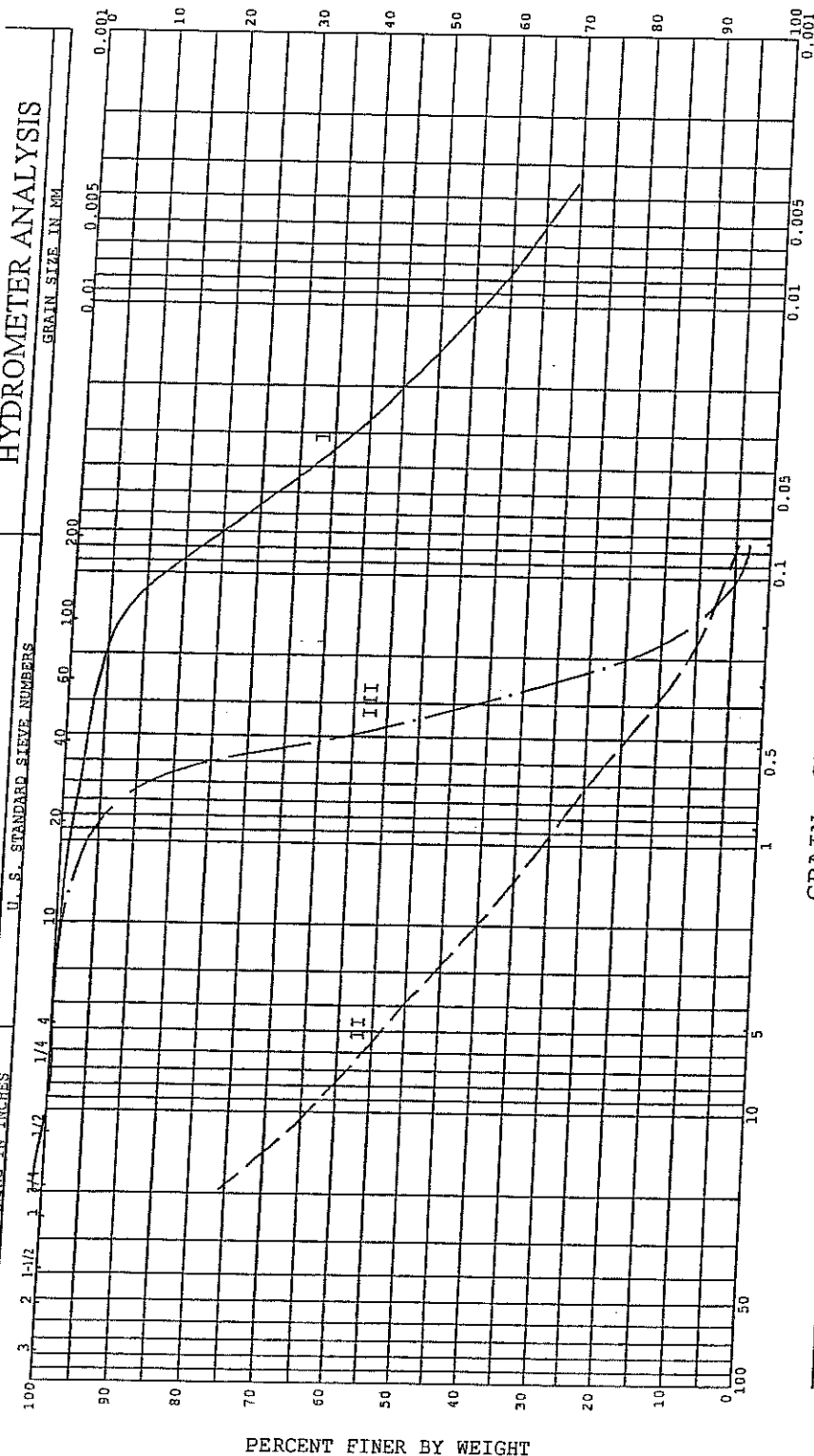
PROJECT No. HA-5887-1

PLATE A-16

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SIEVE ANALYSIS

HYDROMETER ANALYSIS



GRADATION CURVE

Proposed Apartment Complex
4043 Irving Place
Culver City, California

Curve No.	Boring No.	Depth ft.	Soil Description	Natural W/C, %	LL	PL	PI
I	1	26	SILT, very fine to fine sandy, very clayey	18.3			
II	1	31	SAND, fine to coarse, slightly silty, gravelly	1.7			
III	1	41	SAND, fine to medium, slightly silty	20.2			

1.810

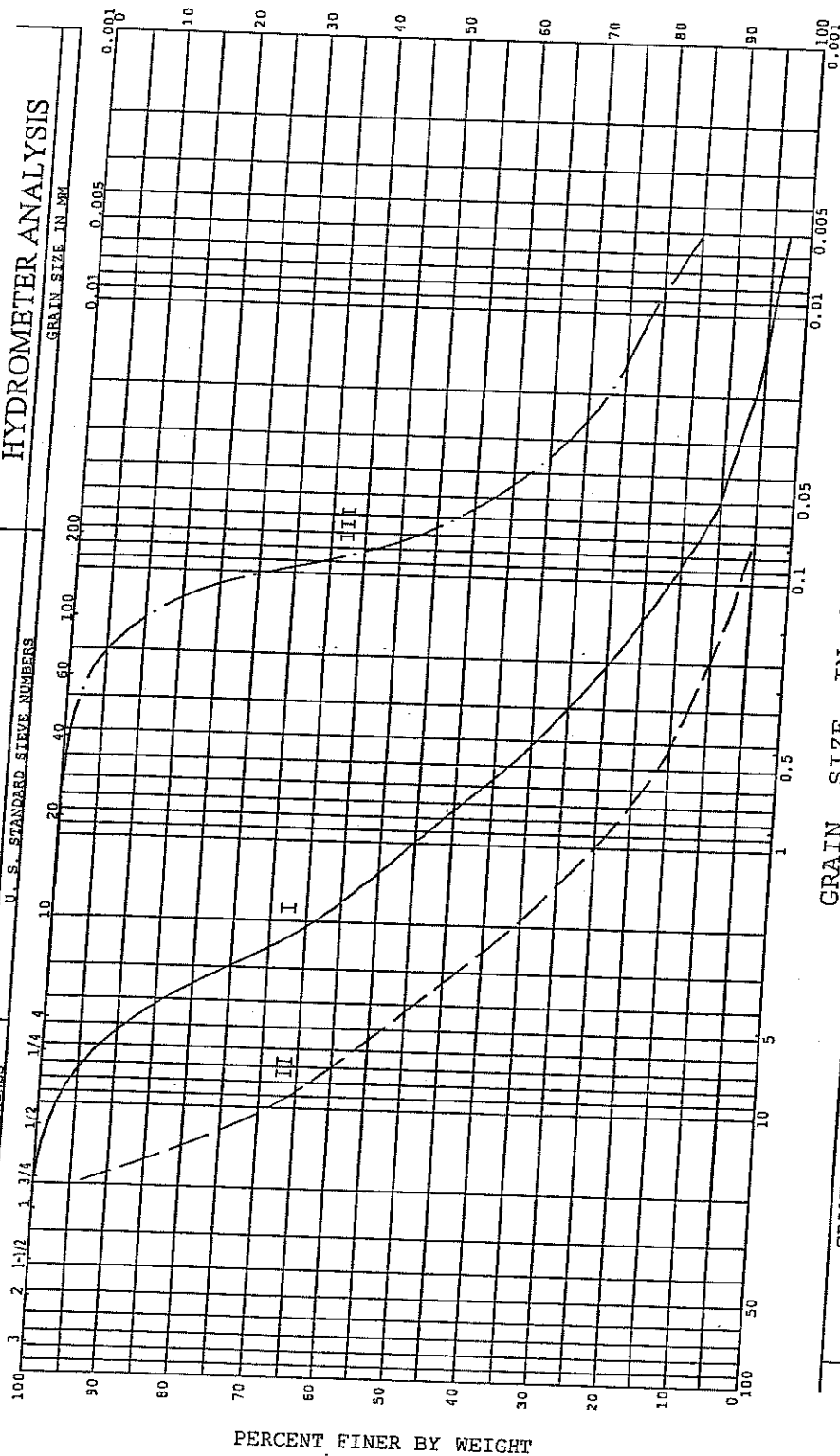
SIEVE ANALYSIS

SIZE OF OPENING IN INCHES

U.S. STANDARD SIEVE NUMBERS

HYDROMETER ANALYSIS

GRAIN SIZE IN MM



GRADATION CURVE

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC.

Geotechnical Engineering Consultants

PROJECT NO.

HA-5887-1

PLATE

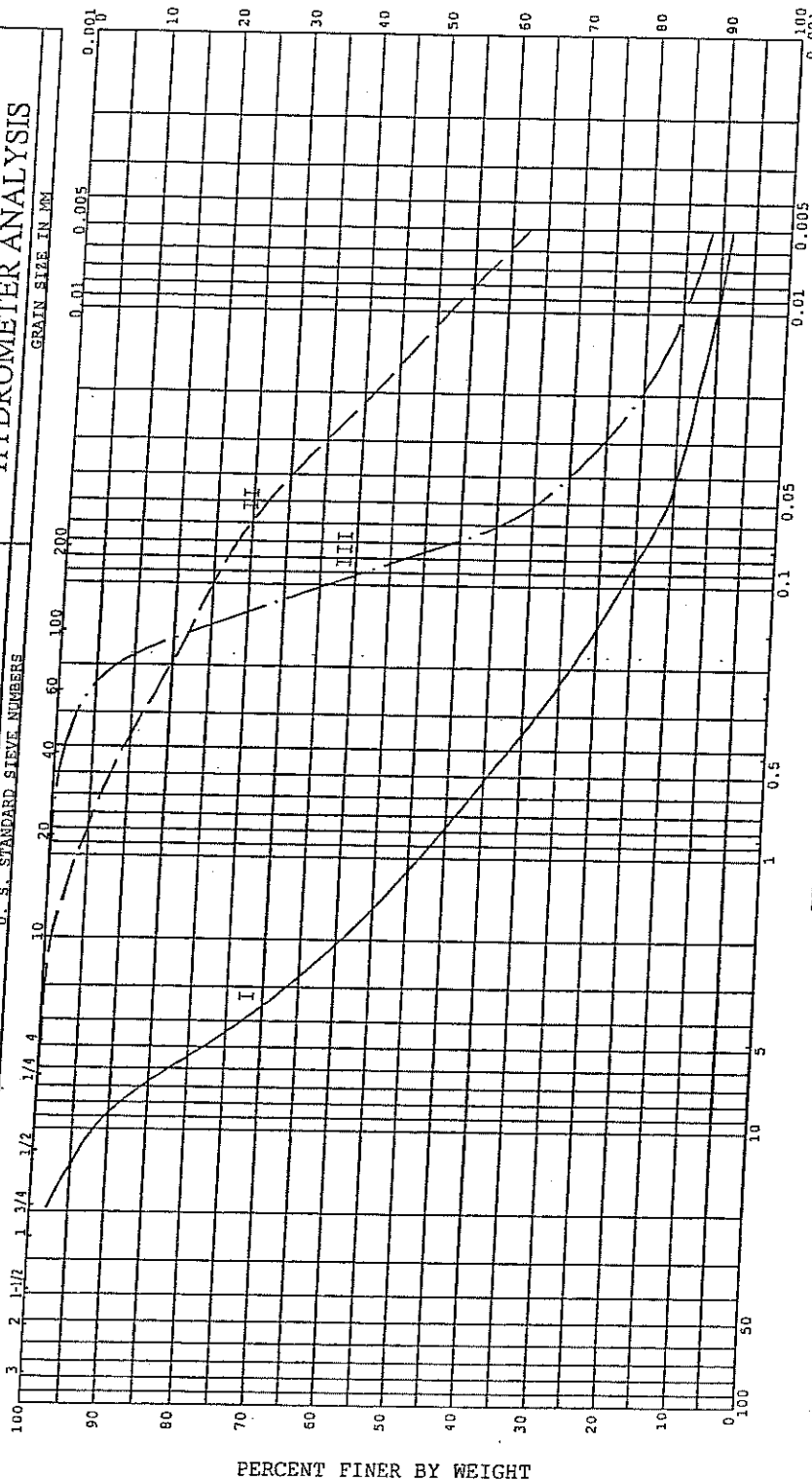
A-18

Curve No.	Boring No.	Depth ft.	Soil Description	Natural W/C, %	LL	PL	PI
I	1	21	SAND, fine to coarse, slightly silty, gravelly	3.1			
II	1	36	SAND, fine to coarse, slightly silty, gravelly	4.3			
III	1	51	SILT, very fine to fine sandy	27.4			

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SIEVE ANALYSIS

HYDROMETER ANALYSIS



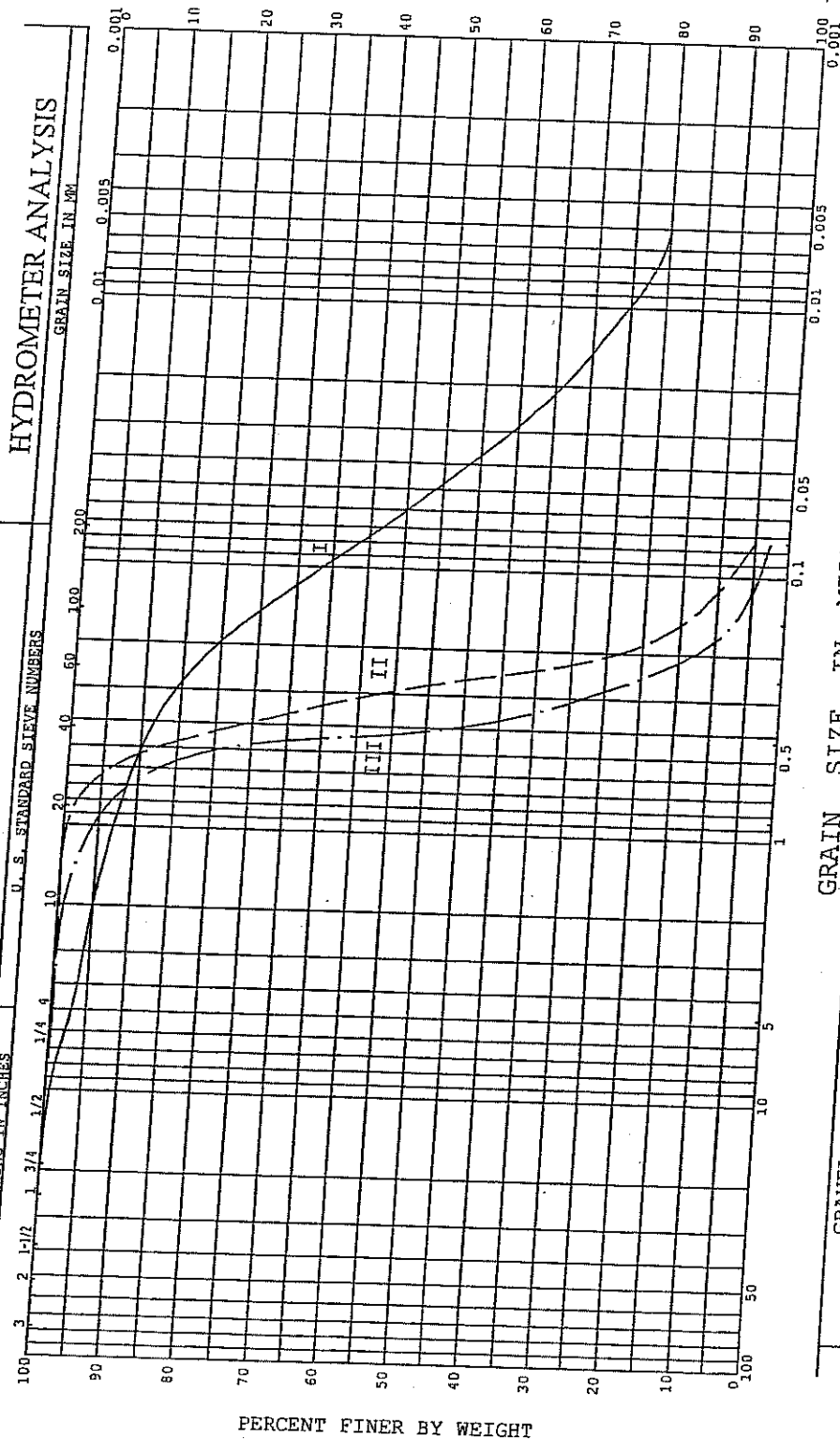
GRADATION CURVE

Proposed Apartment Complex
4043 Irving Place
Culver City, California

Curve No.	Boring No.	Depth ft.	Soil Description	Natural W/C, %	LL	PL	PI
I	1	11	SAND, f to coarse, silty to sl. silty, v gravelly	6.1			
II	1	16	SILT, very fine to fine sandy, very clayey	20.4			
III	1	46	SAND, fine, silty, occasional gravel	22.8			

SIEVE ANALYSIS

HYDROMETER ANALYSIS



SILT or CLAY

Curve No.	Boring No.	Depth ft.	Soil Description	Natural W/C, %	LL	PL	PI
I	2	11	SILT, very fine to fine sandy, slightly clayey	15.6			
II	2	36	SAND, fine to medium, slightly silty	16.7			
III	2	46	SAND, fine to medium, slightly silty	20.3			

GRADATION CURVE

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

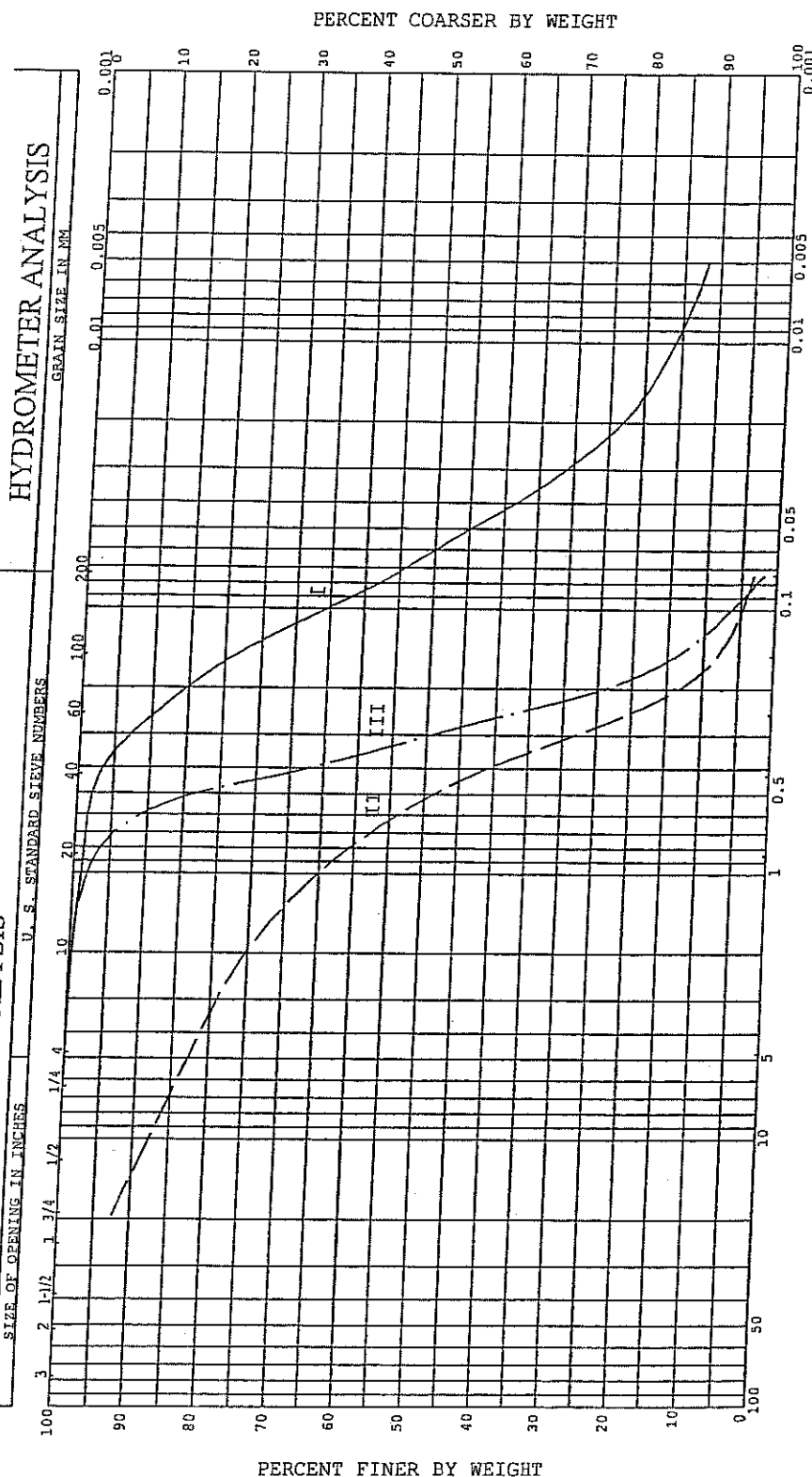
PROJECT NO. HA-5887-1

PLATE A-20

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SIEVE ANALYSIS

HYDROMETER ANALYSIS



GRADATION CURVE

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC. Geotechnical Engineering Consultants

PROJECT NO. HA-5887-1

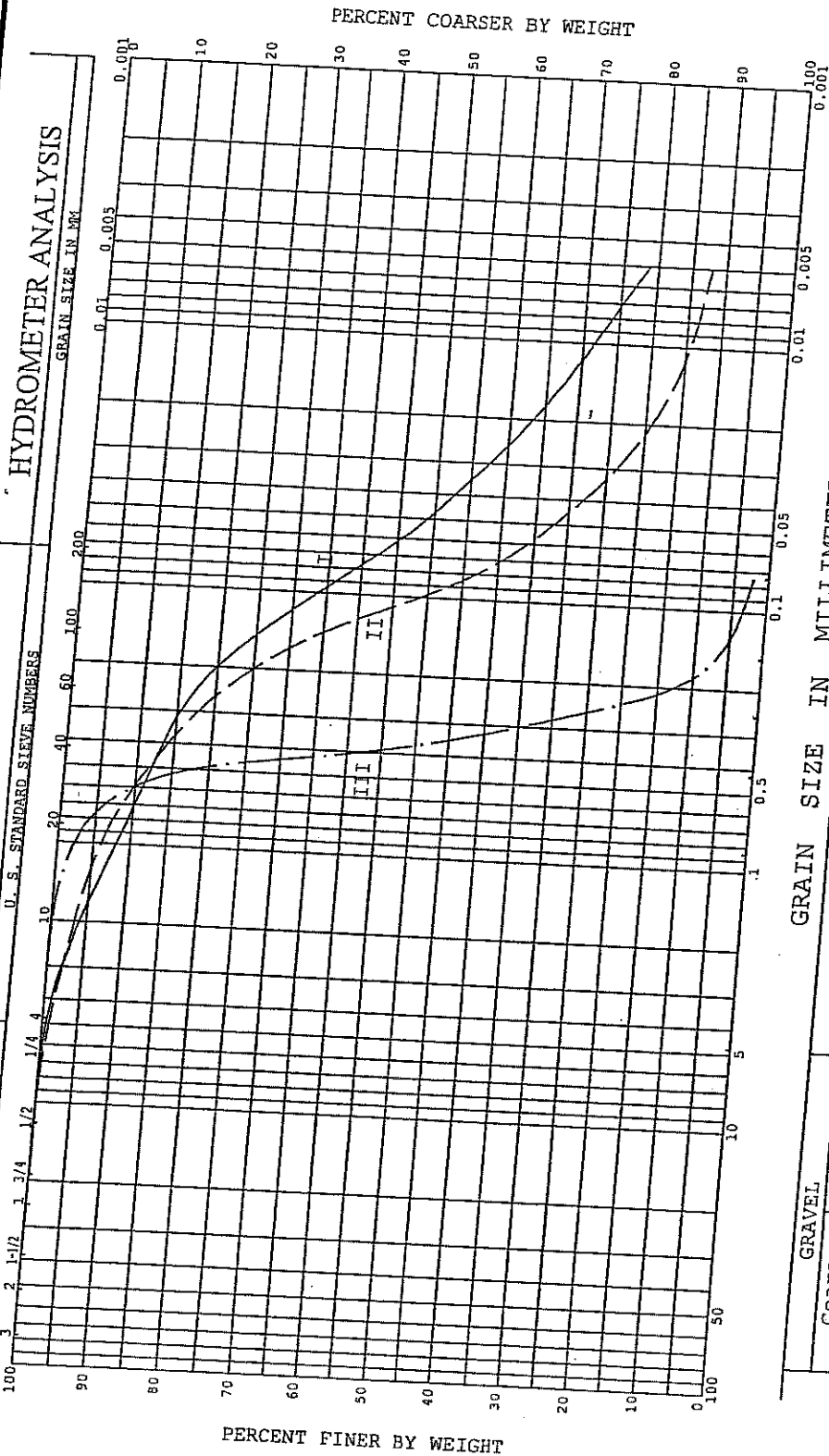
PLATE A-21

Curve No.	Boring No.	Depth ft.	Soil Description	Natural W/C, %	LL	PL	PI
I	2	21	SILT, very fine to fine sandy, slightly clayey	14.1			
II	2	31	SAND, fine to coarse, slightly silty, gravelly	2.2			
III	2	41	SAND, fine to medium, slightly silty	19.9			

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SIEVE ANALYSIS

HYDROMETER ANALYSIS



GRAIN SIZE IN MILLIMETERS

SILT or CLAY

Curve No.	Boring No.	Depth ft.	Soil Description	Natural W/C, %	LL	PL	PI
I	2	16	SILT, very fine to fine sandy, slightly clayey	16.5			
II	2	26	SAND, very fine to fine, silty	13.4			
III	2	51	SAND, fine to medium, slightly silty	23.7			

GRADATION CURVE

Proposed Apartment Complex
4043 Irving Place
Culver City, California

HU ASSOCIATES, INC.

Geotechnical Engineering Consultants

PROJECT NO.

HA-5887-1

PLATE

A-22

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Gorham, Thomas

From: Greg Seares [gregseares@gmail.com]

Sent: Wednesday, April 02, 2008 8:08 PM

To: Gorham, Thomas

Subject: 4043 Irving Place

I am writing in support of the project at 4043 Irving Place. And any other condo projects where zoning allows them. My wife and I have been renting in Culver City for 2 years, and have been looking to buy here in the neighborhood for the same amount of time. We moved to Culver City from Pasadena because of it's walkability, safe neighborhoods, easy access to many parts of Los Angeles, and great downtown area. There are hardly any available condominiums to buy in the downtown area for a young couple like ourselves, and we hope that more units such as these will be built in the future. I personally believe that by promoting density in its downtown, Culver City will lessen, rather than worsen, traffic. We live on Lincoln at Braddock - besides driving to work, my wife & I rarely drive. We can walk to everything we need, and I believe that that future culver city condo owners will do the same.

Greg Seares
4116 Lincoln Avenue

04/03/2008

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Gorham, Thomas

From: Anna Baum [minyaxmintz@yahoo.com]
Sent: Wednesday, April 02, 2008 10:05 PM
To: Gorham, Thomas
Cc: residentsculvercity@yahoogroups.com
Subject: Irving Place

Dear Mr. Gorham,

I am a Culver City Resident living on Lincoln Avenue.

I want

to express my strong desire that the area remain as residential and charming as it is today. The project being reviewed for 4043 Irving Place would have a negative impact on the area--already traffic, congestion, parking, and pollution problems are beginning to damage the wonderful atmosphere of Culver City.

I cannot attend the meeting April 9, so please take my concerns into consideration.

Best Regards,
Anna Baum

You rock. That's why Blockbuster's offering you one month of Blockbuster Total Access, No Cost.
<http://tc.deals.yahoo.com/tc/blockbuster/text5.com>

To: Planning Commission Members
Thomas Gorham, Deputy Director of Planning
Sol Blumenfeld, Director, Community Development Director
Carol Schwab, City Attorney

From: Owners of Landmark Designated Historical Homes adjacent to proposed project -
4043 Irving Place

Date: April 3, 2008

Re: Independent Soil Engineering Report

Please find attached an independent soil engineering report commissioned by the owners of the 3 Landmark Homes adjacent to the above project. The engineer made a site visit and reviewed the soil report paid for by the developer.

Please refer to the "Conclusions and Recommendations" section of the report beginning on p.3.

The engineer's report indicates:

1. "Construction of the proposed development with a subterranean garage will be difficult."
2. There would be several problems with the proposed shoring systems. More intense measures would need to be taken than described in the soil engineering report submitted by the developer, including measures to be taken in the event of excessive movement of the system.
3. The likelihood is that the free standing concrete walls on our properties will be damaged and require replacement.
4. A vibration monitoring program will be needed because "the existing buildings are sensitive to vibrations due to construction equipment."

The developer proposes to excavate 15-20 deep for the subterranean garage, *only 3 feet*, from these brittle, historic, concrete homes. There is significant risk for damage to these homes because of the proximity of the excavation, the sandy content of the soil, and the need to use heavy, vibrating equipment in the construction.

We request your careful review of this project and ask that the project be scaled back to reduce the potential damage to our homes.

Respectfully submitted,

Michael and Judith Miller
Louis and Helen Apodaca
Helen Vowles

L.A. Private Eyes Geotechnical Engineers

A Division of Prestige Engineering, Inc.

1373 Westwood Boulevard, Suite A, Los Angeles, California 90024

Toll Free: (866) GEO-ENGR or (866) 436-3647

Web Site: www.geo-engineer.com

Fax: (310) 268-5501

Mr. & Mrs. Louis Apodaca,
Mrs. Judith Miller, & Mrs. Barbara Vowles
4052 A, B, & C Lafayette Place
Culver City, California 90232

April 1, 2008
Job No. 03JM08

Subject: **Limited Geotechnical Assessment
Existing Residences
4052 A, B, & C Lafayette Place
Culver City, California**

Ladies & Gentlemen:

In accordance with your request, on March 25, 2008, we performed a limited geotechnical assessment of the subject properties in your presence to visually evaluate the impact of a proposed development planned to be the northwest of your properties from a geotechnical viewpoint. Copies of selected photographs taken during the assessment are attached with this submittal.

LIST OF REFERENCES

The following publications and references were reviewed as part of this assessment. Information obtained after reviewing these documents is summarized within the text of this report.

1. Technical Appendix to the Safety Element of the Los Angeles County General Plan, Volume 2, Department of Regional Planning, County of Los Angeles, January 1990.
2. Seismic Hazard Zones Maps, Venice Quadrangle, Department of Conservation, Division of Mines and Geology, Official Map released February 1, 1998.
3. Seismic Hazard Evaluation of the Venice 7.5-Minute Quadrangle, Los Angeles County, California, Department Of Conservation, Division of Mines and Geology, Open-File Report 98-05-1998.
4. Excavation and Grading Code Administration, Inspection, and Enforcement, Michael Scullin-1983.

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5. Evaluating Earthquake Hazards in the Los Angeles Region, U.S. Geological Survey Paper 1360, J. I. Ziony-1985.

In addition, at the time of inspection, you provided us with the following:

- A. Preliminary Soil Investigation, Proposed Apartment Complex, Lots 3, 20, & 21, Tract 1775, 4043 Irving Place, Culver City, CA, Prepared for Metro Real Estates & Development by Hu Associates, Inc. (HA) on April 17, 2007, Job No. HA-5887-1.

Pertinent information based on our discussions with you at the time of inspection and after reviewing the above referenced documents is summarized below.

EXITING CONDITIONS

- The subject properties consist of 3 two-story historic buildings that were constructed in 1923. For discussion purposes and to be consistent with the directions discussed in Reference A, we have assumed that the proposed construction is located to the west of the subject properties. The existing buildings consist of reinforced concrete structures that are supported on shallow conventional foundations; basements do not underlie the subject properties. It is our understanding that the free-standing concrete wall noted to the west of the existing buildings has been constructed right on the property line. The existing wall is leaning excessively in some areas such as 4052A & B Lafayette Place.
- A newer concrete block wall has been constructed behind the free-standing wall along your property line. The newer wall is right behind the free standing wall along the westerly property line at 4052C Lafayette while it is further away to the west of 4052A Lafayette. A room addition has been constructed to the southwest of Building 4052A by enclosing the narrow walkway to the west of the building with wooden walls that rest on the free-standing wall along the westerly property line. Existing cracks were noted at the southwesterly exterior corner of the free standing walls supporting this addition.
- The buildings are generally within 3 feet of the free-standing wall along the property line wall. The walkways in the westerly side yards of the existing properties are paved with brick pavers except in 4052C Lafayette where tiles have been laid down. You indicated that you have lived in the properties for a long time and have not experienced major problems. Other than a few old cracks, major cracks were not noted in the hardscaped areas around the buildings.
- It is our understanding that the subject buildings sustained some damage due to the 1994 Northridge earthquake; the extent of damage was limited to a few cracks. A few cracks were noted in the tile work at the entrance to 4052C Lafayette Place; it is our understanding that these cracks occurred due to vibrations due to demolition of a thick concrete loading dock that was associated with a newspaper facility which used to occupy the adjoining construction site before it was paved for surface parking.

- The interior floors are covered with hardwood, tile, linoleum, and carpeting. Where visible, the floor tiles for the most part were free of major cracks. We checked the levelness of all three structures by performing a floor-level survey on portions of their lower level interior floors using a water-level (manometer). Based on our measurements, the lower level floors are generally level; the results of our measurements are retained in our files for future reference.

PROPOSED CONSTRUCTION

Based on our discussions with you and review of Reference A, it is our understanding that it is planned to build a three to four story structure that is underlain by a 1 level deep subterranean garage. The planned development is in its initial design stages; other than a few architectural drawings, detailed plans for construction of the site have not apparently been submitted to the City of Culver City for review as of this writing. The finished floor of the structure (above the subterranean level) will be some 4 feet above the existing grades. Excavations on the order of 12 feet, right along the westerly property line, are planned for construction of the proposed basement. Based on review of HA report (Ref. A), the site soils are firm and capable of supporting the planned development on conventional foundations.

CONCLUSIONS AND RECOMMENDATIONS

Based on our site observations and review of Reference A, it is our opinion that due to the close proximity of the existing structures to the property line, construction of the proposed development with a subterranean garage is going to be difficult. As indicated by HA, due to close proximity of the existing properties to the proposed construction and the sandy nature of the subgrade soils, shoring should be used for support of temporary excavations for construction of the proposed subterranean garage. Presented below is a list of a few measures which would lessen the impact of the proposed construction on the existing buildings.

Depending on the adequacy of design employed for the proposed shoring and retaining walls system and procedures used to install the shoring and retaining wall system, the existing structures at 4052 A, B, & C Lafayette Place may be affected. Depending on the location of the proposed excavation line relative to the westerly property line, there is a high likelihood that even employing a shoring system the free-standing concrete wall may experience further damage and require removal and replacement. Also the room addition to the southwest of 4052A Lafayette place may need to be underpinned using the soldier piles planned for the proposed shoring system.

HA indicates that the shoring system may be designed as a cantilevered system if lateral deflection of the excavation tops is not critical. Obviously, this type of design is not desirable and in order to reduce the potential for damage to your properties, the shoring should be designed for a braced system. Such shoring system should be designed for the same pressures as

the permanent basement retaining walls which in this case will be equivalent to a trapezoidal pressure distribution of $32H$ where H is the depth of excavation in feet or an at-rest lateral pressure of 60 pounds per cubic foot (pcf), whichever is greater.

These pressures assume that the basement walls will be equipped with a permanent drainage system to prevent build up of hydrostatic water pressure behind them. Otherwise, the walls would have to be designed for higher pressures so as to reduce the potential for their excessive deflection. A perforated pipe and a gravel chimney or a Mirafi or Miradrain to a location such as a sump pump to be discharged to the street as the grades at the base of the garage walls are well below the existing grades. During periods of inclement weather, as recommended by HA, temporary measures should be undertaken to adequately direct surface runoff from all sources away from excavations. As recommended, adequate pumps and sumps should be provided to handle any flow into the excavations and to prevent flooding, ponding, and inundation of the site. HA recommends that no excavation shall be made during unfavorable weather.

As indicated by HA, in addition to the lateral earth pressure discussed above, the shoring and the proposed basement walls shall also be designed for the additional lateral surcharge pressures imposed by the foundations of the existing structures. The surcharge pressures due to the existing concrete structures will be higher than conventional wood-framed structures constructed nowadays. No vertical excavations are to be made next to existing structures or where limited by property lines. Wood lagging must be pressure treated for contact with soils if the lagging is to remain after construction of the subterranean retaining walls. HA indicated that excavations should be in accordance with all applicable CAL/OSHA requirements for safety of workers and protection of the adjoining properties.

HA indicates that the braced shoring system may be comprised of braced sheet pile walls, braced soldier pile system or other system approved by them. The problem with the sheet pile system is that it requires a vibratory hammer to drive it below the planned excavation depth; excessive vibration could be damaging to the existing structures as they are very close to the proposed excavation. The shoring system may be designed as a braced system if it is stabilized using tiebacks, rakers, or slot-cutting procedures. It is our understanding that you do not desire any tiebacks to be installed underneath your properties.

With a raker system, diagonal steel beams would be used to stabilize the shoring system next to the existing structures. With the slot-cutting procedures, a bank of soil could be used to provide lateral support for the shoring system. With this method, slots are excavated in the earth embankment stabilizing the shoring system in an A-B-C pattern; all the A slots are dug out to allow construction of that portion of the basement walls before the B slots and so on.

The shoring installation should be continuously observed and monitored by the soil engineer of record for the proposed construction (HA). Ref. A indicates that monitoring of the movements of the shoring system and of the ground surface behind the shoring is recommended in areas where adjacent structures may be affected by the excavation. The monitoring should consist of survey points on top of the soldier piles on a daily basis and/or installation of inclinometers to be installed behind the shoring system. Inclinometers measure the lateral deflection of the retained

earth mass and the existing structures. The monitoring should be started before the excavation of the shoring system has begun and should continue until the basement walls have been constructed and braced.

Before start of construction, a video and photographic survey of the exterior as well as the interior of the existing structures should be made. The purpose of this documentation is to catalog a list of the existing damage to be compared to any new damage due to the proposed construction. In addition to the monitoring program discussed above, a vibration monitoring program should be undertaken since the existing buildings are sensitive to vibrations due to construction equipment as noted previously during removal of the loading dock of the newspaper facility. What is missing from the HA report is the measures that are to be undertaken in case of excessive movement of the shoring system. Normally in such cases, the excavation is stopped while additional measures are undertaken to reinforce the shoring system so as to reduce the potential for further movement of the existing structures.

HA indicates that successful performance of the proposed construction and safeguarding of the existing structures is highly dependent on implementation of adequate drainage measures such as surface drains and swales to prevent ponding of water. HA indicates that construction of planters immediately adjacent to the proposed structure to be avoided unless provisions for drainage such as catch basins and drains are made. Overwatering of the landscaped areas should be avoided. HA indicates that the contractor shall supervise and direct the construction activities and shall be responsible for all construction means, methods, techniques, sequences, and procedures. The contractor will be solely and completely responsible for conditions at the job site including safety of all persons and property during the performance of the work.

The shoring system that will presumably be designed by a shoring structural engineer should be reviewed by HA and us to ensure adherence to the recommendations discussed here and in Reference A. In addition, we request that a copy of the shoring plans as well as the basement walls to be provided us for review. We should be retained to provide intermittent observations during construction to observe the site conditions and verify that the proposed construction is being performed in accordance with the approved plans.

LIMITATIONS

Our work is limited to a visual assessment of the existing conditions at the site. The findings discussed above are not intended to provide you with a complete geotechnical history of the site or its improvements, as L.A. Private Eyes was not contracted to research compliance with code requirements or existence of any permits, geotechnical documents, or certificates of occupancy for this structure with any agencies. Such documents may include prior geotechnical reports, permits, and plans that may detail the geotechnical or geological history of the site and/or its vicinity that can not readily be obtained in a visual assessment of the site. If you wish us to research and review such documents, we can provide this service for an additional cost. However, if you obtain any such documents, we will be more than happy to review them for you at no additional cost.

It is important to recognize that our assessment is not intended to identify every crack or problem at the site but to identify general trends to point at some of the more obvious conditions that influence the site. As such, defects may exist at the site that are not discussed in this report especially if they are hidden and are concealed by earth materials, vegetation, floor covering, or structures such as retaining walls. If such defects are present, they are beyond the scope of this assessment. To identify such defects, a detailed subsurface investigation consisting of drilling borings or test pits at the site may be required. A sub-surface investigation was not performed as part of this assessment. Subsurface investigation and geologic mapping may result in differing conclusions than those listed above. In addition, leaking sewer, water, or plumbing lines, which are not directly observable, may adversely affect the geologic conditions at the site. Man-made or natural alterations at the site or adjacent to it such as excavations, strong storms, excessive rains, changes in groundwater characteristics, may also affect the geologic stability of the property and its improvements.

The findings presented in this report are only applicable at the time of the assessment. Future site conditions may vary from those observed at the time of our assessment. This report has been prepared in a manner consistent with the level of care and skill ordinarily exercised by other geotechnical engineers practicing in the same locality under similar conditions. With time, additional findings or new technologies may alter the standard of care for which we cannot be held responsible. This report should not be confused with a subsurface investigation that is usually required by the governing agencies for construction of new improvements or repair of the existing ones at the site. Our report should not be confused with a property survey either as we do not establish lot lines or prepare topographic maps; for that purpose, you should contact a licensed land surveyor.

This report is not intended to express or imply a home warranty or guarantee of any kind. We do not guarantee the work of the developer, contractors, or other consultants that may have performed work at the site. Therefore, no guarantee or warranty of any kind is expressed or implied pertaining to the future performance of the site or the structure thereon in any respect. This report is not a complete investigation for code compliance or public records that might affect this property. This assessment report should not be used as fulfillment of the disclosure requirements of California Civil Code Section 1102.6, nor is it to be used as a substitute disclosure as authorized by section 1102.4.

This report is prepared for the exclusive use of our client and authorized agents and should not be considered transferable to third parties without our prior authorization. Prior to use by others, L.A. Private Eyes Geotechnical Engineers should revisit the site and review the applicability of this report. Additional work may be required to update this report prior to its use by others.

-000-

200

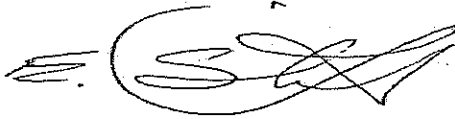
4052 A, B, & C Lafayette Place, Culver City, CA
Job No. 03JM08

April 1, 2008
Page 7

This completes our assessment report of the subject property. We at L.A. Private Eyes Geotechnical Engineers appreciate the opportunity that was afforded us to provide our professional opinion. Should you have any questions regarding the contents of this report, please call us.

Respectfully Submitted,

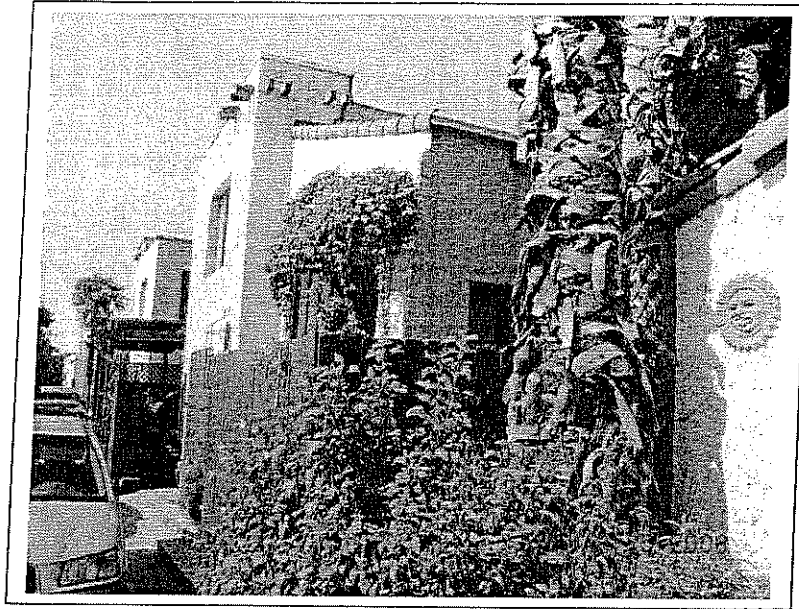
L.A. PRIVATE EYES GEOTECHNICAL ENGINEERS,
A DIVISION OF PRESTIGE ENGINEERING, INC.

A handwritten signature in black ink, appearing to read 'E. Simantob', is written over a horizontal line.

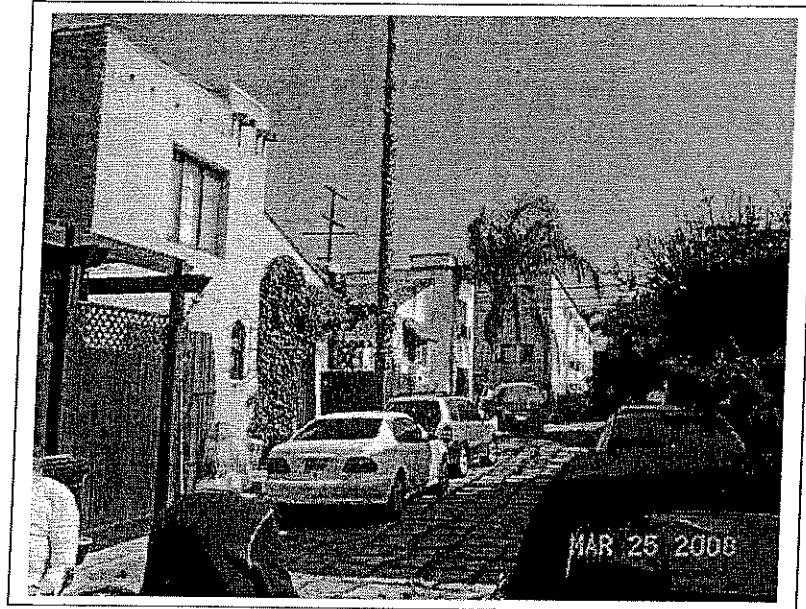
Ebrahim Abe Simantob, P.E., G.E.
Civil & Geotechnical Engineer

Attachments: Selected Photographs Taken During the Assessment

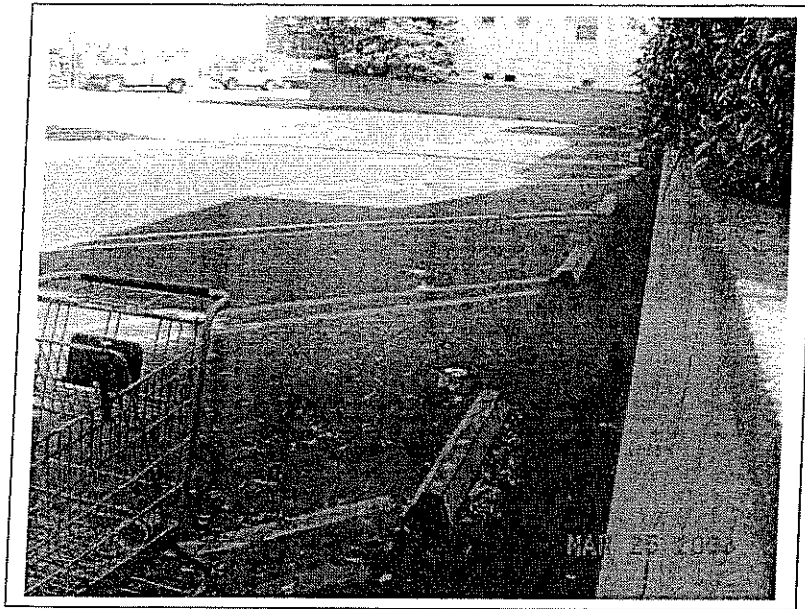
View of the east side of 4052A & B Lafayette Place from the street.



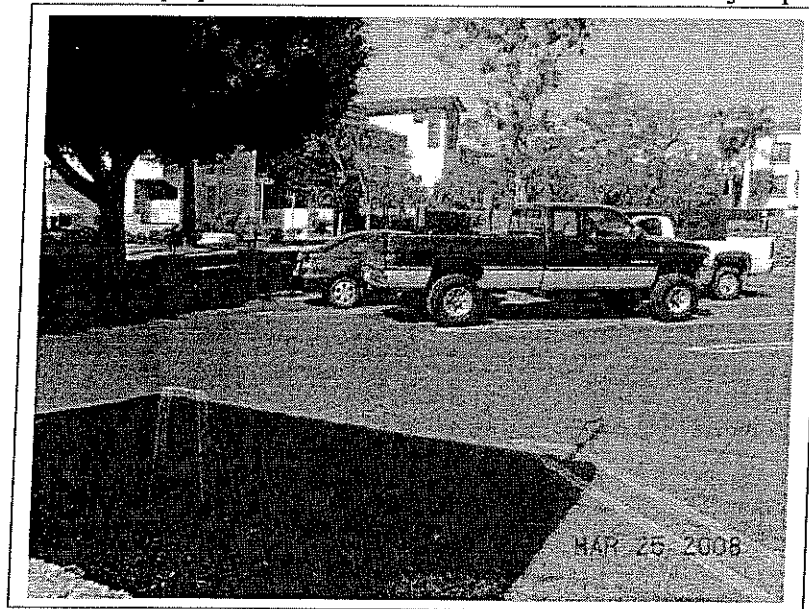
View of the east side of 4052B & C Lafayette Place from the street.



View of the north end of the proposed construction site to the west of the subject properties.

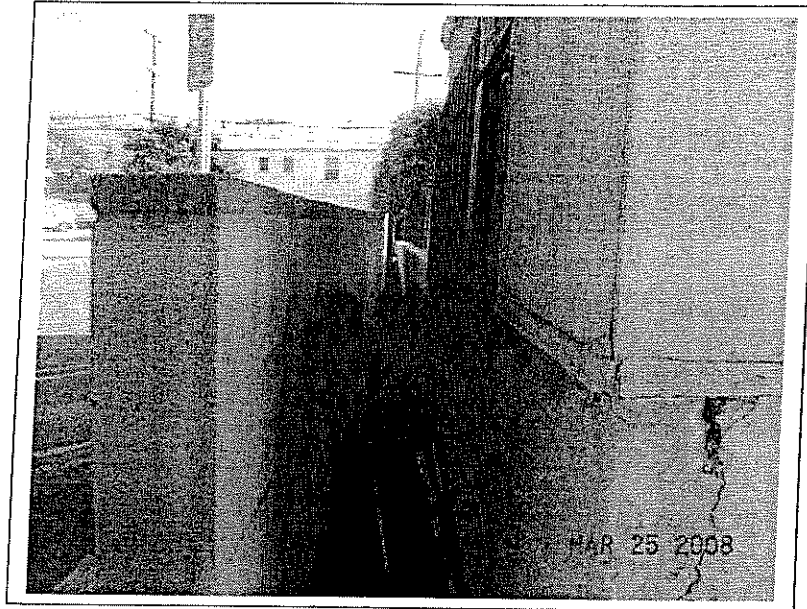


View of the south end of the proposed construction site to the west of the subject properties.

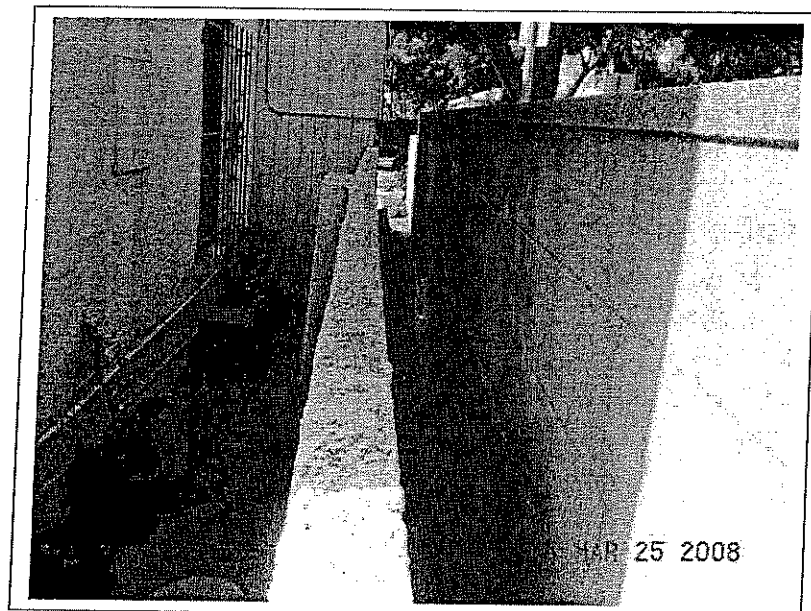


203

View of the concrete block wall constructed next to the free-standing concrete wall along your westerly property line. Note the small crack in the wall below the stucco covered walls of the addition made to the southwest of 4052A Lafayette Place.



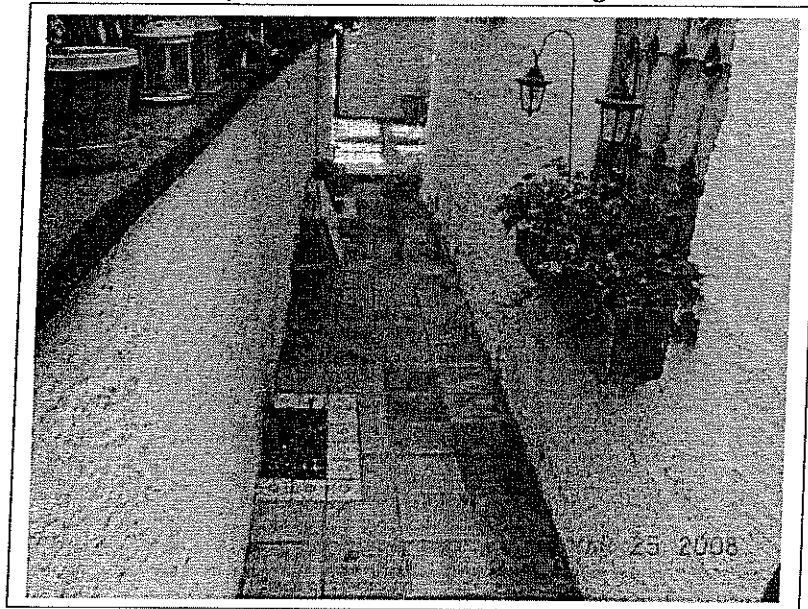
Another view of the addition to the southwest of 4052A Lafayette Place and the two walls looking south.



The free-standing wall is leaning excessively in portions of 4052A & B Lafayette Place.



The walkway between 4052C Lafayette Place and the free-standing wall is covered with tile.



From: Culver City Connect [mailto:culvercity@user.govoutreach.com]
Sent: Friday, March 28, 2008 11:10 AM
To: Gorham, Thomas
Subject: Culver City: Message About Request #: 132017 [34463034453]

Description: Carole Levitt & Mark Rosch 4070 B Lafayette Place • Culver City, CA 90232 March 26, 2008 We are the owners of the Culver City Historic landmark house located at 4070 B Lafayette Place. We are writing about our concerns with the development project at 4043 Irving. It is much too large a project for what is currently a wonderful neighborhood of historic homes. Adding a project with 26 condominiums, 3 offices, and 68 subterranean parking spaces is incompatible with the current historic neighborhood of residences. All of the homes on Lafayette Place are either single family or small apartment buildings. Only 15 years ago, the City deemed 12 of those homes in two courtyards "culturally significant" to the history of Culver City and designated them as historic landmarks. Now, if approved, the project at 4043 Irving threatens the structural integrity of at least three of those homes, the historical significance of all 12, and the character of the entire neighborhood. As you probably know, aside from residences on the 4000 block of Lafayette Place, the street also includes City Hall, Meralta Plaza, and a day care while the 4000 block of Irving includes an elementary school in addition to residences. Adding such a large project on Lafayette Place and Irving will only aggravate the current congestion caused by automobile and pedestrian traffic and will negatively affect the safety of children at the day care and elementary school. We're further concerned about the presence of lead in the soil of the Irving site, left over from its use as a printing facility. While the lead contamination is currently effectively capped by the blacktop paving on the project site, the extensive excavation could spread airborne lead particles not only over the neighboring properties, but also over City Hall, Meralta Plaza, and the children attending Linwood E. Howe Elementary and Happyland Pre-School. We respectfully request that the City and Planning Commission reconsider the scope of the project as it's currently proposed Carole Levitt clevitt@mindspring.com Mark Rosch mrosch@mindspring.com

March 14, 2008

Thomas Gorham, Deputy Director
Culver City Planning Department
Culver City Hall

Re: Proposed development - 4043 Irving

Dear Mr. Gorham,

The proposed development at 4043 Irving poses special challenges. It is the first time the Planning Department and the Planning Commission are reviewing a project adjacent to 12 "Landmark" designated homes. 3 of these homes (4052 A, B, and C) are directly adjacent to the proposed development. We are writing to you to bring some issues to your attention and to ask for your assistance in protecting these buildings from damage as a result of the proposed development.

Designed by an architect at the studios and built in 1923, these structures are constructed of poured in place concrete. They are the first homes in Los Angeles County built of concrete and the only homes in Culver City made from this material. These beautiful, 2 story Spanish style homes are of special historic value to the city.

The walls of these homes are approximately 3 feet from the property line. Because the design is so large - it includes 26 condo units and 3 commercial offices, 68 parking places are required. As a result, the design includes excavating a subterranean garage 15-20 feet deep, beginning directly on the property line. Even with this design, the underground parking for residents has to be "stacked." At 4052 A, the proximity of the home is even closer than the other 2 homes because the addition which was added to the house before the current owners bought the home 32 years ago, is actually right on the property line. Water pipes and other utilities also run underground right on the property line of these homes.

Level of Risk

The soil engineer's report indicates a high percentage of sand on the proposed site. We have been told that our homes will be "shored up," but we are extremely concerned that the structural integrity of our homes would, in fact, be compromised by the excavation, the shoring up process itself, and by the use of heavy equipment needed in the building process.

Our concerns are based on some experience. 4043 Irving was owned by Coast Media Newspaper before the city took it over. When Coast Media's building and loading dock were demolished to make way for the current parking lot, the owner of 4052 C, whose home was parallel to the Coast Media building, reports her house "shuddered." Later cracks appeared in her walls and patio floors from back to front. The proposed project

will involve a much larger area, much heavier equipment, deeper excavation, and a lengthy projected completion time of 1 ½ to 2 years.

You are probably aware that in another development project, 2 blocks away on Van Buren, the shoring up process did, indeed, cause the land on the adjacent neighbor's driveway to collapse. The project did not meet OSHA standards, and the whole project had to be abandoned after construction had begun.

The walls of our homes have walls 9-16 inches thick. The buildings are extremely heavy. If the buildings slide, there could be risk to the men working on them, the people living in them, and to the buildings themselves. It may be difficult to repair them as cracking occurs. Rebuilding them would not be possible because of the extraordinary expense and the fact that they would no longer meet building codes.

In a proactive effort to prevent future damage to our homes, the undersigned owners make the following requests.

Structural Engineering Report

We ask that a structural engineering report be prepared before application approval is considered. We are aware that, typically, in Culver City, such a report is done after project approval. Because of the unusual circumstances involved in this project, we believe that such a report should be prepared before the project is formally reviewed. We recommend that neighbors, rather than the developer, select the engineer to ensure objectivity. We would ask that the report describe what impact shoring up and construction are likely to have on these landmark buildings - in both the short and in the long term. Additionally, we would like details regarding what shoring up methods might be implemented and a description of how the shoring up project would be monitored.

Soil Sampling

We ask that an additional soil boring be taken adjacent to 4052 B. (Sampling was done only adjacent to 4052 A and C.) The current soil sampling report appears to be inadequate. It does not address potential impact on the landmark buildings because of the proximity of the excavated garage. It deals solely with the structural integrity of the proposed new building.

Responsibility for Damage

We ask that we receive, in writing, assurance that these buildings will be protected and ask that we be given an explanation of how responsibility would be assessed and repairs made if damages do occur to our homes as a result of the implementation of the project, either during the building process or after it is completed.

We ask that careful analysis and evaluation be completed before the project is approved. Surely, more time spent in an adequate planning a project would provide a better

opportunity to prevent tragedy later. We have taken pride in our homes for many years and we hope the city will help provide stewardship for these landmarks in the future.

Site Visit

Because of the unusual elements in this case, we invite you and the Planning Commissioners to personally make a site visit before the April 9th meeting, not only to the current parking lot where the new project is proposed, but also to the 3 landmark homes in order to more appropriately evaluate the impacts of the projected project. It is difficult to understand the spatial issues from drawings alone. They do not given enough detail related to these landmark structures. Please let us know how we could coordinate such a visit.

Thank you for your attention.

Sincerely,

Louis and Helen Apodaca – owners, 32 years
4052 A Lafayette Place (310) 837-8344

Michael and Judith Miller – owners, 17 years
4052 B Lafayette Place (310) 837-3540

Barbara Vowles - owner, 28 years
4052 C Lafayette Place (310) 204-2757

Cc:
Sol Blumenfeld, Community Development Director
Charles Herbertson, Director/City Engineer
Jerry Fulwood, City Manager
City Council
Planning Commission
Cultural Affairs Commission
Carol Schwab, City Attorney

209

Disa E. Lindgren
4146 La Fayette Place, Culver City, CA 90232-2818 310.837.3180
disalindgren@hotmail.com

Dear Madam/Sir,

I feel fortunate to have lived in Culver City for a total of 14 years (attending Linwood E. Howe Elementary School, Culver City Junior High School and Culver City High School in the 60's and 70's, and returning in April 2004.)

As a member of the community, I am concerned that the type of development being planned for 4043 Irving Place is not suitable for the location. In a lovely, quiet residential neighborhood, with both an elementary school and a preschool adjacent to the property, the potential for safety problems and harm to young children, it is particularly troubling.

The most important responsibility of the government, is to provide for the safety of its residents and especially to protect the most vulnerable members of the community. Foremost among these are our children. It is my understanding that the proposed development would have 68 underground parking spaces, with entry to and exit from the building on Irving Place. Given that there is already a great deal of traffic in the morning and afternoon on Irving, Braddock and La Fayette, adding so many more cars in such a concentrated location would be ill-advised. Parents dropping off and picking up their children at the elementary school on Irving, and at Happyland Preschool on La Fayette would not only encounter greatly increased traffic, aggravating their commutes as well as the drive for people in the neighborhood, but would result in children being put in harm's way, because of the large number of cars pulling out of 4043 Irving as residents of the proposed condos leave for work and as young children arrive for school or preschool.

The quality of life for families and children in Culver City is something our City leaders (particularly elected officials and members of the business community) have long been proud of and is something residents here appreciate. But the scale of the proposed development seriously compromises the safety of this neighborhood, and is not in keeping with the verbal commitments made by our civic leaders or the desire of Culver City residents to look out for the best interests of our children.

The Planning Commission has a responsibility to see that the proposed building project at 4043 Irving Place is scaled back significantly, because of the proximity to both Linwood E. Howe School and Happyland. Not only will traffic increase on Irving, if a building with so many parking spaces constructed, but certainly also on Irving and Braddock (not to mention, Culver Blvd...)

I urge your careful consideration of the other impacts a project of this scale would have, particularly as regards children; increased noise and pollution during construction and afterwards, with the addition of so many cars--and what a terrible loss for all of us should the two magnificent ficus trees on La Fayette be chopped down!--and greatly increased traffic, on top of still tighter street parking, which would make the streets less safe for the many young children who are in the area on weekdays.

Thanks for keeping the protection of small children in mind as you consider what kind of development will enhance the neighborhood and serve the interests of the residents of Culver City.

Disa E. Lindgren

210

Samaras, Paul

From: Jerry Ferro [ferrojerr@gmail.com]
Sent: Wednesday, February 13, 2008 10:20 AM
To: Samaras, Paul
Subject: Project Application for 4043 Irving Place

Mr. Samaras,

I am writing you to urge you to reject the proposal for 26 condos and office spaces for 4043 Irving Place.

The property is currently in use as a parking space and should remain so. I am dismayed that the property was sold without consulting members of the neighborhood. If we were consulted, I am sure that you would have found out that many people use the parking lot on a daily basis. I invite you to go by the property at anytime during the day. If you do, you will see that it is being used by: parents taking their children to the "Happy Time" day care, members of the Culver City School District headquarters and people of the neighborhood. Without a place to park, both Irving Place and Lafayette Pl. would be jammed with parked cars presenting a hazard to both the parents and children of "Happy Time" and for the police who regularly use Lafayette Pl. as an exit from the police station.

Plus, the construction of such a large project would create a MAJOR disturbance to the area which is becoming increasingly busy due to the revitalization of downtown. The amount of dust and noise will disturb the neighborhood as well.

In short, I believe that this project has not been well thought out. It seems to me that it will benefit the developer at the expense of the neighborhood and it will give rise to a parking shortage presenting a hazard to those who work and live in the immediate area.

I applaud Culver City's efforts to manage growth in the area but filling the area with condos will only make the city less desirable to live in.

I thank you for giving this project serious consideration before making any approvals and I urge you to consider the impact this development will have on our neighborhood.

Thank you,

Jerry Ferro
4041 Lafayette Place
Culver City, Ca. 90232

03/03/2008

211

Samaras, Paul

From: lvcarol@netzero.net
Sent: Sunday, February 24, 2008 2:37 PM
To: Samaras, Paul
Subject: 4043 Irving Place, Culver City

Culver City Planning Division
Paul Samaras, Associate Planner

I strongly object to the proposed project at 4043 Irving Place in Culver City. What are you people thinking????

My property is located at 4058 A Lafayette Place. There is already a parking problem in the area. What will happen to Lafayette Place when there are 26 residential units and 3 offices facing on Lafayette Place. Is Culver City that hard up for revenue that the Planning Division is eager to allow multiple units built on every square inch of property????

I absolutely hope that someone will think about the impact. There may not be an adverse impact on the environment, but it certainly will have an impact on the property owners and residents in the immediate area. Come on use some common sense.

Carol Kehl
Property Owner
4058A LaFayette Place

Home address:
4800 E. Vegas Valley Dr. #173
Las Vegas, NV 89121
702-432-0248

I would appreciate confirmation that this email is being considred as an objection to the proposed development.

Thank you.

Get that special someone a beautiful flower bouquet delivered to their door. Click Here.
<http://thirdpartyoffers.netzero.net/TGL2221/fc/Ioyw6i4uOHKBx9Xh8YDeEsCPbGt57yKOygtalxJuW3sGGUHe6RFest/>

RECEIVED

FEB 28 2008

Culver City
Planning Division

February 25, 2008

Mr. Paul Samaras, Associate Planner
Culver City Planning Division
P.O. Box 507
Culver City, CA 90232

RE: Property at 4043 Irving Place
Case File Tentative Tract Map P2007117

To Whom It May Concern:

This is to STRONGLY VOTE AGAINST the proposed project of a 4-story building consisting of 26 residential condominium units, three ground level office spaces and a subterranean garage with 68 parking spaces on a 24,089 square foot property.

The impact on this neighborhood will be tremendous due to the vehicle traffic and parking. I own the property located at 4058A LaFayette Place. The owners on this drive will be impacted and desire to have this project rejected.

Sincerely,



Carol C. Kehl
4800 E. Vegas Valley Drive, #173
Las Vegas, NV 89121
702-432-0248

Paul Samaras, Associate Planner
Community Development Department Planning Division
9770 Culver Blvd.
Culver City CA 90323

RECEIVED
MAR 03 2008
Culver City
Planning Division

March 2, 2008

With reference to the proposed construction of the mixed use condo and offices with underground parking @ 4043 Place

Dear Mr. Samaras,

I have a lot of concerns about what kind of damage this project could do to our granite constructed landmark homes adjacent to this site.

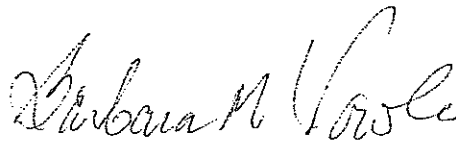
About ten years ago, the city brought in heavy equipment to demolish the Coast Media building and to break up a concrete loading dock which was parallel to my property. The heavy thumping and jarring shook my home. Cracks then appeared, coming from the block wall across my tiled patio and along the side of my house. The cracks continued under the hallway. Cracks also appeared in the tiled entry down the steps to the driveway and continued across the driveway to the house opposite. Later when it rained, I found that the back upstairs bedroom walls were running with water. The damage came from large cracks in the concrete around the window.

This is an important concern because the project, as currently proposed, is much bigger and demolition and construction will go on for much longer. The damage could be immense. Granite is not flexible as frame and stucco. I want a structural engineer to be brought in to take a close look at this foreseeable problem. Who will be responsible for damage done to the walls or the foundation of these historic homes?

I was told the building would be 3 stories high. Now it is apparently designed to be 4 stories high. That is not appropriate for this site. There has not been enough time to look at all the possible consequences of this project.

I request a delay in the approval process while additional information is gathered and so that I and my neighbors have more time to explain our concerns and the Planning Department has the opportunity to better evaluate.

Sincerely,



Barbara Vowles
4052 C Lafayette Place 310 204 2757

214

Mr. Paul Samaras
Associate Planner
Community Development Department
Planning Division
9770 Culver Blvd.
Culver City, CA 90323

RECEIVED

MAR 03 2008

Culver City
Planning Division

March 3, 2008

Re: Proposed Development 4043 Irving Place

Dear Mr. Samaras,

We are writing to express our serious concerns about the proposed development and to ask that the Planning Department delay approval of this project so that pertinent questions may be answered and concerns more appropriately addressed.

Last spring a meeting was held attended by the developer, his architect and members of our association. At that time, we expressed our concerns and were assured we would receive additional information before the project went forward. We have heard nothing until 2 weeks ago when we were informed that the project is now ready for implementation, without any significant opportunity to review and evaluate. The project was initially described as 3 stories. Now we have learned it has grown to 4 stories on one side. We are requesting additional time be made available for such review.

This project is a very large one, running from Irving Place all the way through to Lafayette Place. It is bordered on one side by a school and on the other side by a day care center. Large numbers of children and parents will be impacted by this project as well as general members of the community. The project is also adjacent to historic buildings given landmark status. Residents of these buildings will be seriously impacted by increased density, noise, pollution, traffic congestion, and potential damage to these landmark structures. There has been no environmental report prepared.

Significant Increase in Traffic and Parking Problems

The project is clearly too large and too intense in scope for the area. Significant increases in traffic and parking problems are anticipated yet there have been no studies undertaken to evaluate the impact of these two critical issues.

Physical Integrity and Amenity of Adjacent Historical Buildings

The historical homes adjacent to the proposed development were built in 1923 and have been given "landmark" designation by the city. Special care needs to be taken to ensure that, both structurally and aesthetically, these building are not compromised. There have been no assessments made by a structural engineer to evaluate the impact of this development and its design.

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Amenity

The proposed building height, combined with the inappropriate proximity of the proposed development would act to dwarf the historic buildings and reduce the amount of light and air available to the adjacent residents. The current design is unacceptable.

Issues of noise and light pollution have not been addressed. No plan has been developed to deal with increased air pollution as the result of the proposed 60 car underground garage and no details of the ventilation system have been presented.

Landmark Designation

It should be appreciated that the impacted residences around this project are historically significant not only because of their age, but also because of their unique design. Designed by an architect at Culver Studios in 1923, the 12 courtyard homes on one side reflect an important part of the city's heritage and should not be depreciated or overshadowed. The current design would seriously dwarf these buildings and, sadly, by definition, would compromise their beauty as well as the amenity of the residents by significantly reducing the amount of light and air surrounding the properties, thus diminishing the quality of life for adjacent residents.

The project needs a much more careful evaluation of the impact it will have on the surrounding community. Residents need more time to discuss their concerns and ensure that the public interest has been served. Serious consideration also needs to be made about how well this project fits into the overall plan which is currently in review. A new City Council is about to be elected. We respectfully request that any further project approval is delayed to afford more careful analysis and review by the community, the planning department, and the new City Council.

Sincerely,

Michael Miller 4052B Lafayette Place

Mike Miller

Judith Miller 4052B Lafayette Place

Judith Miller

Susan Ste. Marie 4058B Lafayette Place

Susan Ste Marie

Louie Apodaca
Nelson Apodaca

4052A Lafayette Pl
4052A LAFAYETTE PL

Carban M. Voulz
Jackie Merryman
4058 "C" LAFAYETTE PL
Sue Merryman

Samaras, Paul

From: KIM DRUMMOND [dkdrummond@sbcglobal.net]
Sent: Friday, March 07, 2008 12:23 AM
To: Samaras, Paul
Subject: slow down

We live at 4221 Irving Place. We already experience a great deal of traffic on our street, that often has no regard for speed. I experience this pulling out of my driveway daily. I would just propose that we finish the current Culver City building project going on and see how that impacts the community, ie. the project across from the Ince studio. This is very close to the project proposed here. Could we slow down please.

I work at Sony as does my husband. We bought our home here in 1998. Culver City has changed so much for the better since then. We got married in the Hotel when there was still a park there. We love it here, all the restaurants and night life etc. But lets do one thing at a time for the sake of our traffic and quality of life.

My opinion

Kim Drummond

Samaras, Paul

From: Betty Kao [bkao@IWGroupInc.com]
Sent: Friday, March 07, 2008 9:57 AM
To: Samaras, Paul
Cc: rostamian_hamid@pacific-com.com
Subject: Against 4043 Irving Place

Dear Mr. Samaras -

I am writing to express my concern regarding the pending development at 4043 Irving Place. My children attend Happyland Preschool and Lin Howe Elementary. Both of these schools will be affected by the construction and by the development if it is approved by the city. The traffic by Lin Howe is already impossible, with every child's parent dropping them off each morning with no parking lots. It takes 10 minutes to make the loop from Van Buren to Irving to find parking!!! With cement trucks and other construction trucks adding to the congestion, the traffic will be impossible. Then the air quality during the construction is harmful to our children's health and their developing lungs. Can you imagine your 4 year old playing in a yard across the street from all the pollutants from the construction? The sound of the machinery digging the foundation and the underground parking? How long will the construction for a building that size last? I am not against condos there. Just not 26 condos with 3 commercial spaces. It's just too large! Commercial spaces means there will be traffic coming and going all day. Drivers already speed down LaFayette - even when parents have toddlers in tow. The police cars don't slowdown either. They want to beat us across the street. Well, we need speed bumps. My son is in after school care at Lin Howe and Lin Howe is an open campus after normal school hours. How many strangers will be coming around the school? What kind of danger does that pose to the children. I am not opposed to development if it is in the right location. 4043 Irving Place is simply not the right location for this kind of development they are proposing. I, along with many parents from Happyland and Lin Howe, will be at the hearing this Wednesday. However, I want to lodge this formal complaint against the development.

You can reach my husband and me at 310-838-8808 and at this email address.

Thanks.

Betty and Hamid Rostamian

03/07/2008

218

Samaras, Paul

From: dcrotw7449@aol.com
Sent: Tuesday, March 11, 2008 6:15 AM
To: Samaras, Paul
Subject: 4043 Irving Place Development

I live at 9628 Braddock Drive, which is just south of the proposed project. The project at 4043 Irving is too large for the area. Currently, my neighborhood is impacted by downtown employees parking, the southward migration of displaced residential parking, customer parking for the nearby theatre and restaurants. I have a constant traffic flow that includes people turning around on Braddock to avoid the "one way" on Irving. The project itself will displace more parking, which will end up on my street. We were amazingly not included in the 'theatre zone' for Town Plaza, so when the daytime parkers leave the nighttime and weekend parkers take over. Also, with Culver City now allowing homes to be built that fill entire lots, we now have a new 2 story home added to Braddock on the corner of Irving and Braddock. The original home on Irving will now become a rental. Both homes have 2 parking spots. We already have residents on Irving using Braddock for parking.

The bottom line is this project needs to be scaled down. In the 11 years that I have lived here I have seen a dramatic change in traffic and parking. The impact of Town Plaza was worse than estimated and mitigation did not work (2 signs 2 blocks away requesting people to not park in residential areas).

Also, this project is too tall. I think the commercial classification of this lot should be mitigated by its location directly adjacent to a residential area. 26 units, 3 businesses, 4 stories on what amounts to 2 lots is WAY TOO MUCH!

David Crotwell

Supercharge your AIM. Get the [AIM toolbar](#) for your browser.

03/11/2008

219

Samaras, Paul

From: dcrotw7449@aol.com
Sent: Tuesday, March 11, 2008 7:25 AM
To: Samaras, Paul
Subject: 4043 Irving Place

This development appears to be exploiting a loophole allowing high density development in a "commercial" zone that wouldn't fly next door in the residential area. What really needs to be developed in that space is a parking structure!

David Crotwell

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03/11/2008

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Samaras, Paul

From: karen hilsberg [khilsberg@sbcglobal.net]
Sent: Tuesday, March 11, 2008 7:13 PM
To: Samaras, Paul
Subject: opposed to development on lafayette place

dear paul samaras,
i am writing to express my concern and opposition to the projected building on lafayette place near irving place in the current ccusd parking lot. i have two children who attend linwood e. howe elementary, and the impact on the school community would be devastating. there are serious traffic problems on irving place every morning as it is, with a traffic cop posted there daily to keep the cars moving along and out of the crosswalks. with additional residents on this street, with many more cars, and with even more restricted parking for the school and district staff and parents, the street will become gridlocked and a danger to the children and families in the neighborhood.
please oppose this building project and support our families and schools.
thank you,
karen hilsberg ph.d.
4360 jasmine avenue
culver city ca 90232
310-204-5990

03/12/2008

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RESOLUTION NO. 2008-P005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF TENTATIVE TRACT MAP NO. 69709, TTM P-2007117, FOR THE ONE LOT SUBDIVISION OF 26 RESIDENTIAL AND THREE COMMERCIAL AIRSPACE UNITS, APPROVING SITE PLAN REVIEW, SPR P-2007116, AND ADMINISTRATIVE USE PERMIT, AUP P2007115 TO DEVELOP SAID SITE WITH A MIXED USE PROJECT CONSISTING OF TWO BUILDINGS 26 RESIDENTIAL AND THREE OFFICE UNITS AT 4043 IRVING PLACE IN THE COMMERCIAL DOWNTOWN (CD) ZONE.

(Tentative Tract Map No. 69709, TTM P2007117)
(Site Plan Review, SPR P2007116)
(Administrative Use Permit, AUP P2007115)

WHEREAS, on July 5, 2007, Sal Gonzales for 4043 Irving Place Investors, LLC, as the property owner of 4043 Irving Place, submitted Tentative Tract Map, Site Plan Review and Administrative Use Permit applications to construct a mixed use project consisting of two buildings with 26 residential and three office units, on the project site described more fully as Lots 3, 30 and 21, in Block 21 of Tract No. 1775, in the City of Culver City, as per map recorded in Book 21 pages 190 and 191 of Maps, in the Office of Recorder of the County of Los Angeles, State of California; and,

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

1. Tentative Tract Map: For the subdivision of the project site into one lot for condominium purposes;
2. Site Plan Review: For proposed development project to ensure compliance with the required standards and city ordinances and establish all onsite and offsite conditions of approval to reflect the site features and compatibility of the proposed project with the uses on adjoining properties; and,

1 3. Administrative Use Permit: For residential and non-residential tandem parking;

2 WHEREAS, on March 12, 2008, the Planning Commission opened the public hearing
3 on these applications and, at the request of the applicant, the public hearing was continued
4 to April 9, 2008; and

5 WHEREAS, on April 9, 2008, the Planning Commission conducted a duly noticed
6 public hearing on these applications, fully considering the application, plans, staff report,
7 environmental information and all testimony presented; and

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

11 WHEREAS, following conclusion of the public discussion and thorough deliberation of
12 the subject matter, the Planning Commission determined by a vote of 3 to 1 that the project
13 would not result in significant adverse environmental impacts, that a Negative Declaration
14 finding was appropriate and that Administrative Use Permit and Site Plan Review should be
15 conditionally approved; and Tentative Tract Map No. 69709, should be conditionally
16 approved and recommended to the City Council for approval as set forth herein below.

17 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
18 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

19 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
20 Municipal Code (CCMC), the following findings are hereby made:

21 Tentative Tract Map No. 69709:

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

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

2 The proposed tentative tract map is consistent with the General Plan Land Use
3 Element in that the proposed subdivision shall provide for the creation of new housing
4 in the City, which is consistent with objective 2 of that Element, specifically with Policy
5 2.B which states that the City should "continue to allow and encourage multiple
6 housing opportunities in areas designated for such development."

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

8 The design of the proposed subdivision is consistent with the General Plan Land Use
9 Element as indicated above and with the Zoning Code development standards. The
10 project design incorporates features such as progressively increased setbacks from
11 the adjacent residential properties to make it more compatible with them. The
12 proposed uses are consistent with the objectives of the General Plan Downtown land
13 use designation that encourages mixed use housing opportunities within the
14 Downtown area.

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

16 The site is physically suitable for the proposed subdivision in that the project complies
17 with all zoning standards and the proposed structure shall meet all applicable
18 development standards [i.e., setback, height, density, parking and use].

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

20 The site is physically suitable for the density of the proposed project in that the site
21 allows for the number of floors and building area that are proposed. The proposed
22 building includes four levels in one building and three levels in the second. The mixed
23 use standards allow up to 35 residential units on the 24,089 square foot property, but
24 the project consists of only 26 residential units. The project is 10 feet shorter than the
25 maximum height of 56 feet permitted in the CD zone. The project also consists of a
26 subterranean one-level garage for 68 parking spaces, while meeting all the applicable
27 Zoning Code development standards.

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

The proposed tentative tract map subdivision together with the onsite and offsite
improvements shall not cause any known environmental damage and shall not
damage any fish and/or wildlife habitats because such fish and/or wildlife habitats do
not exist on or near the site. The site currently is completely paved and has served
until recently as a public parking lot, which does not serve as a habitat for fish or other
wildlife. Two trees located in the public right-of-way may be removed to allow for the
widening of Lafayette Place. However, project conditions require the trees to be

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inspected and evaluated by an arborist to determine the feasibility of maintaining said trees.

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

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

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

The proposed commercial tentative tract map subdivision and the onsite and offsite improvements shall not conflict with any existing and/or proposed easements. An existing sewer easement was identified during the project review and the project has been designed to not interfere or conflict with said easement.

Site Plan Review:

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

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

The general layout of the project is consistent with the Commercial Downtown (CD) zoning district in which the site is located and with the mixed use development standards (CCMC 17.400.065). The project provides adequate parking as required by the code, a total of 68 spaces. The proposed building as conditioned will meet the code requirements for height and building setbacks, and building projections are within code required height limits for architectural projections. Vehicular access to on-site parking is situated off Irving Place via an 18-foot wide driveway at an adequate distance from the nearest intersection. The project buildings are designed to provide

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1 easy pedestrian access to the office and residential components of the project from
2 the street and from the subterranean parking garage.

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

8 The building will be 46 feet high at the highest point, but portions of the building close
9 to the interior property lines will be shorter producing the effect of a gradual increase
10 in height. The Zoning Code requires this 'stepping back' of the building to reduce the
11 impact of a commercial building located adjacent to residential zones. The building
12 frontage along Irving and Lafayette Place will be set back on the first floor, and on the
13 upper floors architectural projections will provide some variety and interest to the
14 building elevations. This design will be compatible in scale with the residential and
15 commercial buildings in the area.

16 The project is adjacent to 12 historical two-story residential bungalow buildings with a
17 "Landmark" designation in Culver City's local cultural resources register. Three of
18 these historical structures are located immediately to the south of the proposed
19 project. These buildings have a Spanish Colonial character and were built in 1925.
20 The design and massing of the proposed building will not overtake the historic
21 structures or obstruct their view from the street. The proposed building has a similar
22 Spanish style architectural character including the use of earth-tone color stucco
23 siding with a heavy sand finish, Spanish style roof tiles, black wrought iron fencing and
24 guard rails, wood frame windows, and copper downspouts on the exterior, as well as
25 generous landscaping along the perimeter of the site that are intended to compliment
26 the historic buildings. The portion of the proposed building adjacent to the 3 closest
27 approximately 21 foot high historic structures as conditioned will include step backs in
28 height ranging from 11 feet at the ground floor with a 10 foot setback from the property
29 line, 22 feet at the second floor with a 16 foot setback from the property line, and 33
feet at the third floor with a setback of 22 feet from the property line increasing to a
maximum of 37 feet at the pitched roof peak setback 38 feet from the property line.
These height setbacks will help to ensure that the proposed buildings mass and scale
do not overwhelm the historic structures. The project will result in an improvement to
the visual character of the site and will complement the architectural visual character
of the area.

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

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1 The proposed landscaping is consistent with the intent of the code. The project
2 includes approximately 2,128 square feet of landscaping at the ground level, which is
3 spread along the building frontage on Lafayette and Irving Place, along the south
4 property line (next to the residential neighbors), and in a courtyard between the project
5 buildings. Several Brisbane and Pine trees will be planted along the south property
6 line in order to provide a buffer and screen between the new building and the adjacent
7 residential uses.

8 The project also includes new landscaping within the public right-of-way. Two existing
9 street trees along Lafayette Place will be removed to allow widening of the street in
10 front of the subject site. They will be replaced by five new street trees to be planted
11 within the public parkway. In addition, two new street trees will be placed along the
12 Irving Place frontage. The onsite landscaping features in addition to the street trees
13 required for the project will complement the architectural theme for this site.

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

18 The proposed location of the mixed use project will not result in conflicts with uses in
19 the existing adjacent residential neighborhood and commercial area. The office uses
20 are located at the ground level fronting on Irving Place with pedestrian access off of
21 the sidewalk and vehicular access as well. The traffic generated by the project is not
22 anticipated to result in a substantial impact to the immediate neighborhood as
23 demonstrated by a traffic study conducted for the project

24 Primary access to the site will be provided via a two-way driveway on Irving Place
25 which will allow left turns in and out of the site. No pedestrian hazards will result from
26 the design and layout of the proposed project.

27 The proposed project includes the construction of a subterranean parking garage with
28 a finished grade of approximately 10 feet below the existing ground surface. A cut on
29 the order of 12 feet including footings will be required for constructing the proposed
subterranean garage. The proposed subterranean garage will be located on the
property lines in all directions and shoring and lagging will be required for temporary
excavation during construction. Due to the proximity of 3 historic residences on the
property to the south, the design of the shoring will specifically acknowledge and
address the close proximity of these residences. A Preliminary Soils Investigation
prepared by Hu Associates, Inc dated April 17, 2007 was prepared for the proposed
project and includes a number of recommendations for excavation, shoring and
construction of the proposed subterranean garage. Project conditions of approval will
require the shoring plans for the project to include the recommendations made in said
report and that shoring, foundations, and structure of the proposed project be

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specifically designed to preserve to the extent feasible the historic residences with no damage during either the construction phase or after the project is completed.

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

The existing and proposed public service facilities necessary to accommodate the project such as: the width and pavement of the adjoining street, traffic control devices, sewers, storm drains, proposed parkways, proposed sidewalks, street lights, proposed street trees, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process.

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

The proposed project is consistent with the General Plan. Land Use Element Objective 2 "Housing Supply" identifies the creation of housing throughout the City as desirable. Objective 2; Policy 2.H furthermore states that street-facing ground floor development with residential units above or behind the commercial frontage is the encouraged form of mixed use development. The ground floor commercial space is consistent with Objective 5. Economic Diversity, because it will encourage new business opportunities that will potentially serve the both the nearby residential neighborhood as well as the projects residential occupants. Objective 6 will be implemented by taking a currently vacant site and revitalizing it with both commercial and residential users. The mixed use project will provide a balance between small office tenant spaces and residential units that help to compliment each other and mutually compatible land uses as called for in Objective 16. Land Use Compatibility. This project both protects and enhances residential and business uses by its nature as a mixed use development. In addition, the proposed uses are consistent with the Downtown designation for the site which is intended to support mixed-use housing opportunities within the Downtown area.

Administrative Use Permit:

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

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

The Commercial Downtown (CD) zoning designation allows the proposed use of

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1 tandem parking subject to an Administrative Use Permit as outlined in CCMC Section
2 17.320.035.C.1.b, and the proposed tandem parking layout complies with all other
3 applicable provisions regarding parking design and layout guidelines. Each stall is
4 nine (9) feet in width and 36 feet in depth and a proper aisle width is provided.

5 **B. The proposed use is consistent with the General Plan and any applicable**
6 **Specific Plan.**

7 The proposed use of tandem parking to facilitate in the development of a commercial
8 project is consistent with the "Downtown" General Plan Land Use Designation. The
9 Downtown designation is intended to support mixed use housing opportunities in the
10 downtown area. Each pair of tandem spaces will be assigned to one residential or
11 office unit, which will facilitate their full use. Adequate parking is left unassigned to
12 accommodate visitors to the residential and office uses.

13 **C. The design, location, size and operating characteristics of the proposed use are**
14 **compatible with the existing and future land use in the vicinity of the subject**
15 **site.**

16 The proposed use, design, location, size and operating characteristics of the tandem
17 parking spaces will not have an impact on adjacent uses and are therefore found to be
18 compatible with the existing and future residential and commercial land uses in the
19 vicinity of the subject site. Each pair of tandem spaces will be assigned to one
20 commercial or residential unit. Further, each tandem pair is nine (9) feet in width by
21 36 feet in length, sufficient for two vehicles to maneuver into and out of said spaces.

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

25 The generally flat configuration of the site, the vehicular access to the site from Irving
26 Place, the adequate design of the ramp down into the subterranean parking where the
27 tandem parking is located, and the proposed onsite parking configuration is physically
28 suitable to accommodate tandem parking. The tandem parking is compatible with the
29 adjoining commercial and residential uses because of its assignment to one
residential or office unit per tandem pair. The tandem parking will not impact any
utilities and there are no physical constraints that would prevent the use of tandem
parking.

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

The establishment of tandem parking on the site through this approval subject to the
conditions of approval will not be detrimental to the public interest, health, safety or

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1 general welfare or injurious to persons, property or improvements in the surrounding
2 commercial zoning district or vicinity since said tandem parking will not generate any
onsite or offsite impacts.

3 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
4 Commission of the City of Culver City, California, hereby approves and recommends to the
5 City Council for approval of Tentative Tract Map No. 69709, TTM P2007117; and hereby
6 approves Site Plan Review, SPR P2007116; and Administrative Use Permit, AUP P2007115,
7 subject to the following conditions:
8

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

10 **GENERAL CONDITIONS**

11 **Planning Division:**

- 12
- 13 1. The final working drawings shall conform to the preliminary development plans dated
14 March 19, 2008, and the materials board presented to and reviewed and approved by
15 the Planning Commission at its meeting on April 9, 2008, except as noted below.
16
 - 17 2. The final working drawings shall comply with building setback requirements adjacent
18 to a residential zone as outlined in Table 4-2 and Figure 4-5 of the Culver City Zoning
19 Code.
20
 - 21 3. The final working drawings shall provide additional architectural detailing to break up
22 the blank wall on the north elevation subject to review and approval by the Planning
23 Manager.
24
 - 25 4. The resolution approving Site Plan Review SPR P-2007116 and Administrative Use
26 Permit AUP P-2007115 and the Conditions of Approval shall be referenced on the
27 cover sheet, and repeated in full on attached additional sheets of the final working
28 drawings.
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- 1 5. The applicant or the property owner shall provide the construction contractor(s) and
2 each subcontractor related to the Project a copy of the final project Conditions of
3 Approval. These conditions shall be enforceable through all legal and equitable
4 remedies, including the imposition of fines against each and every person who
5 conducts any activity on behalf of the property owner or the applicant on or near the
6 Project site. The applicant, property owner, and general construction contractor are
7 ultimately responsible for all actions or omissions of a subcontractor.
8
- 9 6. Conditions of approval herein shall apply to the applicant, the contractor/builder of the
10 project, the property owner, and any successor property owner that may legally
11 assume benefit of this Site Plan Review and Administrative Use Permit.
12
- 13 7. The City reserves the right to periodically inspect the premises without prior
14 notification, to ensure ongoing compliance with all conditions of approval.
15
- 16 8. The approval of this Site Plan Review and Administrative Use Permit shall expire
17 unless (i) actual construction, in accordance with a valid City-issued building permit, is
18 commenced on the site within one year after the effective date of this approval, or (ii)
19 prior to the expiration date, or any previously granted extension to that expiration date,
20 a written request for an extension, accompanied by any and all required fees, has
21 been satisfactorily filed by or on behalf of the applicant or property owner and,
22 thereafter, an extension is granted by the Community Development Director, or their
23 designee or the Planning Commission. During the period any extension request has
24 been satisfactorily and timely filed and any decision regarding that request has been
25 made by the City, this Site Plan Review approval shall be suspended.
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- 27 9. A certificate of occupancy for the approved project will be issued only upon completion
28 of all required site improvements and satisfaction of all conditions of approval.
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10. The applicant, property owner and contractors shall use all reasonable efforts to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems.

11. All planted areas shall be landscaped and irrigated pursuant to CCMC Title 17 – Chapter 17.310 Landscaping. Prior to issuance of the building permit, a minimum of three (3) sets of detailed landscaping and irrigation plans separate from the final working drawings shall be submitted to the Planning Division for review and approval.

12. An arborist report shall be submitted for review and approval by the Planning Manager and the Parks Manager prior to issuance of a building permit. Said report shall evaluate the feasibility of protecting and maintaining the two mature ficus trees on Lafayette Place.

13. All new (and existing) street trees shall be supplied irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan. The property owner shall maintain all street trees.

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

- All exteriors of the proposed buildings shall be free of all un-aesthetically treated, exposed elements (i.e., plumbing pipes, electrical conduits, and National Pollution Discharge Elimination System (NPDES) elements) which

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1 shall be placed within the exterior walls. Where exposed wall-mounted features
2 or equipment may be necessary (i.e., ventilators and utility meters), recessed
3 wall mounted cabinets or other similar devices shall be constructed within the
4 wall, whenever possible, to accommodate such features and equipment so that
5 they are flush with and do not project out from the main exterior wall plane.
6 With or without recesses, the exposed portions of such features or equipment
7 shall be of a color to blend, not contrast, with the adjoining finished building
8 color, subject to the approval of the Planning Manager.

- 9 • All roof-mounted mechanical equipment, duct vents and the like shall not
10 project above the horizontal plane of the building's lowest primary opaque
11 architectural feature(s) (i.e., parapet walls, penthouse structures or screening
12 walls)
- 13 • All ground-mounted equipment (i.e., transformers and air conditioners) shall be
14 located within the building or in underground vaults if the equipment is located
15 within a street facing setback, or it shall be screened with walls and/or
16 landscaping if not located within a street facing setback. Ground-mounted
17 equipment shall not be located in the landscaped areas fronting any public
18 right-of-way.

19 15. The public notification signs installed in accordance with the CCMC public notification
20 requirements for this review process shall be removed within ten (10) days of the end
21 of the appeal period or the final decision of the City Council (if applicable), whichever
22 occurs last.

23
24 16. All refuse containers assigned to or otherwise used by the complex shall be stored
25 on-site in the trash enclosures.

26
27 17. All hardscape areas along both the exterior of the buildings and/or within the interior
28 of the project sites shall include the use of decorative pavement [i.e., materials, finish
29 and color] in select areas to the satisfaction of the Planning Manager.

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18. The project and its operations shall comply with all applicable local, special district or authority, county and federal statutes, codes, standards, and regulations including, but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department code requirements and it shall comply with all applicable comments and code requirements as determined during the City's building permit review process.

19. Each pair of residential tandem parking spaces shall be assigned and designated to a single residential unit. Each pair of commercial tandem parking spaces shall be assigned and designated to a single commercial airspace unit. The Community Development Director or his/her designee may make a determination, under Section 17.320.35 (B) (1) (b) (ii) of the Zoning Code, that attended parking is not required for either the residential or commercial tandem parking spaces, only if each pair of tandem spaces has been assigned and designated to a single residential or commercial airspace unit, to the satisfaction of the Director. The Director may rescind such determination at any time (in which event attended parking shall thereafter be required). If attended parking is required, the applicant or property owner shall submit an attended parking plan to the Director for review and approval.

20. The perimeter walls of the project shall be no more than six feet in height of which the top two feet shall be open iron work. Wall height shall be measured from the existing grade of the abutting property as approved by the Planning Manager. Said walls shall be provided with a stucco finish on both sides matching the building unless some other architectural treatment is approved by the Planning Manager.

21. The parking areas shall be developed pursuant to CCMC Title 17 - Chapter 17.320, Off-Street Parking and Loading. All vehicle surfaces shall be provided with an anti-squeal finish. All parking areas shall be provided with signs announcing the applicable

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1 parking restrictions for resident, guest and commercial parking spaces to the
2 satisfaction of the Planning Manager. Residential guest parking spaces shall be
3 available 24 hours and shall be appropriately signed and reserved for residential guest
4 parking.

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6 **Fire Department**

7 22. The applicant shall provide Offsite reporting per the 2007 CA Fire Code.

8
9 **Building Safety Division**

10 23. The Culver City Building Safety Division requires separate permits for building,
11 electrical, plumbing, and mechanical work.

12
13
14 **PRIOR TO THE ISSUANCE OF ANY DEMOLITION, GRADING, EXCAVATION, AND/OR**
15 **BUILDING PERMIT:**

16 **Planning Division:**

17 24. All exterior lighting shall be developed pursuant to CCMC Title 17, Chapter 17.300,
18 General Property Development and Use Standards. The applicant or property owner
19 shall submit to the Planning Manager for approval of an exterior light fixture plan. The
20 plan shall identify the location and type of all exterior light fixtures. All lighting shall be
21 directed onsite and light sources shall be shielded so as not to be intrusive to
22 surrounding properties.

23
24 25. By taking any benefit of this approval, the applicant and the property owner jointly and
25 severally hereby agrees to indemnify, defend and hold harmless the City, and the
26 City's elected and appointed officials, officers, employees, agents, contractors and
27 consultants from and against any and all claims, demands, lawsuits, judgments,
28 liability, injury or damage which may result from or arise in connection with third party
29 challenges to the City's approval of the project.

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1 **Cultural Affairs Division:**

2 26. The City's Public Art Requirement shall be fulfilled prior to issuance of a Certificate of
3 Occupancy. Should the applicant or property owner decide to pay the in public art in-
4 lieu fee, this payment must be made prior to issuance of a Building Permit.

5
6 **Public Works/ Engineering:**

7 27. Prior to the issuance of any building permits, two sets of Site Improvement and
8 Horizontal Control Plans prepared by a civil engineer registered in the State of
9 California, shall be submitted to the Engineering Division for review, approval, and
10 permitting. Among other things, the Site Improvement Plan shall include detailed
11 drainage and grading of the site indicated by topographical lines and spot elevations,
12 and indicate all existing utilities and proposed sewer and storm drain lines. Plan
13 check fees shall be submitted with the Site Improvement as calculated from the
14 Engineering Division's Fees and Charges.

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16 28. A final hydrology and hydraulics report for the site drainage shall be prepared by
17 registered civil engineer in the State of California and submitted to the City Engineer
18 as part of the grading plan for review and approval. The 25-year storm frequency (i.e.,
19 urban flood) shall be used for the design of the on-site conveyance facilities, as the
20 existing site is neither a natural watercourse nor a natural sump.

21
22 29. The applicant shall provide a geotechnical report from a State licensed geotechnical
23 engineer reporting on the stability of the onsite soils to support the proposed
24 construction and shall include a liquefaction analysis. The report shall also identify
25 any special considerations necessary to satisfy California Building Code requirements.

26
27 30. Concurrent with the submittal of the site improvement plan, a Standard Urban Storm
28 Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City
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1 Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and
2 implemented in accordance with the requirements of the Los Angeles County
3 Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The
4 SUSMP shall provide BMPs that adequately address the pollutants generated during
5 the post-construction stage. The site improvement plans shall note that the contractor
6 shall comply with the "California Stormwater Best Management Practice Handbooks".
7 The Site Improvement Plans shall not be accepted for review unless the SUSMP is
8 included in the submittal package, including the plan check fee associated with the
9 SUSMP.

10
11 31. Prior to the issuance of any demolition, grading, excavation and/or building permit,
12 the applicant shall submit the Local Storm Water Pollution Prevention Plan (LSWPPP)
13 for review and approval by the City Engineer. Prior to the start of design of these
14 plans and of necessary reports, the applicant's Civil Engineer shall meet with the
15 City's Stormwater Program Manager to obtain information on the City-specific and
16 LSWPPP requirements.

17
18 32. A Plan check fee for the LSWPPP shall be paid at the time of the initial submittal, per
19 the fee schedule established in City Council Resolution No. 2007-R024, Exhibit H-1.

20
21 33. The LSWPPP package shall be submitted to the attention of the Storm Water
22 Program Manager.

23
24 34. The applicant shall intercept the upstream public sewer main and adequately convey
25 the flow from interception point to the sewer lateral at the main building of Fire Station
26 No. 1 (along Culver Boulevard). The existing public sewer main and manhole located
27 northerly of the project and that portion of the public sewer main that traverses through
28 the project limits shall be abandoned to the satisfaction of the City Engineer. A new
29

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1 public manhole shall be installed at the downstream connection. Any existing public
2 sewer easements within the project's boundary shall be properly vacated.

3
4 35. The applicant shall install a properly designed sewer lift station to adequately convey
5 the upstream public sewerage flow to the sewer lateral at the main building of Fire
6 Station No. 1. The station shall be designed with an adequately sized wet well and
7 two alternately operating submersible pumps. The pumps shall have Teflon coated
8 non-clog impellers and be capable of handling three-inch solids. The station shall
9 include a NEMA I rated, wall mounted float switch control panel. The control panel
10 shall include, at a minimum, the following components: Hand-Off-Automatic selector
11 switches, amber "Pump On" indicating lights, induction type relays for motor moisture
12 sensing probes, red "Motor Seal Failure" indicating lights, 4" alarm bell/horn mounted
13 on enclosure "Push to Silence" button and automatic reset circuit, and a "Push to
14 Test" button for seal failure relays. The station shall employ a wireless type, battery or
15 solar powered operated emergency notification, as approved by the City. The
16 emergency notification shall automatically notify qualified personnel on a 24-hour
17 basis of high water failure.

18
19 36. If it is determined by the Public Works Director that the two mature ficus trees
20 located in front of the project site on Lafayette Place cannot be saved pursuant to
21 Condition No. 12 noted herein; then Lafayette Place along the project's frontage shall
22 be widened to align with existing curb to the north. New curb, gutter and sidewalk
23 shall be constructed to the satisfaction of the City Engineer. In addition, five (5) new
24 street trees shall be planted along the Lafayette Place frontage at a minimum 48-inch
25 box size.

26
27 37. Applicant shall install street trees per the City's approved Street Tree Master plan
28 including tree wells and irrigation along Irving Place and Lafayette Place (if applicable
29 pursuant to Condition No. 36) to the satisfaction of the City Engineer.

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38. Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans.

39. Prior to the commencement of any excavation, the applicant shall install a temporary construction fence around the site. The height and fence material is subject to approval by the City Engineer.

40. Due to the change of use and increased density, this project is subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.

41. Applicant shall remove the existing driveway approaches located along Lafayette Place and reconstruct sidewalk curb, and gutter per APWA Standards.

42. Applicant shall repair any broken or damaged curb, gutter, sidewalk, and street pavement along the street frontage of the proposed development and shall be reconstructed per APWA Standards.

43. Applicant shall provide trash enclosures with minimum inside dimension of 10' x 12' minimum. However, the location and required number of bins for the proposed development must be approved by the Public Works/Sanitation Division Manager, (310) 253-6400. The proposed trash enclosure shall include a minimum eight feet wide clear opening, six inch concrete curb along the perimeter wall of the trash enclosure, and a gate.

44. Per the Culver City Municipal Code CCMC Section 5.01.010, Ordinance No. 2201-011 Solid Waste Management, the Culver City Sanitation Division has the exclusive franchise for all solid and recyclable waste material handling within the City limits. To

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1 arrange for waste management activities, contact Sanitation representative at (310)
2 253-6400.

3
4
5 **Fire Department:**

6 45. The applicant shall provide a NFPA 13 Fire Sprinkler system throughout.

7
8 46. The applicant shall provide fire alarm system per 2007 CA Fire Code. System shall
9 include smoke detection in EXIT corridors.

10
11 47. Fascia and wall tops shall support weight of fire fighters and equipment, and no soft
12 materials shall be used.

13
14 48. Parapets five feet or higher shall have cat walks approved by Building and Safety
15 and the Fire Marshal.

16
17 49. The project shall provide class three standpipe system with 2 1/2" valves and 1 1/2"
18 reducing caps, the locations of which shall be reviewed and approved by the Fire
19 Marshal.

20
21 50. The project shall meet the Fire Department requirements for Duct Smoke Detectors.

22
23 51. The applicant shall provide a pre-fire plan to the Fire Department for review and
24 approval prior to request for final inspection or use.

25
26 52. The applicant shall submit plans to the Fire Department indicating the location and
27 controls of photovoltaic cell arrays, which shall be approved by the Fire Marshal prior
28 to installation.

1 53. The project shall provide a Smoke Evacuation System in enclosed parking areas
2 system shall be activated by fire sprinkler system.

3
4 54. All plans shall have "Fire Department Notes:" to include all life safety requirements.
5
6

7 **Building Safety Division**

8 55. The overall building permit application shall submit 5 sets architectural, 2 sets
9 structural drawings and calculations, 2 sets geotechnical report, 2 sets energy forms.
10

11 56. The mechanical, electrical, and plumbing permit applications shall submit 2 sets
12 each.
13

14 57. The shoring plans for the project shall include the recommendations made in the
15 Preliminary Soils Investigation Report prepared by Hu Associates, Inc dated April 17,
16 2007 on file with the City to the satisfaction of the Building Official. Shoring,
17 foundations, and structure of the proposed project shall be specifically designed to
18 preserve the three abutting historic residences (identified as 4052 A, 4052 B, and
19 4052 C Lafayette Place) and with no damage during either the construction phase or
20 after the project is completed. The applicant shall agree to indemnify the owners of the
21 historic residences for damage resulting from excavation activities and shall, to the
22 extent commercially available, provide insurance, a bond, or other security reasonably
23 satisfactory to the City Attorney to secure the applicant's performance.
24

25 58. The applicant must submit a structural engineering report prepared by a licensed
26 structural engineer and a letter stamped and wet signature stamped attesting that the
27 shoring attendant to the project will prevent undermining of the adjacent property.
28 Said report shall include consideration of the "Limited Geotechnical Assessment"
29 dated April 1, 2008 prepared by L.A. Private Eyes Geotechnical Engineers for the

1 property owners of 4052 A, B, and C Lafayette Place and the "Site and Residence
2 Investigation" dated April 7, 2008 prepared by Pina Structural Engineering on file with
3 the City and will be subject to the Building Safety Divisions structural peer review.
4

5 59. A separate shoring permit shall be required. Submit 2 sets shoring plans and
6 structural calculations stamped by a licensed engineer. Support of adjacent properties
7 may be required. Notification and upgrades of adjacent properties may be required. If
8 upgrades to adjacent properties are required, the Culver City Building Safety Division
9 and the Culver City Engineering Division will determine what upgrades, if any, shall be
10 the responsibility of which party.
11

12 60. The shoring installation shall be continuously observed and monitored by the soil
13 engineer of record for the proposed construction. Monitoring of the movements of the
14 shoring system and of the ground surface behind the shoring in areas where adjacent
15 structures may be affected is required. The monitoring shall consist of survey points
16 and/or the installation of inclinometers to be installed behind the shoring system. Said
17 monitoring shall start before excavation has begun and shall continue until the
18 basement walls have been constructed and braced. The monitoring shall be subject to
19 an independent peer review chosen by the City and paid for by the applicant.
20

21 61. Prior to the start of construction, a video and photographic survey of the exterior as
22 well as the interior of the 3 abutting historic structures shall be made at the applicants
23 expense and submitted to the City. The purpose of this documentation is to catalog a
24 list of existing damage to be compared with any new damage caused by the proposed
25 construction.
26

27 62. A vibration monitoring system shall be implemented to the satisfaction of the Building
28 Official during all phases of construction to ensure that ground vibrations during
29 construction are not damaging to the adjacent historic structures.

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63. If movement of the shoring system in excess of 1/2" occurs during excavation and/or construction potentially causing damage to the adjacent historic structures, work shall immediately be stopped and additional measures shall be undertaken to reinforce the shoring system so as to reduce the potential for further movement of the existing structures as approved by the soil engineer of record and the Culver City Building Safety Division.

64. The applicant shall be responsible for relocation of any utilities on the abutting properties required as a result of the projects excavation activities.

65. All portions of the parking structure shall be minimum 2 hour rated, reinforced concrete construction.

66. All shafts shall be minimum 2 hour rated from the foundation to the underside of the roof deck or to the top of parapet walls as part of any shaft construction.

67. All shafts shall be enclosed at all levels to other areas of the building.

68. All commercial areas shall be minimum 2 hour. rated to all residential areas; walls and floor/ ceilings.

69. All parking areas shall be minimum 2 hour rated to all other areas of the building. The ceiling of the parking area/ floor of the 1st floor shall be reinforced concrete construction.

70. All treads, risers, handrails, etc. inside any common area stairway shall be 100% non-combustible construction.

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- 1 71. A continuous path of egress shall be provided from all exit stairways to a street or
2 public way; minimum 1 hour rated.
3
4 72. Any exit-ways less than 10' wide shall be min 1 hr. rated w/ 3/4 hour. openings.
5
6 73. All trash rooms shall be minimum 2 hour rated to all other areas.
7
8 74. The transformer room and any service rooms shall each be minimum 2 hour rated.
9
10 75. Each residential unit shall be minimum 1 hour rated top, bottom, and sides to any
11 other adjacent residential unit.
12
13 76. The south wall of the far western unit (on the south prop. line) at the 2nd, 3rd, and
14 4th floors shall be 3 hour rated reinforced concrete block construction.
15
16 77. All utilities shall be underground or enclosed in the building construction. No
17 overhead utilities shall be permitted.
18
19 78. All exit signage and emergency egress lighting shall have individual battery back up
20 and/ or be self powered in addition to any emergency generator power.
21
22 79. The building codes the project will be reviewed under shall be the 2007 California
23 Building Codes.
24
25 80. The initial construction permit application review time shall be a minimum of 60
26 calendar days and may be extended at the option of City staff.
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81. The overall construction permit application drawings shall indicate any construction staging areas proposed. The Culver City Engineering Division may require a separate permit for the temporary use of any City right of way.

82. The overall permit application drawings shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of any special inspectors for this project. Culver City Building Safety reserves the right to reject any special Inspector at any time.

83. If a C.C.B.S. Inspector is inspecting a portion of the work for which a special inspection is required; the special inspection report shall be made available to the C.C.B.S. Inspector on his arrival to the jobsite.

84. All jobsite supervisors, contractors, and subcontractors shall give their priority to the C.C.B.S. Inspectors when they are on site.

85. Based on the preliminary plans it appears 4.37kw of solar photovoltaic power will be required to be provided. (43,756 s.f. / 10,000 s.f. per 1 kw of photovoltaic power required).

86. The solar photovoltaic power requirement may be processed as an electrical permit as part of the overall building electrical permit or may be processed as a separate electrical permit.

87. The applicant shall verify all proposed photovoltaic panel locations with Culver City Fire Prevention

88. The required amount of solar photovoltaic power will be based on the final plans submitted for building permit.

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3 **DURING CONSTRUCTION:**

4 **Planning Division:**

5 89. During all phases of construction, information that includes contact names and
6 telephone numbers of the applicant, property owner, construction contractor(s), and
7 City, shall be posted at the project site so as to be visible to the public. These names
8 and telephone numbers shall be made available to adjacent property owners and
9 residents.

10
11 90. During all phases of construction, the applicant and property owner shall use their best
12 efforts to ensure that all construction workers and contractors park onsite or at
13 designated offsite locations approved by the City and not in the surrounding
14 neighborhood.

15
16 91. Hours of Construction shall be limited to 8:00 A.M. to 6:00 P.M. Monday to Friday, and
17 9:00 A.M. to 6:00 P.M. on Saturday. Construction shall be prohibited on Sundays and
18 National Holidays.

19
20 92. During all phases of construction and once the development becomes operational, all
21 graffiti shall be removed within 48 hours of its application.

22
23 93. The following noise standards shall be complied with at all times:

24 A. No construction equipment shall be operated without an exhaust muffler, and
25 all such equipment shall have mufflers and sound control devices (i.e., intake
26 silencers and noise shrouds) that are no less effective than those provided on
the original equipment;

27 B. All construction equipment shall be properly maintained to minimize noise
28 emissions;
29

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- 1 C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall
2 be setback from any street and other property lines so as to maintain the
3 greatest distance from the public right-of-way and from Noise Sensitive
4 Receptors;
5
6 D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators,
7 and air conditioning units) shall be minimized by proper selection of equipment
8 and the installation of acoustical shielding as approved by the Planning
9 Manager and the Building Official in order that compliance with the CCMC
10 Noise Regulations and Standards is achieved; and
11
12 E. Stationary source equipment (i.e., compressors) shall be located so as to
13 maintain the greatest distance from the public right-of-way and from Noise
14 Sensitive Receptors.

15 **Public Works Department – Engineering Division**

- 16 94. The construction contractor shall advise the Public Works inspector of the schedule
17 and shall meet with the inspector prior to commencement of work.
18
19 95. Dirt hauling and construction material deliveries or removal are prohibited during the
20 morning (7:00 A.M. to 9:00 A.M.) and afternoon (4:00 P.M. to 6:00 P.M.) peak traffic
21 periods.
22
23 96. During construction, dust shall be controlled by regular watering and as directed by
24 the Public Works Department City inspector.
25
26 97. All staging and storage of construction equipment and materials, including the
27 construction dumpster and storage containers shall be on-site only. The applicant
28 shall obtain prior written permission from adjacent property owners for any
29 construction staging occurring on adjacent property.
30
31 98. A copy of the Local SWPPP, inspection logs, SUSMP/Site specific plan and training
32 records shall be kept on site and available for inspection at all times during
33 construction.

1
2 **PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO):**

3 **Planning Division:**

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

6
7 100. The applicant shall fulfill the City's Art in Public Places requirement per CCMC Title
8 15, Section 15.06.100 et seq.

9
10 101. The declaration of covenants, conditions and restrictions (CC&Rs), the owners'
11 association bylaws and, if applicable, the condominium plan (Condo Plan) shall be
12 submitted to the City Attorney and approved. Additionally, the applicant shall record
13 with the Los Angeles County Recorder, concurrently with the recordation of the final
14 map, the City approved CC&Rs and, if applicable, the Condo Plan.

15
16 102. All onsite and offsite landscaping and irrigation shall be completed to the
17 satisfaction of the City.

18
19 103. If prior to the issuance of a building permit for the proposed project, the City adopts
20 an ordinance requiring onsite generation of solar photovoltaic power, then
21 notwithstanding the fact that said ordinance may, by its terms, not be applicable to
22 projects that have already received site plan review, the applicant or property owner
23 shall nevertheless fully comply with all provisions of said ordinance as if it did apply to
24 the project.

25
26
27 **Public Works – Engineering Division:**

28 104. The applicant shall initiate an amendment to the adopted Neighborhood Traffic
29 Management Program (NTMP) for the Lynwood Howe Elementary neighborhood. The

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1 amendment shall request that Irving Place be reconfigured for two-way traffic from
2 Culver Boulevard to project's drive approach or to Braddock Drive. If the required
3 number of NTMP advisory survey petitions are returned and identify a particular
4 configuration of Irving Place, then the applicant shall be responsible for all expenses
5 to implement the traffic operation changes along Irving Place as approved by the City
6 Council.

7
8 105. The applicant shall submit a plan to the City Engineer regarding the repair or
9 replacement of any damage to the public right-of-way that results from the
10 construction of the proposed project. Such repair or replacement is to be completed
11 to the satisfaction of the City Engineer. The applicant shall be responsible for all
12 expenses.

13
14 106. All conditions of Approval shall be completed to the satisfactory of the City
15 Engineer.

16
17 107. The operators and or owners shall construct all the stormwater pollution control
18 BMPs and structural treatment control BMPs shown the approved SUSMP or site-
19 specific mitigation plan and submit a stormwater observation report which shall include
20 a wet signed and stamped certification statement by the engineer, who prepared the
21 SUSMP site plans, confirming that the SUSMP BMPs have been built as designed.
22 The transfer of ownership, sale or lease of the property shall include provisions by a
23 covenant recorded with the Los Angeles Recorder, requiring new owner and his/her
24 successor to continue to implement measures as defined by the SUSMP site plans
25 and BMPs.

26
27 108. As the project nears completion no partial or grand openings shall be permitted
28 without applying for and gaining approval of a CO or TCO. Do not schedule any partial
29 or full openings or advertise any openings without City approval.

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2 **Fire Department:**

3 109. Provide KNOX Box and Key system as approved by the Fire Marshal.
4

5 **B. Tentative Tract Map No. 69709, TTM P2007117:**

6 **Engineering Division**

7 110. The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the
8 State of California and submitted to the Los Angeles County Department of Public
9 Works for review and approval.
10

11 111. Dedicate, on the final map, a five foot wide easement to the City of Culver City for
12 sewer line purposes. Final location will be determined when Tentative Map is
13 submitted.
14

15 112. The project boundary shall be tied to at least (1) City global positioning satellite
16 (GPS) monument.
17

18 113. The final map shall conform to the conditionally approved tentative map approved
19 by the Planning Commission on April 9, 2008.
20

21 114. Durable monuments shall be set at all perimeter boundary corners. At least two
22 monuments shall be set on the northerly prolongation of the property's easterly and
23 westerly boundary with the centerlines of Irving Place and Lafayette Place. All required
24 boundary monuments shall be installed prior to the recording of the final map.
25 Centerline monuments shall be "tied" to at least three (3) points, with lead and tags,
26 and centerline tie notes filed with the Engineering Division.
27

28 115. The final map shall be recorded prior to the issuance of a Certificate of Occupancy.
29

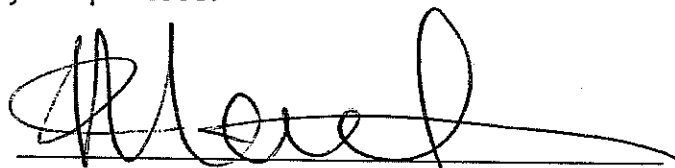
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2 116. A copy of the final map in digital and mylar format shall be filed with the Engineering
3 Division prior to final acceptance by the City.
4

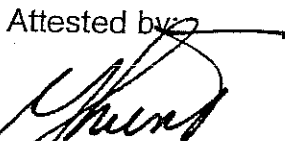
5 117. All public improvements, as required by the approved Site Plan Review, shall be
6 completed and approved prior to the final approval of the final parcel map by the City
7 Council. Otherwise, an agreement and adequate security shall be posted by the
8 subdivider, and accepted by the City, to satisfactorily complete said improvements.
9 The agreement and security shall conform to Sections 66462 and 66499 of the State
10 Subdivision Map Act.
11

12 118. The final map shall be submitted to the Los Angeles County Department of Public
13 Works for review, approval and recordation. After approval of the technical aspect of
14 the map by Los Angeles County, prior to recordation, the final map shall be approved
15 by the City Council. A copy of the first plan check package as submitted to Los
16 Angeles County shall also be submitted concurrently to the Culver City Engineering
17 Division for review.
18

19 APPROVED and ADOPTED this 9th day of April 2008.
20

21 
22

23 MARCUS TIGGS, CHAIRPERSON
24 PLANNING COMMISSION
25 CITY OF CULVER CITY, CALIFORNIA

26 Attested by: 
27

28 Yvonne Hunt
29 Administrative Secretary

ATTACHMENT 5

1

Appeal of Planning Decision – 4043 Irving Place

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Basis for Appeal

CITY CLERK

This appeal is presented by neighbors of the proposed project. The basis for appealing the Commission's decision to approve the project consists of the following:

1. Three of the four Planning Commissioners who voted for the project failed to exercise their legal, discretionary authority.
2. The same three Commissioners ignored the stated goals, objectives and citywide land use policies mandated by the Culver City General Plan.

The aspects of the decision being appealed include the site plan and the Negative Declaration. Residents dispute the findings that this project would have no significant negative impact on the community.

During the Planning Commission meeting on April 9, 2008, three Commissioners continually referred to the Redevelopment Agency's requirements and their direction to develop the parcel as a mixed use site for condos and commercial space. These Commission members repeatedly made statements indicating they questioned that they had the authority to make any decisions counter to what had been outlined for the parcel by the Redevelopment Agency even when they acknowledged they disagreed with Redevelopment Agency decisions.

These Planning Commission members misinterpreted their own legal authority. They made the incorrect assumption that they had to defer to the Redevelopment Agency's direction dating back to 2006. Actually, the Redevelopment agency cannot determine, in advance of a public process, the specifics of a development for a particular parcel. The Planning Commission must be able to exercise its discretion and judgment in reviewing any project.

Simply rubber stamping this project makes a mockery of the very existence of the Planning Commission and denigrates any public participation. About 200 people came to the meeting to protest the development and express their valid concerns. The inability of the Commission to exercise its responsibilities appropriately, in effect, violated the legal process and eliminated the potential for residents' concerns to be addressed. An objective review process was not possible as the outcome was pre-determined.

A transcription of some of the remarks made publicly by the Commissioners is attached. (*Attachment # 1*) It clearly demonstrates these Commissioners' misunderstanding of their role and responsibilities as members of the Planning body. Agreeing with the 44 residents who made statements that the scale and scope of this project was too large, all of the Commissioners concurred that it was "too big."

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Commissioners turned to the developer and asked him if he would scale back the project. When he did not agree, three of the members voted, nevertheless, to approve the project, saying they did not think they had the authority to do otherwise. These actions are not congruent with fulfillment of the legal, discretionary authority of the Commission.

The current Culver City General Plan specifically states that the city's goal is to ensure "Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment. As a nearly built-out community of low-to medium-density neighborhoods and a recognizable small-town character, development and redevelopment of housing should respect the existing neighborhood fabric. The design of new housing should complement the character and scale of its surroundings."

Objective 1 states "Protect the low-to medium-density character of residential neighborhoods." Policy 1.B states the objective to "protect the city's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions.)" Policy 1. E states the objective to support a balanced respect for the character of existing residences with new...or remodeled structures."

Objective 4, Neighborhood Conditions, states the city should establish and maintain quality living environments and policy 4.B states the city "must determine appropriate standards for density, safety, and design character, consistent with existing neighborhood character." (*Attachment #2*)

This massive condo/commercial development spanning a full city block cannot be considered consistent with the existing neighborhood found on Irving and Lafayette Place. These streets primarily contain one and two story single family homes. The apartment units on these streets are primarily one and two story structures, much smaller in scale than the proposed project. The proposed project is in direct contradiction to the goals and objectives of Culver City's General Plan. The project would serve to destroy the small town character of this neighborhood and would have many negative impacts on quality of life as described below.

RFP Process and Redevelopment Agency role

The Redevelopment agency's RFP process was demonstrated to have been seriously flawed. As Mr. Aly Juma, owner of Happy Land pre-school, stated at the Commission meeting and in documents attached, (*Attachment # 3*) he spoke with a staff member of the Redevelopment Agency in 2006, telling her of his interest in submitting a bid for the purchase. The deadline for submission had not yet been closed. She told him not to submit a response to the RFP because a purchaser had already been selected. Please see attached letter from Mr. Juma.

The Redevelopment Agency Agenda Item Report of June 19, 2006 shows Metro Real Estate & Development's proposal for 18 units, not the current 26 units. (*Attachment #4*) In fact, 18 units would be more in keeping with an appropriate scale for the project.

Basing all further decisions for this project on what was an essentially flawed process to begin with, is not in the best interests of the community. The RFP process, sale and purchase arranged by Redevelopment represent a subversion of legal requirements related to the sale of this property.

1. Traffic Study

The Final Traffic Study, commissioned by the applicant/developer Mr. Sal Gonzales and carried out by Raju Associates Inc, is seriously deficient.

In an internal memo dated June 19, 2007, from Culver City Senior Civil Engineer Andy O'Connell to Paul Samaras in Planning, stated that *nine* intersections had been identified by the Engineering Department as those that should be included in the traffic report. Of these nine, only *four* were included in Raju Associates' study. (*Attachment 5*)

Mr. O'Connell's report, made after the PPR meeting on the proposed project, stated: "If the applicant proposes access to Irving Place, then prior to the submittal of the site plan review application, the applicant shall have a meeting with the surrounding neighborhood to discuss the project. The neighborhood shall extend from Culver Boulevard to Lucerne Avenue and from Duquesne Avenue to Van Buren Street, and should include the Linwood Howe School. City staff should be present at the meeting to verify the residents concerns regarding the proposed project."

No such meeting ever took place. Important stake holders were not included in the process. In February, Mr. Gonzales held two casual parking lot meetings on his property which were ill attended because of a poor notification process. Not all pertinent drawings and documents were available at that time. Many neighbors did, in fact, not receive any meeting notice.

The notice Mr. Gonzales sent out did not contain a return address from any city agency. Certainly, representatives from Linwood E. Howe Elementary School were not in attendance at these meetings. As Commissioners could see from the extremely high attendance at the Planning meeting on April 9, 2008, residents of the neighborhood are extremely concerned about this project. Community residents would have participated in a meeting if notification had been adequate.

The traffic study itself errs on several points, both in the data presented and in the methodology utilized. In addition to failing to study more than half of the intersections as requested, the traffic engineer "lost" several hundred cars. The number of estimated trips generated by the proposed development is unrealistic as a result. Owners of 2 and 3 bedroom condos often have 2 wage earners. The estimated trip numbers are out of line

with modern car usage. The report shows only 9 cars leaving the proposed condominiums in the a.m. peak hours and returning in the pm peak hours. 26 condos with potentially two adults per household would probably generate about 50 trips each a.m. and p.m. during the peak period.

As Planning Commissioner Rockwell noted during the Commission's April 9th meeting, the traffic report does not show any movements from southbound Lafayette Place left on to Braddock Drive, and does not show any eastbound movement on Braddock across Lafayette in the direction of Linwood Howe School. "These are the people that will be going to the school," Commissioner Rockwell noted in questioning the traffic engineer. Similarly, as Commissioner Rockwell noted, the report did not show any traffic going north on Lafayette and east on Braddock, again a conduit for school traffic.

The report also failed to record traffic going east on Braddock and left on Irving, a one-way street on which traffic must travel north toward Culver Boulevard. The traffic engineer stated he based his survey on parents driving south on Lafayette, turning east on Lucerne Avenue and then north on Irving to drop their children off. Commissioner Rockwell said he used to take Braddock to Irving, and drop his daughter off outside the school, as did most parents. Asked by the Commissioner if he perhaps had made a mistake in his calculations, the traffic engineer said "no," because right turns did not affect the delay at Irving and Braddock. He was gently reminded by the Commissioner that from Braddock, drivers actually must turn *left* into Irving.

The traffic engineer also appears to have "lost" several dozen cars between Braddock and Irving and Culver and Irving. His map (*Attachment 6*) shows that during morning and evening peak hours, 478 cars proceed north on Irving from the intersection with Braddock, but 500 yards later, there are only 347 vehicles listed as entering the Culver intersection. The only street between these intersections is the sparsely used "A" Street turnoff. Commissioner Rockwell joked that "aliens" may have taken the missing vehicles away or, more seriously "you may have missed some cars somewhere."

According to the traffic report, the 3,500 square feet of office space would only generate 4 vehicles arriving during the a.m. peak period and 4 leaving during the p.m. peak period. Staff for these offices would easily exceed these numbers. Certainly, the numbers do not adequately account for any trips made by clients of these offices.

Having minimized the number of additional trips the neighborhood would experience, the "Summary of Conclusions" found on page 42 of the traffic report states that the City's street segment traffic impact threshold is 8% and that the percentage of additional traffic for the proposed project is 7.4%, under the city's 8 % threshold. Adding even one more car in each category to the report's impact study would push the project over the threshold. Such a statistical analysis does not meet scientific standards for statistical validity or statistical reliability. As a result, the negative impact of traffic resulting from the proposed project was artificially minimized. The likely increase of traffic on Madison, Braddock, Duquesne, Irving and Lafayette is not sufficiently documented.

During the meeting, Commissioner Kuechle discusses the general inadequacy of the traffic studies and points to requests made by the Commissioner over a year ago to institute more reliable measures. However, inappropriate methodologies continue to be used, and decisions continue to be based on faulty reasoning. It is community residents who suffer on a long term basis as a result.

Please note that another mixed use project for 18 units and retail space is about to be built only one block away at 9900 Culver Blvd. the traffic study for that project stated that by 2009, the intersection of Duquesne and Braddock is projected to deteriorate from the current Level of Service B to Level of Service E (defined as "poor: represents the most vehicle intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles." This is the worst level of service allowed in Culver City. The cumulative effect of these two projects must be considered "significant."

There also remains the question of ingress and egress with this project. The original proposal was for the entrance and exit from the project to be on Lafayette. Irving Place residents find that if the only entrance/exit is to be on their street, it would inherently place an unfair burden of traffic congestion.

Community residents request a more substantive analysis of traffic impacts.

2. Parking

On p. 43 of the traffic study, the report states that parking access and circulation systems were assessed and "they would all function adequately...there would be no adverse impact from the Proposed Project." On average, 50-plus cars are parked on the site of the proposed project at any given time. Historically, the site has provided parking for staff, teachers, and parents at Linwood E. Howe Elementary School as well as parents and staff at Happyland pre-school. It is now used by the schools as well as employees and patrons of downtown restaurants, shops, and theatres. Certainly, there will be parking needs met on residential streets further complicating existing traffic issues.

These cars will be displaced onto surrounding streets including Van Buren, Lafayette, Irving, Braddock, and Duquesne. These streets already have significant parking restrictions and parking shortages. Residents living on these streets report they have been experiencing a scarcity of parking spaces on adjacent streets for more than two years. As a result of previous downtown development in the city, these streets are used heavily for parking by both employees and patrons of the city's restaurants, theatres, and shops. The environmental study does not address the existing parking problems, nor does it address the expected exacerbation of parking problems which would be created by this project which concentrates so many condo units and three commercial offices on one site running from Lafayette to Irving. Future development projects in the area which are already in the hopper will only exacerbate further the parking situation for residents of this neighborhood.

Seven years ago, when Town Plaza was developed, residents of this neighborhood of Culver City were "promised" there would be "no significant negative impact" as a result of the downtown development. If there were any future negative impacts identified, residents were told, the city would "mitigate" the problem. There have been no mitigation measures instituted.

Cumulative effects of traffic and congestion are not taken into consideration by the traffic study. 37 development projects have been developed in this area in the last 3 years. More are on the way. Approving a project of this size with such potential negative impact on an already a seriously impacted residential neighborhood is irresponsible.

Traffic accidents in this neighborhood have increased significantly in the last 3 years. Additional data is being obtained from the Culver City Police Department and will be submitted once it is received. Since this proposed project is adjacent on one side to Linwood E. Howe Elementary School and on the other side to Happyland Pre-school, the potential impact of increased accidents and traffic congestion have special impacts on the safety of a large number of young children in our city.

3. Air Quality

The environmental report states there would be less than significant impact for this project while, at the same time, stating that "future new development in any portion of Culver City will contribute both at the project level and cumulatively to pollutant emissions." But "since the project is consistent with Culver City's General Plan and Zoning code, the impacts are considered to be factored into SCAQMD's regional air quality models."

This in no way reflects the immediate impact on a small area represented by this neighborhood. It should also be noted that a second mixed use of 18 condominiums plus retail stores has been approved one block away at 9900 Culver Boulevard. Air quality impacts have not been adequately addressed in this report which analyzed the impact of these developments separately although they are practically next door to one another.

4. Area Compatibility

The project is located in the middle of a residential street. For many years, it was zoned residential. After it was rezoned as commercial, it was occupied by a one story building which took up less than one third of the lot. Two thirds of the lot was used for parking. The property was never utilized for a high density project of any kind. It allowed light and air to circulate around the historic homes and allowed residents to appreciate this cultural resource.

The proposed project would be huge in scale, massing and volume. The size of the project is unprecedented for this neighborhood. It would be the only 4 story residential unit in the area adjacent to downtown Culver City. The proposed development is one full block long. The volume of the proposed building is unmodulated and unrelieved. It is a

single box which straddles the street as a wall. The building would be higher than most of adjacent Meralta office building as well as considerably higher than the landmark homes adjacent.

The project is particularly incongruent with these 12 Spanish Colonial historic landmark homes. The proposed building would dwarf them and minimize their significance. Part of the history of Culver City would be lost in the shadows of this monolith.

The landmark homes are currently eligible for placement on the National Register of Historic properties. Their eligibility could be diminished if this project were to be built. The planning department has described the impact on a valuable cultural resource as "less than significant." The community strongly disagrees with this assessment.

The site plan review's statement that "the project will complement the architectural visual character of the area" is particularly insensitive. Such a statement does not meet any community standard and flies in the face of commonly accepted architectural principles related to respecting historic structures. Putting a four story massive, block long structure next to three historic homes cannot be viewed by any reasonable person as "complementing the architectural visual character of the area."

As residents and Commissioners agreed, this project should be scaled back in size and density in order to be compatible with the residential character of the adjoining neighborhood.

5. Biological Resources

The removal of two mature ficus trees is dismissed by the environmental report as less than significant. For neighborhood residents, the impact of the loss of these trees is significant. In an increasingly urban environment, the oxygen supplied by these large trees is valuable. The removal of these Old Growth trees in order to widen this part Lafayette Place serves no identified purpose. It will simply encourage speeding next to the Happyland Pre-school where parents drop off and pick up their young children.

6. Mandatory Findings of Significance

The cumulative impacts of this project are described in the environmental report as "less than significant." A mixed use development of the proposed size in the middle of a residential street may meet zoning codes because the land parcel is listed as commercial. It certainly does not meet current General Plan Land Use policies. The environmental report does not address real impacts appropriately and does not meet community standards. Residents request that a more comprehensive EIR Report be required before final approval is given to better determine the effect of such a large project on our neighborhood.

The Planning Department has based its decision on technicalities, rather than the carefully elaborated policies of Culver City's General Plan and the actual impacts of the

proposed project. The Planning Commission has approved the project on the basis of their interpretation of the Redevelopment Agency's directives and the Planning Department's recommendations which do not represent a realistic assessment of community impact.

While the Commission has strongly protected the developer's interest, it has not acted on behalf of the best interests of the residents of Culver City. We respectfully request the City Council overturn their decision.

Submitted on behalf of the neighbors of 4043 Irving Place

For additional information, please contact:

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Planning Commission Meeting April 9, 2008
Partial Transcription of Statements by Commissioners present.

Commissioner Linda Smith Frost

I have 3 things that have come out about this tonight.

My first and utmost concern is about protecting this lovely little neighborhood. I think it's charming and I want to see us be respectful of its history. We've heard 40 something speakers here tonight and what I came away with is: ***1. The personality of these historical dwellings and trying to maintain that and 2. The traffic issues we've talked about and 3. The overall size and impact of the building.***

I really do want to make sure that the conditions do really provide the utmost protection for their homes. I think we owe it to them to insure this. That being said, Culver City is growing and changing. We're not a virgin development area. Everything that happens here is in the form of urban landfill. I think the measures that have been described here tonight are continually in use in older buildings in LA and, in fact, throughout the country. I don't think these measures – the shoring and what not – they're not things that have just come up and they're things that have been suggested for this project, they're things that are typically used in these urban infill projects. I feel comfortable we are trying to do the right thing by taking care of these homes.

Secondly, the traffic. I'm really concerned about making sure condition 98 is worded properly and that we address the issue of the two way, one way traffic on Irving Place. We heard it over and over tonight, and even though I don't travel those streets myself, I'm confident there are a lot of people who do who have serious concerns about it.

Thirdly, I wanted to talk about the real big picture issue here, which is, is it lawful and does this proposal meet the findings? I think the facts here are: this is zoned for downtown general plan, commercial downtown zoning. The Redevelopment agency requested a mixed use project. These laws and plans have been in place for many years here. The zoning has been the same. Many of these residents have probably purchased these homes since these have been in place. They chose and wanted to live in a downtown area. They enjoy the amenities. It's lovely to be in walking distance of Trader Joes, cinemas, restaurants and theatres. The planning and zoning have been on the books for a long time and they're not newly conceived. People before us had reasons and put them on the books and so we have an obligation to consider that.

That aside, there's something to be said for the fact that 40 speakers showed up and said the size of the building bothers us. I think the building is legal and I think it fits what we have on our books as the zoning designation. ***I would just like to appeal to the applicant to take another look at the 40 comments we've heard here tonight about the size.*** I'm not saying you can't build what you're proposing. ***But I'm saying I think we have to take another look at it and add some sensitivity about the concerns of the people who live here.*** We really did have an outpouring of people. When you've got this many people who have been willing to stay until midnight.

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Commissioner John Kuechle

I want to start by apologizing for not being up to speed on this project as I would like to have been. I have been out of town for the last 10 days and, for some reason, staff was not able to get me an electronic copy of this so I have only been able to look at it this morning. In addition to that, I am still on East Coast time so, as late as you all think this is, it seems like 3 a.m. to me and I'm about to pass out. As a result of all that I'm relying more on my colleagues than I normally do which is pretty extensively.

My general reaction to the project is very similar to most of the people that spoke tonight. It's too big. However, my current thinking is that staff is probably correct when they conclude that the project applies with the applicable codes and meets the required tests as far as density and massing is concerned and that the findings we are required to make before we approve are such that we can make them. I absolutely understand why a number of people who spoke tonight have criticized the decision of the Redevelopment Agency to sell the property on the terms they did, but clearly that is absolutely clearly something we don't have the authority to do anything about. That's for the people who appointed us, not for us and I'm not sure that we have the authority to turn this project down.

I do have some thoughts about the excavation which I will maybe come back to after everyone else has talked if we get that far.

I just want to raise a couple of other points. First, a number of speakers talked about the problems with traffic and the absurdity that really comes out when we're supposed to be reviewing traffic reports. A number of people here, maybe all of us (referencing the Commission) agree with that. It only reinforces the urgency for staff to bring back to us a complete review and analysis of the traffic review process because what we are compelled to do now simply in many cases really doesn't make sense. But I think this project has done what they're supposed to do and meets the tests as they are before us.

I am concerned about the project exiting onto the one way street. That really does seem like a poor choice. I'm not quite sure where I go with that but I'm concerned about that. The one thing I do feel strongly enough about that I can't vote for the project unless it gets corrected is the tandem parking situation. There are really 2 issues. One relates to residential.

This is a point where I would like to urge staff to bring back to us the analysis we talked about almost a year ago, of residential tenants who have tandem parking spaces are more likely to use up street parking. It is absolutely clear to me that in the context of this site where the commercial tenants are supposed to park in tandem spaces. Then there are guest spaces for those people who come to visit the (for example) the law office, if you will. What's going to happen is that the occupants, the "lawyers and the secretaries," are not going to want to park tandemly and they are going to park one car in the tandem spot and one car in the guest spot, and the customers, the clients, will be left parking on the street, which several people have pointed out is a street which doesn't have any excess parking now. I just don't see how I can approve an administrative use permit or ordinance project unless it has enough parking to meet the code

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requirement and enough parking in a way that it actually will be used. I don't think the tandem spaces without an attendant are going to be used. I don't think the one space where you have to make a 180 degree turn, and park backwards, will be used by a guest. If I were visiting this "law office," I would park on the street rather than try to get my car into that space. I think we need enough spaces to meet the code requirements and be sure that they are designed in a way that people will use them. I think that's it, I'll go back to my nap and let you guys (the other commissioners) fill me in on what I missed."

Commissioner Rockwell

A number of speakers talked about trying to find a happy medium, and I think we can do that. I expressed concern earlier tonight about the parking, the fact that we are going to lose this parking lot, and that's going to aggravate the parking situation. I'm not sure that's something we can fix tonight, because if anything is done with this parking lot it will disappear as a parking lot and whatever the consequences are will have to be dealt with, I guess. So I still feel that statement very strongly. I still feel that we should focus more that the city not just worry about whether the parking lost are ... heavily used by the people, and if they are, let's not try to aggravate things in the future by taking away parking lots like we have here. So again, as soon as we assume that something is going to be done with this site we are going to be losing those parking spaces and that's something we can't fix tonight.

We've heard earlier Mr. Gorham talking about non-compliance with some code items ... the angle of the set-back wasn't working out right, so I think there's a commitment to fix that, and the blank wall, to do some sort of articulation with that. Several of us have asked questions about damage to the adjacent homes during the excavation. I think we have agreed that there should be some quantitative measures put into condition of approval. I would stress again we make that compliance (he meant tolerance of pile movement) as small as possible, no more than half an inch, the smaller we make it the more likelihood we will have a successful outcome.

I am not convinced the traffic study is as accurate as it could be, but I'm also not convinced it is intractable. I think the solution is not to have that one-way loop around that whole block but to develop a two-way flow on Irving. This decision has to be made by the neighborhood. I'm convinced that if we make Irving two-way from "A" Street just down to the driveway of the project that will make a big difference because the traffic - it's already too heavy - but the traffic that's associated with the school will be coming up to intersect with this traffic until the project is done, and this traffic will either be coming into or out of the project. It's only this little half block to Culver, maybe we can change the lights there.

I am not fully comfortable in voting in favor of the project tonight. I think there is a solution that would potentially address a lot of the problems; that is to remove one level of the residential property that would be approximately 10 units. The 10 units would comprise 20 parking spaces. Take away 20 parking spaces and the deeper row of tenant parking on the South side disappears, so the people, Mrs. Miller and her neighbors - if you took that last row of parking away, it now become 21 feet, so you don't need those cars any more, so that makes a huge difference to the security of those homes (from damage during excavation) so that would be one part of it.

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If you do remove 10 units, 20 parking spaces 16 to 10 parking spaces could be redistributed elsewhere (perhaps to) customers of the offices. These are things that I think could radically improve the whole situation. It makes the whole thing less massive. It drops it by roughly 11 feet, so it's not so impressive in that sense as well. I would like to suggest Mr. Gonzales work with the city, and, if you're willing, there were some people that were speaking tonight, made analogies to 9900 Culver (another project) and Town Plaza (cinema project) where some reductions to the scope of the projects were arranged with the City Council. I'd like to maybe use that as a model and see if we could, I think the solution I proposed of reducing a floor can address many, many of the issues that were raised tonight, but obviously it's got to be something that for Mr. Gonzales, that he doesn't lose millions of dollars. So it's got to be some kind of give and take with this city to work out an arrangement that works for everybody.

Marcus Tiggs, Chairperson

The suggestion that Mr. Rockwell just mentioned about reducing a level, I think I would agree, as well, that would resolve some of the core issues. We had 40+ people speak on this project. I think that was even more than Entrada (another development project.) I'd like to thank everyone for coming. Mr. Gonzalez (the developer), I'm not expecting you to say yes that makes sense, but it would be nice to know that if you were going to say that, you would raise your hand right now, but I see you taking copious notes and that's good. Whether you cut off a floor or not is not going to impact my vote. I don't believe it is, but there are some things that will impact my vote. Not in any special order, the mixed use ordinance in effect for your project allows 65 dwelling units per acre. Theoretically, you could have proposed that and I'm not even saying we would have approved it, but you could have proposed that. To reach that you would have had a height that's up to the maximum – about 56 feet. You didn't do that either. You have 26 dwelling units per acre. You have not maxed out on the height. You followed the code, stepping back at various heights. I have been on the commission for 4 years. This is one of the few projects I can recall where the developer is doing it exactly the way the code requires dealing with abutting to residential. Comparing the present design with the design that came before the design review committee which I was on is night and day – to the extent that other project – if a project doesn't fit that area, in my opinion, it would have been your other project. Though we may have different opinions about how well it fits, as far as the design as well as the massing, I think you've done as much as you can as far as the design side to reduce the massing effect on the adjacent properties. Granted, when you showed the power point presentation, people commented "it looks huge." And by the way, it does look huge from that vantage point. However, when you look at the plans, you look at the stepping back of the second and third story, it doesn't look as huge. As Commissioner Smith commented, it meets the code as far as setbacks. For me, on the parking, the code allows tandem parking. Although we might disagree about whether people use it or don't use it, it's hard for me not to approve it if it meets the code in relation to tandem parking. However, as Rockwell pointed out, there was a parking lot there, but he had a good point, where are people going (to park) (It was a parking lot before)

Further discussion on tandem parking..... Hiring an attendant

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I support the project. However, if at all, you reduce a floor that would be better.
Marcus goes on to require a bond (for repairs, damage to landmark buildings)

Commissioner Kuechle

I guess Ms. Smith-Frost and Tiggs are supporting the project. Mr. Rockwell thinks it needs to be downsized. I think it needs to be downsized, but I am not sure I have the authority to do that. That puts me on the spot in trying to figure that out -how much authority we do have. It would help me if the developer could say if he saw any way he could do something either as Mr. Rockwell suggested or along those lines since I have to decide fairly quickly what our authority is.

Commissioner Smith- Frost

May I just interject here. I would like to see it downsized, too. However, I feel that it does meet the required findings. However I do concur with those of you who have said you'd like to see it downsized.

Sal, the developer speaks and says he's done all he can. He can't downsize it unless they can give him money back and they can't do that.

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GOALS, OBJECTIVES AND CITYWIDE LAND USE POLICIES

LAND USE ELEMENT

GOAL: Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.

Culver City derives strength and stability from its tree-lined residential neighborhoods, the majority of which surround More than half of these are established single-family neighborhoods or multiple-family planned developments. These neighborhoods have strong identities, consistent quality of development and will undergo physical change very gradually over the next 20 years.

Other neighborhoods, which have been developed with single-family residential uses, are transitioning into two-family or multiple-family uses, as permitted by the underlying zoning and land use designation. Typically, these areas are surrounded by major streets and businesses and are within walking distance of transportation corridors and activity centers.

The areas of medium-density housing have higher occupancy and higher parking demand. Lots currently developed below permitted density within these neighborhoods represent the primary opportunities for additional housing opportunities within the City over the next several years.

As a nearly built-out community of low- to medium-density neighborhoods and a recognizable small-town character, the existing neighborhood fabric. The design of new housing should complement the character and scale of its surroundings. Additionally, some neighborhoods would benefit from the introduction of a uniform street tree pattern, and improved access to local parks.

OBJECTIVE 1. Neighborhood Character. Protect the low- to medium-density character of residential neighborhoods throughout the City.

Policy 1.A. Support residential planning efforts by features, design components, themes and programs (such as parks, community gathering places, streetscape amenities, signage/graphic systems, and community beautification and celebration programs) that reflect and focus the area's identity. (See Figure LU-8, *City Neighborhoods*.)

Policy 1.B Protect the City's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions).



Culver Crest Neighborhood Character

Policy 1.C Allow the continued use of existing legal nonconforming residential structures, including the reconstruction of buildings that have been damaged by fire or other calamity in accordance with the original specifications.

Policy 1.D Allow minor physical changes to nonconforming single-family or two-family structures without requirements to correct nonconforming improvements on the site, provided the physical changes will neither increase the degree of existing nonconformity nor create any new nonconformity (pursuant to the Minor Exception Standards adopted as Planning Commission policy).

Policy 1.E Support a balanced respect for the character of existing residences with new and potentially unique design in new or remodeled structures.

Policy 1.F Continue infill planting of street trees on residential streets to establish consistent rhythm, in accordance with the Citywide Streetscape Master Plan. (See Implementation Measures, Measure 2.A and the General Plan Open Space Element.)

Policy 1.G Support expansion of and access to open space opportunities in neighborhoods that currently lack neighborhood parks. (See General Plan Open Space Element.)

Policy 1.H Ensure adequate parking within each neighborhood to meet parking demands.

OBJECTIVE 2. Housing Supply. Encourage the retention and creation of housing throughout the City.

Policy 2.A Continue to allow and encourage two-family development within the neighborhoods designated as Low Density Two Family.

Policy 2.B Continue to allow and encourage multiple family housing opportunities in areas designated for such development.

Policy 2.C Investigate the potential for future housing and open space opportunities in the undeveloped areas of the City.

Policy 2.D Investigate the potential for future housing and open space opportunities in the unincorporated area of Los Angeles County.

Policy 2.E Develop standards and guidelines for residential unit development in appropriate commercial areas.

Policy 2.F Develop standards and guidelines for residential unit development in industrial areas as part of Focused Special Study efforts.

Policy 2.G Require that any non-residential reuse project that removes existing dwelling units provide for the replacement of those units with similar housing opportunities within the City.

Policy 2.H Explore the development of residential uses and/or mixed uses in non-residential areas through the drafting of development standards that protect tenants from adjacent uses and reinforce the primary character and use of the areas. Street-facing ground floor development shall be maintained as non-residential with residential units encouraged to be above or behind the non-residential frontage. (See Objective 24, Policy 24.B and Objective 28; Policy 28.D.)

OBJECTIVE 3. Affordable Housing. Encourage the provision of housing opportunities for all members of the community.

Policy 3.A Provide incentives for the development of new affordable housing.

Policy 3.B Provide housing assistance programs for moderate-, low-, and very low-income groups.

Policy 3.C Support the conservation of existing affordable housing units by encouraging rehabilitation.

Policy 3.D Develop standards to regulate the conversion of apartment units to condominiums to preserve rental housing and to ensure a balance between the owner-occupied and renter-occupied housing needs of the community.

OBJECTIVE 4. Neighborhood Conditions. Establish and maintain quality living environments throughout the City.

Policy 4.A Balance opportunities for additional housing with potential effects on adjacent lower density neighborhoods.

Policy 4.B Determine appropriate standards for density, safety, and design character, consistent with existing neighborhood character.

Policy 4.C Restrict the use of mobile homes as residential units to mobile home parks, except for limited periods of time for catastrophic emergencies or during remodeling when the main dwelling unit is not habitable.

Policy 4.D Improve code enforcement in residential neighborhoods.

GOAL: *Economic vitality that serves the community and protects the quality of life.*

The non-residential areas of the City present opportunities for improving the economic vitality, attractive design, and compatible interface with nearby residential uses. (See Figure LU-9, *Commercial/Industrial Focus Areas*.) Existing business corridors need more cohesive physical development patterns and appearances, and consistent focus. Many older businesses do not have sufficient parking because of shallow lot depths and structures that are built to the property lines. Many of these same areas are devoid of street trees and other streetscape improvements that would create an attractive and inviting appearance.

"Direction 21", the community-based strategic planning process conducted in 1987-89 and updated in 1991, revealed a desire by City residents for higher quality retail shops, fine restaurants, movie cinemas and live theaters within Culver City. Although Culver City residents generally prefer to support their local businesses, the limited range of existing retail services and entertainment opportunities within the City lead many residents to go elsewhere.

Large, regional-serving commercial centers, such as Fox Hills Mall, Studio Village Shopping Center and Corporate Pointe, bring business revenues and employment opportunities into Culver City. To protect local residents, though, these benefits must be balanced with other effects associated with regional centers, such as traffic and parking impacts.

Industrial areas are turning over to commercial uses. This loss of industrial business could alter the economic diversity that provides a range of jobs.

HAPPYLAND

PRESCHOOL

☸ teach peace, teach love, teach hope ☸

April 24, 2008

To: City of Culver City

Re: Re-Development Plans, Irving/Lafayette Parking Lot

Dear Planning Commission,

I'm submitting this letter to your offices with the intent of sharing with the City the school's experience with the parking lot across the street from Happyland. The purpose of this letter is to encourage the City to re-evaluate the proposed use of this and other parcels of city land as the city evolves in its planning and conceptualization of the various spaces it has at its disposal.

As you may be aware, Happyland has been an integral part of the Culver City community since the 1930's. Over the last seventy years, the school has been witness to the amazing evolution of the city. We are quite proud of being part of the community and being an integral institution to the educational services offered by the city and community to its residents and neighbors. Both Happyland and Lynwood E. Howe Elementary School have benefitted from the historical use of the lot across the street from each school; recollecting on the fond experiences of field trips to the newspaper facility, the old fire department and the ease of access to either school through the walkway connecting Irving Place and Lafayette Place.

As the city evolved, technology advanced and the need for a larger infrastructure of city services emerged, the existing facilities on the property became or were deemed 'obsolete'. The resultant parking lot emerged to serve various needs of the neighborhood, to which the users seemed quite content. Fortunately or unfortunately, the City's re-development agency conducted an analysis of this and other city properties and were convinced that mixed use residential-commercial facilities would be in the best interest of the city. While on the one hand the emergence and adoption of this decision serves the city in terms of revenues, it seems a bit short sighted for several reasons.

Being an educational institution, we at Happyland emerged with several other valuable, educative, and demonstrative uses of the land. The City could have used the land as a museum celebrating and documenting the rich history of the city; as a charter school focusing on peace education or as a preparatory and feeder school for UCLA and USC's renowned schools of film and media; as a contemplative green space in the heart of Culver City's Downtown; or as an experimental preschool aimed at meeting the international protocols of preschools for all children.

While the possibilities existed and still exist to this day, the will and determination, to deem appropriate, the use of this land, seemed nefarious at best. Taken another way, it seems that the use

of this term imbues a sense of deception, corruption and slighted-ness. More appropriately, the use of this term seems befitting in this context given that City re-development agencies have as their entrepreneurial mission and objective to invigorate or re-invigorate segments of the city so as to 'uplift' the neighborhood as well as generate a substantial income to justify their raison d'être. Taken together, this form of tunnel vision or hypoxia, is appropriated when well-meaning, but unfit levels of elevation are being ascended with crescendos at a space in which hyperbole is deemed the nascent of that endeavor. Stated another way, once the ambassadors of the City re-development agency were convinced of the 'best use' of this and other properties owned by the City, the ability to see beyond the revenue's balance line became a travesty.

Even more precisely, when Alicia and the Office Manager (?) from the re-development agency visited us to inform us of the pending sale of the property, we were given notice that parents and teachers were to find alternative locations for parking and drop-off. Taken for what it was, we began to explore options for parent and family convenience. As the week unfolded, we pondered the feasibility of submitting a proposal to the re-development agency to construct a public charter school. I recall with intense energy and excitement the idea of a charter school dedicated to Peace Education and made a call to Alicia to explore with her the possibility when I was blind-sided with a response with a dual message: (A) That a school wouldn't bring in enough revenue to the city; and (B) That a purchaser had already been selected and that therefore it would be imprudent to bother submitting a proposal.

Fast-forward two years and reality is making a full circle in front of our eyes with signs of an imminent building in the works. It's amazing how Capital has its way of making and paving a path for us all; young and old alike; the educated and the uneducated; the naive and the entrepreneur; the capricious and the planner. In any case, it is our hope that this letter and the previous oral submission at a City planning meeting helps the city revisit or at minimum re-assure residents that its endeavours are with the best intentions for social, emotional, cultural, educational, economic and historic purposes.

With salutations and felicitations for all that you do to make this world a better place!

Sincerely,



Aly Juma
Director, Happyland Preschool
Asst. Director, Paulo Freire Institute, UCLA

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City of Culver City, California
Redevelopment Agency Agenda Item Report

In addition SPF:a is committed to securing a notable restaurant(s), bar or retailer(s) for this site. SPF:a does not use a broker, but instead does their own personal outreach for their projects. This enabled them to secure Wilson's restaurant. Wilson's restaurant is owned by Chef Michael Wilson formerly of 5 Dudley. Wilson was interested in Culver City because of the opportunity to locate in the SPF:a project. SPF:a has committed to doing the same type of outreach to secure the right tenant(s) for the 9900 Culver project. As a result of their commitment to include high quality retail in this project, which staff sees as very beneficial, their offer amount is less because the amount of retail which they are providing requires an extra level of parking which is an added cost to the project.

Another benefit to selling the property to SPF:a is that because they do not have any other development projects in their pipeline, they will be able to devote a significant amount of time to this project which will enable it to move along faster than some of the other proposals.

The proposals for this site were shared with ACOR at their May 4, 2006, meeting. ACOR felt that a hotel would be best suited for this site because it would best activate the Downtown. However, reservations were raised about the size of this site for a hotel and how important it was for a hotel to have a full service restaurant, bar, pool, gym and spa for it to be successful.

After lengthy review, staff believes that this site is too small for a hotel and that the amenities required for a hotel to be successful would not have been able to be provided at this site due to its small size.

Members of ACOR did state that the retail uses proposed by SPF:A were the types of uses that they expected to see in a site of this size.

4043 Irving Place

Staff received three high quality development proposals for the 4043 Irving Place property. Below is a brief description of each response. A more detailed analysis of the responses is provided in Attachment Number 5.

Firm	Type of Project	Offer (appraised value \$3,600,000)	Number of Units	Ground Floor Use
Second Street Ventures	Stacked Flats over Office Space	\$3,500,000	34	Office
Metro Real Estate & Development	Live-Work	\$3,600,000	18	Live Work use

Samaras, Paul

From: O'Connell, Andy
Sent: Tuesday, June 19, 2007 7:28 AM
To: Samaras, Paul
Cc: Herbertson, Charles; Gaspar, Mate; Garcia, Gabe; Paetzold, Max; Kurtz, Barry; Evans, Christopher; Jeng, Elaine
Subject: Mixed Use Project Proposed for 4043 Irving Place

Paul,

After the PPR meeting on the above project, Engineering Division staff had concerns that the project's only access would be from Irving Place. Since the project proposes 3,500 sf of office space and 28 residential units, this could be perceived as a significant increase in traffic to the local neighborhood. Irving Place is one-way towards Culver Boulevard, which would require all of the residents of the new development to circle the block in order to gain entry on all return trips. Although Engineering Division staff's preferred access to this project would be from Lafayette Place, it is understood that due to the configuration of the property (50 ft. in width at Irving Place vs. 100 ft. in width at Lafayette Place) a Lafayette Place access would reduce the number of parking spaces that could be realized on the first floor of the subterranean parking garage. This would reduce density or require another level of underground parking. An alternative for the Irving Place access was discussed which would change Irving Place into a two-way street between "A" Street and Braddock Drive. Staff reviewed the project site and then met with Charles Herbertson to discuss the access options for this project. After a thorough discussion of these issues, Charles has concluded (with staff's concurrence) the following:

1. The Public Works Department prefers access to this project to be from Lafayette Place. We request that the Planning Division mentions this in the staff report for Planning Commission review.
2. The Public Works Department does not support changing Irving Place from a one-way street to a two-way street between "A" Street and Braddock Drive. Although there might be some traffic mitigation to the neighborhood with this change, a prime factor in the original approval of converting Irving Place to a one-way street was for the safety of the students of the Linwood Howe School.
3. Prior to the submittal of the formal application for the site plan review, the applicant shall have prepared a traffic study for the review and approval by the Engineering Division Staff. The study shall analyze the project circulation and potential impacts at the following intersections.
 - Culver Boulevard and Washington Boulevard.
 - Culver Boulevard and Irving Place.
 - Culver Boulevard and Lafayette Place.
 - Culver Boulevard and Duquesne Avenue.
 - Duquesne Avenue and Braddock Drive.
 - Duquesne Avenue and Lucerne Avenue.
 - Duquesne Avenue and Jefferson Boulevard.
 - Lucerne Avenue and Ince Boulevard.
 - Lucerne Avenue and Higuera Avenue

The applicant shall submit a traffic study review fee in the amount of \$1,500.00 with

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- the submittal of the traffic study.
4. If the applicant proposes access to Irving Place, then prior to the formal submittal of the site plan review application the applicant shall have a meeting with the surrounding neighborhood to discuss the project. The neighborhood should extend from Culver Boulevard to Lucerne Avenue and from Duquesne Avenue to Van Buren Street, and should include the Linwood Howe School. City staff should be present at the meeting to verify the residents concerns regarding the proposed project.
 5. The notification of the project for the public hearing by the Planning Commission shall include the neighborhood as defined in 5. above.

Thanks,

Andy O'Connell

Senior Civil Engineer
Public Works Department
Engineering Division
(310) 253-5606 Office
(310) 344-2020 Cell
(310) 253-5626 Fax

- Existing (2007) Baseline Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- Cumulative Base (2008) Conditions - Future traffic conditions without the proposed project has been developed for the year 2008. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2008.
- Cumulative Plus Project (2008) Conditions - The traffic expected to be generated by the proposed project is estimated and added to the Cumulative Base (2008) traffic forecasts. The impacts of the proposed project on future traffic operating conditions are then identified.

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

1. Lafayette Place / Culver Boulevard
2. Lafayette Place / Braddock Drive (unsignalized)
3. Irving Place / Culver Boulevard
4. Irving Place / Braddock Drive (unsignalized)

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

In addition, as part of the MOU process, the City of Los Angeles was contacted for their input on study intersections and related projects.

ORGANIZATION OF REPORT

An executive summary presenting key details of the traffic study is provided at the beginning of this report. The rest of the report is divided into seven chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II describes the

ATTACHMENT 2

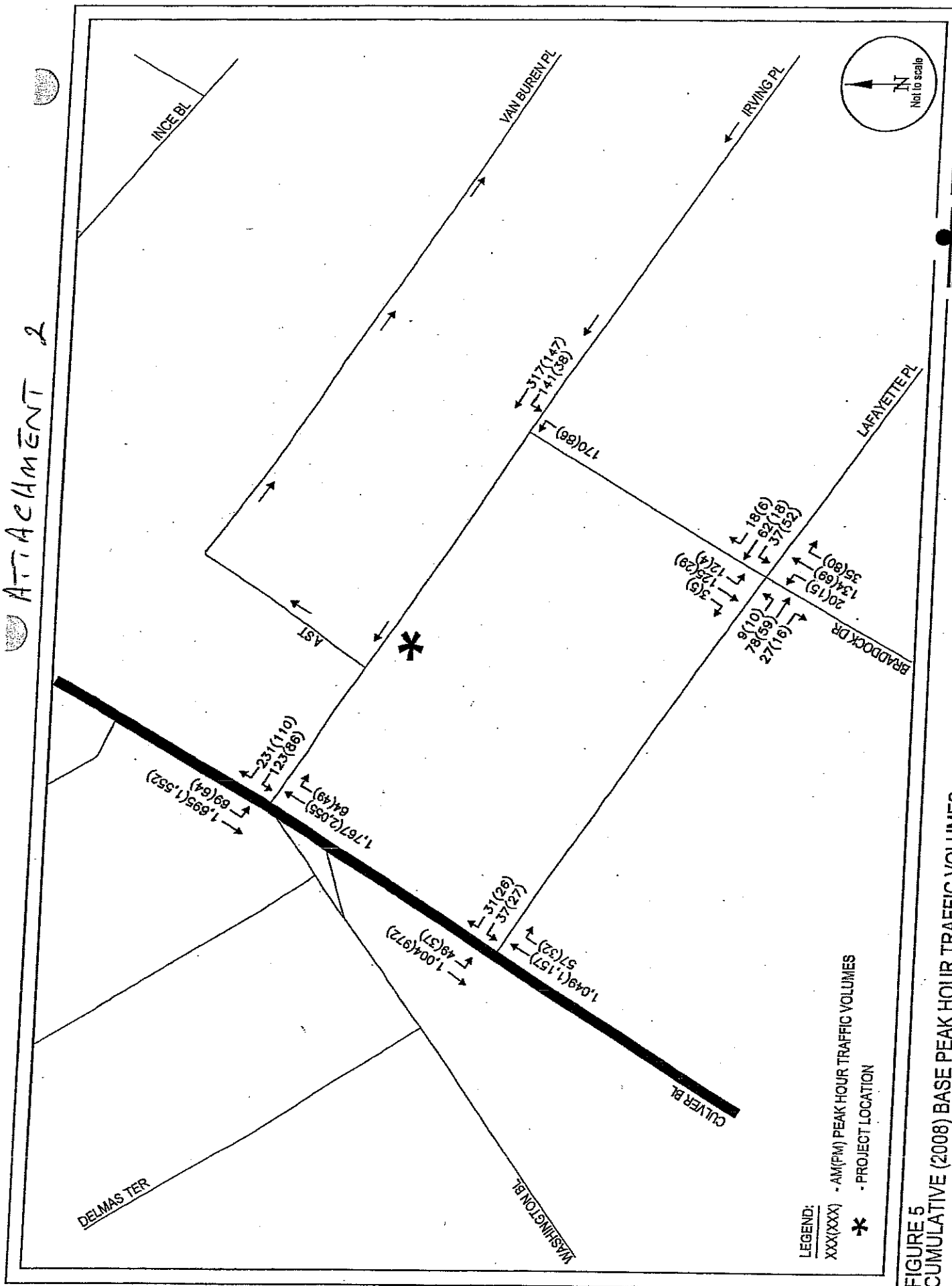


FIGURE 5
 CUMULATIVE (2008) BASE PEAK HOUR TRAFFIC VOLUMES

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Tomas Gorham, Deputy Director
Planning Department
Culver City Hall

April 27, 2008

RECEIVED
APR 28 2008
Culver City
Planning Division

Re: Proposed Development - 4043 Irving Place

Dear Thomas,

On the advice of our attorney, I am attaching a revised copy of the appeal against the Planning Commission's decision for 4043 Irving Place.

Please note the attachments to the original appeal are still relevant.

Thank you for your attention.

Sincerely,



Judith Miller

Appeal of Planning Decision – 4043 Irving Place

Basis for Appeal

This appeal is presented by neighbors of the proposed project. The basis for appealing the Commission's decision to approve the project consists of the following:

1. Three of the four Planning Commissioners who voted for the project failed to exercise their legal, discretionary authority.
2. The same three Commissioners ignored the stated goals, objectives and citywide land use policies mandated by the Culver City General Plan.
3. The Negative Declaration is in error. The facts clearly show that this project would have significant negative impact on the community.

During the Planning Commission meeting on April 9, 2008, three Commissioners continually referred to the Redevelopment Agency's requirements and that Agency's direction to develop the parcel as a mixed use site for condos and commercial space. These Commission members repeatedly made statements indicating their belief that they had no authority to make any decisions counter to what had been outlined for the parcel by the Redevelopment Agency even though they disagreed with the Redevelopment Agency decisions.

These Planning Commission members misinterpreted their own legal authority. They made the incorrect assumption that they had to defer to the Redevelopment Agency's direction dating back to 2006. Actually, the Redevelopment agency cannot determine, in advance of a public process, the specifics of a development for a particular parcel. The Planning Commission must be able to exercise its discretion and judgment in reviewing any project.

Simply rubber stamping this project makes a mockery of the very existence of the Planning Commission and denigrates any public participation. About 200 people came to the meeting to protest the development and express their valid concerns. The inability of the Commission to exercise its responsibilities appropriately violated the legal process and eliminated the potential for residents' concerns to be addressed. An objective review process was not possible as the outcome was pre-determined.

A transcription of some of the remarks made publicly by the Commissioners is attached. (*Attachment # 1*) It clearly demonstrates these Commissioners' misunderstanding of their role and responsibilities as members of the Planning body. Agreeing with the 44 residents who made statements that the scale and scope of this project was too large, all of the Commissioners concurred that it was "too big."

Commissioners turned to the developer and asked him if he would scale back the project. When he did not agree, three of the members voted, nevertheless, to approve the project, saying they did not think they had the authority to do otherwise. These actions are not congruent with fulfillment of the legal, discretionary authority of the Commission.

Because the Planning Commission failed to exercise the responsibilities imposed upon it by state law and the Municipal Code, the decision granting approval for the project must be vacated.

In this appeal, the City Council has two options: It may reverse the Planning Commission's decision and deny approval for the project. The record amply demonstrates that the project violates the general plan, and the Negative Declaration is legally insufficient. In the alternative, the Council may remand the matter to the Planning Commission with instructions to exercise the discretion enjoined upon them by law.

Discussion

The current Culver City General Plan specifically states that the city's goal is to ensure "Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment. As a nearly built-out community of low-to medium-density neighborhoods and a recognizable small-town character, development and redevelopment of housing should respect the existing neighborhood fabric. The design of new housing should complement the character and scale of its surroundings."

Objective 1 states "Protect the low-to medium-density character of residential neighborhoods." Policy 1.B states the objective to "protect the city's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions.)" Policy 1. E states the objective to support a balanced respect for the character of existing residences with new...or remodeled structures."

Objective 4, Neighborhood Conditions, states the city should establish and maintain quality living environments and policy 4.B states the city "must determine appropriate standards for density, safety, and design character, consistent with existing neighborhood character." (*Attachment #2*)

This massive condo/commercial development spanning a full city block cannot be considered consistent with the existing neighborhood found on Irving and Lafayette Place. These streets primarily contain one and two story single family homes. The apartment units on these streets are primarily one and two story structures, much smaller in scale than the proposed project. The proposed project is in direct contradiction to the goals and objectives of Culver City's General Plan. The project would serve to destroy the small town character of this neighborhood and would have many negative impacts on quality of life as described below.

RFP Process and Redevelopment Agency role

The Redevelopment agency's RFP process was demonstrated to have been seriously flawed. As Mr. Aly Juma, owner of Happy Land pre-school, stated at the Commission

meeting and in documents attached, (*Attachment # 3*) he spoke with a staff member of the Redevelopment Agency in 2006, telling her of his interest in submitting a bid for the purchase. The deadline for submission had not yet been closed. She told him not to submit a response to the RFP because a purchaser had already been selected. Please see attached letter from Mr. Juma.

The Redevelopment Agency Agenda Item Report of June 19, 2006 shows Metro Real Estate & Development's proposal for 18 units, not the current 26 units. (*Attachment #4*) In fact, 18 units would be more in keeping with an appropriate scale for the project.

Basing all further decisions for this project on what was an essentially flawed process to begin with, is not in the best interests of the community. The RFP process, sale and purchase arranged by Redevelopment represent a subversion of legal requirements related to the sale of this property.

1. Traffic Study

The Final Traffic Study, commissioned by the applicant/developer Mr. Sal Gonzales and carried out by Raju Associates Inc, is seriously deficient.

In an internal memo dated June 19, 2007, from Culver City Senior Civil Engineer Andy O'Connell to Paul Samaras in Planning, stated that *nine* intersections had been identified by the Engineering Department as those that should be included in the traffic report. Of these nine, only *four* were included in Raju Associates' study. (*Attachment 5*)

Mr. O'Connell's report, made after the PPR meeting on the proposed project, stated: "If the applicant proposes access to Irving Place, then prior to the submittal of the site plan review application, the applicant shall have a meeting with the surrounding neighborhood to discuss the project. The neighborhood shall extend from Culver Boulevard to Lucerne Avenue and from Duquesne Avenue to Van Buren Street, and should include the Linwood Howe School. City staff should be present at the meeting to verify the residents concerns regarding the proposed project."

No such meeting ever took place. Important stake holders were not included in the process. In February, Mr. Gonzales held two casual parking lot meetings on his property which were ill attended because of a poor notification process. Not all pertinent drawings and documents were available at that time. Many neighbors did, in fact, not receive any meeting notice.

The notice Mr. Gonzales sent out did not contain a return address from any city agency. Certainly, representatives from Linwood E. Howe Elementary School were not in attendance at these meetings. As Commissioners could see from the extremely high attendance at the Planning meeting on April 9, 2008, residents of the neighborhood are extremely concerned about this project. Community residents would have participated in a meeting if notification had been adequate.

The traffic study itself errs on several points, both in the data presented and in the methodology utilized. In addition to failing to study more than half of the intersections as requested, the traffic engineer "lost" several hundred cars. The number of estimated trips generated by the proposed development is unrealistic as a result. Owners of 2 and 3 bedroom condos often have 2 wage earners. The estimated trip numbers are out of line with modern car usage. The report shows only eleven cars leaving the proposed condominiums in the a.m. peak hours and returning in the p.m. peak hours. The City Council can take judicial notice that this is a completely manufactured number, having no relation to reality. Twenty-six condos with potentially two adults per household would probably generate at least about fifty trips each a.m. and p.m. during the peak period. And that doesn't even factor in employee and customer trips to the three offices in the project.

As Planning Commissioner Rockwell noted during the Commission's April 9th meeting, the traffic report does not show any movements from southbound Lafayette Place left on to Braddock Drive, and does not show any eastbound movement on Braddock across Lafayette in the direction of Linwood Howe School. "These are the people that will be going to the school," Commissioner Rockwell noted in questioning the traffic engineer. Similarly, as Commissioner Rockwell noted, the report did not show any traffic going north on Lafayette and east on Braddock, again a conduit for school traffic.

The report also failed to record traffic going east on Braddock and left on Irving, a one-way street on which traffic must travel north toward Culver Boulevard. The traffic engineer stated he based his survey on parents driving south on Lafayette, turning east on Lucerne Avenue and then north on Irving to drop their children off. Commissioner Rockwell said he used to take Braddock to Irving, and drop his daughter off outside the school, as did most parents. Asked by the Commissioner if he perhaps had made a mistake in his calculations, the traffic engineer said "no," because right turns did not affect the delay at Irving and Braddock. He was gently reminded by the Commissioner that from Braddock, drivers actually must turn *left* into Irving.

The traffic engineer also appears to have "lost" several dozen cars between Braddock and Irving and Culver and Irving. His map (*Attachment 6*) shows that during morning and evening peak hours, 478 cars proceed north on Irving from the intersection with Braddock, but 500 yards later, there are only 347 vehicles listed as entering the Culver intersection. The only street between these intersections is the sparsely used "A" Street turnoff. Commissioner Rockwell joked that "aliens" may have taken the missing vehicles away or, more seriously "you may have missed some cars somewhere."

According to the traffic report, the 3,500 square feet of office space would only generate 4 vehicles arriving during the a.m. peak period and 4 leaving during the p.m. peak period. Staff for these offices would easily exceed these numbers. Certainly, the numbers do not adequately account for any trips made by clients of these offices.

If the Planning Commission or the City Council truly believes these are credible numbers, they should legally restrict the project to the estimate. Mitigation fines should be levied for every "unanticipated" vehicle trip in excess of these numbers.

Having minimized the number of additional trips the neighborhood would experience, the "Summary of Conclusions" found on page 42 of the traffic report states that the City's street segment traffic impact threshold is 8% and that the percentage of additional traffic for the proposed project is 7.4%, under the city's 8 % threshold. Adding even one more car in each category to the report's impact study would push the project over the threshold. Such a statistical analysis does not meet scientific standards for statistical validity or statistical reliability. As a result, the negative impact of traffic resulting from the proposed project was artificially minimized. The likely increase of traffic on Madison, Braddock, Duquesne, Irving and Lafayette is not sufficiently documented. During the meeting, Commissioner Kuechle discusses the general inadequacy of the traffic studies and points to requests made by the Commissioner over a year ago to institute more reliable measures. However, inappropriate methodologies continue to be used, and decisions continue to be based on faulty reasoning. It is community residents who suffer on a long term basis as a result.

Please note that another mixed use project for 18 units and retail space is about to be built only one block away at 9900 Culver Blvd. the traffic study for that project stated that by 2009, the intersection of Duquesne and Braddock is projected to deteriorate from the current Level of Service B to Level of Service E (defined as "poor: represents the most vehicle intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles." This is the worst level of service allowed in Culver City. The cumulative effect of these two projects must be considered "significant."

There also remains the question of ingress and egress with this project. The original proposal was for the entrance and exit from the project to be on Lafayette. Irving Place residents find that if the only entrance/exit is to be on their street, it would inherently place an unfair burden of traffic congestion.

Community residents request a more substantive analysis of traffic impacts.

2. Parking

On p. 43 of the traffic study, the report states that parking access and circulation systems were assessed and "they would all function adequately...there would be no adverse impact from the Proposed Project." On average, 50-plus cars are parked on the site of the proposed project at any given time. Historically, the site has provided parking for staff, teachers, and parents at Linwood E. Howe Elementary School as well as parents and staff at Happyland pre-school. It is now used by the schools as well as employees and patrons of downtown restaurants, shops, and theatres. Certainly, there will be parking needs met on residential streets further complicating existing traffic issues.

These cars will be displaced onto surrounding streets including Van Buren, Lafayette, Irving, Braddock, and Duquesne. These streets already have significant parking restrictions and parking shortages. Residents living on these streets report they have been experiencing a scarcity of parking spaces on adjacent streets for more than two years. As a result of previous downtown development in the city, these streets are used heavily for parking by both employees and patrons of the city's restaurants, theatres, and shops. The environmental study does not address the existing parking problems, nor does it address the expected exacerbation of parking problems which would be created by this project which concentrates so many condo units and three commercial offices on one site running from Lafayette to Irving. Future development projects in the area which are already in the hopper will only exacerbate further the parking situation for residents of this neighborhood.

Seven years ago, when Town Plaza was developed, residents of this neighborhood of Culver City were "promised" there would be "no significant negative impact" as a result of the downtown development. If there were any future negative impacts identified, residents were told, the city would "mitigate" the problem. There have been no mitigation measures instituted.

Cumulative effects of traffic and congestion are not taken into consideration by the traffic study. 37 development projects have been developed in this area in the last 3 years. More are on the way. Approving a project of this size with such potential negative impact on an already a seriously impacted residential neighborhood is irresponsible.

Traffic accidents in this neighborhood have increased significantly in the last 3 years. Additional data is being obtained from the Culver City Police Department and will be submitted once it is received. Since this proposed project is adjacent on one side to Linwood E. Howe Elementary School and on the other side to Happyland Pre-school, the potential impact of increased accidents and traffic congestion have special impacts on the safety of a large number of young children in our city.

3. Air Quality

The environmental report states there would be less than significant impact for this project while, at the same time, stating that "future new development in any portion of Culver City will contribute both at the project level and cumulatively to pollutant emissions." But "since the project is consistent with Culver City's General Plan and Zoning code, the impacts are considered to be factored into SCAQMD's regional air quality models."

This in no way reflects the immediate impact on a small area represented by this neighborhood. It should also be noted that a second mixed use of 18 condominiums plus retail stores has been approved one block away at 9900 Culver Boulevard. Air quality impacts have not been adequately addressed in this report which analyzed the impact of these developments separately although they are practically next door to one another.

4. Area Compatibility

The project is located in the middle of a residential street. For many years, it was zoned residential. After it was rezoned as commercial, it was occupied by a one story building which took up less than one third of the lot. Two thirds of the lot was used for parking. The property was never utilized for a high density project of any kind. It allowed light and air to circulate around the historic homes and allowed residents to appreciate this cultural resource.

The proposed project would be huge in scale, massing and volume. The size of the project is unprecedented for this neighborhood. It would be the only 4 story residential unit in the area adjacent to downtown Culver City. The proposed development is one full block long. The volume of the proposed building is unmodulated and unrelieved. It is a single box which straddles the street as a wall. The building would be higher than most of adjacent Meralta office building as well as considerably higher than the landmark homes adjacent.

The project is particularly incongruent with these 12 Spanish Colonial historic landmark homes. The proposed building would dwarf them and minimize their significance. Part of the history of Culver City would be lost in the shadows of this monolith.

The landmark homes are currently eligible for placement on the National Register of Historic properties. Their eligibility could be diminished if this project were to be built. The planning department has described the impact on a valuable cultural resource as "less than significant." The community strongly disagrees with this assessment.

The site plan review's statement that "the project will complement the architectural visual character of the area" is particularly insensitive. Such a statement does not meet any community standard and flies in the face of commonly accepted architectural principles related to respecting historic structures. Putting a four story massive, block long structure next to three historic homes cannot be viewed by any reasonable person as "complementing the architectural visual character of the area."

As residents and Commissioners agreed, this project should be scaled back in size and density in order to be compatible with the residential character of the adjoining neighborhood.

5. Biological Resources

The removal of two mature ficus trees is dismissed by the environmental report as less than significant. For neighborhood residents, the impact of the loss of these trees is significant. In an increasingly urban environment, the oxygen supplied by these large trees is valuable. The removal of these Old Growth trees in order to widen this part Lafayette Place serves no identified purpose. It will simply encourage speeding next to the Happyland Pre-school where parents drop off and pick up their young children.

6. Mandatory Findings of Significance

The cumulative impacts of this project are described in the environmental report as "less than significant." A mixed use development of the proposed size in the middle of a residential street may meet zoning codes because the land parcel is listed as commercial. It certainly does not meet current General Plan Land Use policies. The environmental report does not address real impacts appropriately and does not meet community standards. Residents request that a more comprehensive EIR Report be required before final approval is given to better determine the effect of such a large project on our neighborhood.

The Planning Department has based its decision on technicalities, rather than the carefully elaborated policies of Culver City's General Plan and the actual impacts of the proposed project. The Planning Commission has approved the project on the basis of their interpretation of the Redevelopment Agency's directives and the Planning Department's recommendations which do not represent a realistic assessment of community impact.

While the Commission has strongly protected the developer's interest, it has not acted on behalf of the best interests of the residents of Culver City. We respectfully request the City Council overturn their decision.

Submitted on behalf of the neighbors of 4043 Irving Place

For additional information, please contact:

Michael and Judith Miller

H: 310-837-3540 Cell: 310- 228-0057

Jim and Michelle Benke

H: 310-559-4590 Cell: 310-892-9944

RECEIVED**Appeal of Planning Decision – 4043 Irving Place**

MAY 20 2008

Basis for Appeal

Culver City
Planning Division

This appeal is presented by neighbors of the proposed project. The basis for appealing the Commission's decision to approve the project consists of the following:

1. Three of the four Planning Commissioners who voted for the project failed to exercise their legal, discretionary authority.
2. The same three Commissioners ignored the stated goals, objectives and citywide land use policies mandated by the Culver City General Plan.
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Because the Planning Commission failed to exercise the responsibilities imposed upon it by state law and the Municipal Code, the decision granting approval for the project must be vacated.

In this appeal, the City Council has two options: It may reverse the Planning Commission's decision and deny approval for the project. The record amply demonstrates that the project violates the general plan, and the Negative Declaration is legally insufficient. In the alternative, the Council may remand the matter to the Planning Commission with instructions to exercise the discretion enjoined upon them by law.

Discussion

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Objective 1 states "Protect the low-to medium-density character of residential neighborhoods." Policy 1.B states the objective to "protect the city's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions.)" Policy 1. E states the objective to "support a balanced respect for the character of existing residences with new...or remodeled structures."

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RFP Process and Redevelopment Agency role

The Redevelopment agency's RFP process was demonstrated to have been seriously flawed. As Mr. Aly Juma, owner of Happy Land pre-school, stated at the Commission meeting and in documents attached, (*Attachment # 3*) he spoke with a staff member of the Redevelopment Agency in 2006, telling her of his interest in submitting a bid for the purchase. The deadline for submission had not yet been closed. She told him not to submit a response to the RFP because a purchaser had already been selected. Please see attached letter from Mr. Juma.

The Redevelopment Agency Agenda Item Report of June 19, 2006 shows Metro Real Estate & Development's proposal for 18 units, not the current 26 units. (*Attachment #4*) In fact, 18 units would be more in keeping with an appropriate scale for the project.

Basing all further decisions for this project on what was an essentially flawed process to begin with, is not in the best interests of the community. The RFP process, sale and purchase arranged by Redevelopment represent a subversion of legal requirements related to the sale of this property.

1. Traffic Study

The Final Traffic Study, commissioned by the applicant/developer Mr. Sal Gonzales and carried out by Raju Associates Inc, is seriously deficient.

An internal memo dated June 19, 2007, from Culver City Senior Civil Engineer Andy O'Connell to Paul Samaras in Planning, stated that *nine* intersections had been identified by the Engineering Department as those that should be included in the traffic report. Of these nine, *only two* were included in Raju Associates' study. The other two included had not been requested by staff. (*Attachment 5*)

Mr. O'Connell's report, made after the PPR meeting on the proposed project, stated: "If the applicant proposes access to Irving Place, then prior to the submittal of the site plan review application, the applicant shall have a meeting with the surrounding neighborhood to discuss the project. The neighborhood shall extend from Culver Boulevard to Lucerne Avenue and from Duquesne Avenue to Van Buren Street, and should include the Linwood Howe School. City staff should be present at the meeting to verify the residents concerns regarding the proposed project."

No such meeting ever took place. Important stake holders were not included in the process. In February, Mr. Gonzales held two casual parking lot meetings on his property which were ill attended because of a poor notification process. Not all pertinent drawings and documents were available at that time. Many neighbors did, in fact, not receive any meeting notice.

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The notice Mr. Gonzales sent out did not contain a return address from any city agency. Certainly, representatives from Linwood E. Howe Elementary School were not in attendance at these meetings. As Commissioners could see from the extremely high attendance at the Planning meeting on April 9, 2008, residents of the neighborhood are extremely concerned about this project. Community residents would have participated in a meeting if notification had been adequate.

The traffic study itself errs on several points, both in the data presented and in the methodology utilized. In addition to failing to study more than half of the intersections as requested, the traffic engineer "lost" several hundred cars. The number of estimated trips generated by the proposed development is unrealistic as a result. Owners of 2 and 3 bedroom condos often have 2 wage earners. The estimated trip numbers are out of line with modern car usage. The report shows only eleven cars leaving the proposed condominiums in the a.m. peak hours and returning in the p.m. peak hours. The City Council can take judicial notice that this is a completely manufactured number, having no relation to reality. Twenty-six condos with potentially two adults per household would probably generate at least about fifty trips each a.m. and p.m. during the peak period. And that doesn't even factor in employee and customer trips to the three offices in the project.

As Planning Commissioner Rockwell noted during the Commission's April 9th meeting, the traffic report does not show any movements from southbound Lafayette Place left on to Braddock Drive, and does not show any eastbound movement on Braddock across Lafayette in the direction of Linwood Howe School. "These are the people that will be going to the school," Commissioner Rockwell noted in questioning the traffic engineer. Similarly, as Commissioner Rockwell noted, the report did not show any traffic going north on Lafayette and east on Braddock, again a conduit for school traffic.

The report also failed to record traffic going east on Braddock and left on Irving, a one-way street on which traffic must travel north toward Culver Boulevard. The traffic engineer stated he based his survey on parents driving south on Lafayette, turning east on Lucerne Avenue and then north on Irving to drop their children off. Commissioner Rockwell said he used to take Braddock to Irving, and drop his daughter off outside the school, as did most parents. Asked by the Commissioner if he perhaps had made a mistake in his calculations, the traffic engineer said "no," because right turns did not affect the delay at Irving and Braddock. He was gently reminded by the Commissioner that from Braddock, drivers actually must turn *left* into Irving.

The traffic engineer also appears to have "lost" several dozen cars between Braddock and Irving and Culver and Irving. His map (*Attachment 6*) shows that during morning and evening peak hours, 478 cars proceed north on Irving from the intersection with Braddock, but 500 yards later, there are only 347 vehicles listed as entering the Culver intersection. The only street between these intersections is the sparsely used "A" Street turnoff. Commissioner Rockwell joked that "aliens" may have taken the missing vehicles away or, more seriously "you may have missed some cars somewhere."

According to the traffic report, the 3,500 square feet of office space would only generate 4 vehicles arriving during the a.m. peak period and 4 leaving during the p.m. peak period. Staff for these offices would easily exceed these numbers. Certainly, the numbers do not adequately account for any trips made by clients of these offices.

If the Planning Commission or the City Council truly believes these are credible numbers, they should legally restrict the project to the estimate. Mitigation fines should be levied for every "unanticipated" vehicle trip in excess of these numbers.

Having minimized the number of additional trips the neighborhood would experience, the "Summary of Conclusions" found on page 42 of the traffic report states that the City's street segment traffic impact threshold is 8% and that the percentage of additional traffic for the proposed project is 7.4%, under the city's 8 % threshold. Adding even one more car in each category to the report's impact study would push the project over the threshold. Such a statistical analysis does not meet scientific standards for statistical validity or statistical reliability. As a result, the negative impact of traffic resulting from the proposed project was artificially minimized. The likely increase of traffic on Madison, Braddock, Duquesne, Irving and Lafayette is not sufficiently documented.

During the meeting, Commissioner Kuechle discussed the general inadequacy of the traffic studies and pointed to requests made by the Commissioner over a year ago to institute more reliable measures. However, inappropriate methodologies continue to be used, and decisions continue to be based on faulty reasoning. It is community residents who suffer on a long term basis as a result.

Please note that another mixed use project for 18 units and retail space is about to be built only one block away at 9900 Culver Blvd. the traffic study for that project stated that by 2009, the intersection of Duquesne and Braddock is projected to deteriorate from the current Level of Service B to Level of Service E (defined as "poor: represents the most vehicle intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles." This is the worst level of service allowed in Culver City. The cumulative effect of these two projects must be considered "significant."

There also remains the question of ingress and egress with this project. The original proposal was for the entrance and exit from the project to be on Lafayette. Irving Place residents find that if the only entrance/exit is to be on their street, it would inherently place an unfair burden of traffic congestion. Community residents request that entrance and egress to the project be divided between Lafayette and Culver to reduce the traffic burden on Irving.

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Traffic Accidents

The Culver City Police Department reports 20 traffic accidents involving 24 injuries in the area around 4043 Irving in 2006. This number almost doubled in 2007 to 39 accidents resulting in 39 injuries. As the area becomes more congested with vehicles from 2 projects within one block of each other, our streets will be even more dangerous. Because the project is adjacent to three schools and 5 Culver City-owned housing units for mentally handicapped adults on Lafayette and Braddock, a very large, vulnerable group of Culver City citizens will be significantly impacted by increased traffic.

Community residents request a more substantive analysis of traffic impacts.

2. Parking

On p. 43 of the traffic study, the report states that parking access and circulation systems were assessed and "they would all function adequately...there would be no adverse impact from the Proposed Project." On average, 50-plus cars are parked on the site of the proposed project – currently a parking lot - at any given time. Historically, the site has provided parking for staff, teachers, and parents at Linwood E. Howe Elementary School as well as parents and staff at Happyland pre-school. It is now used by the schools as well as employees and patrons of downtown restaurants, shops, and theatres. Certainly, there will be parking needs to be met on residential streets further complicating existing traffic issues.

These cars will be displaced onto surrounding streets including Van Buren, Lafayette, Irving, Braddock, and Duquesne. These streets already have significant parking restrictions and parking shortages. Residents living on these streets report they have been experiencing a scarcity of parking spaces on adjacent streets for more than two years. As a result of previous downtown development in the city, these streets are used heavily for parking by both employees and patrons of the city's restaurants, theatres, and shops. The environmental study does not address the existing parking problems, nor does it address the expected exacerbation of parking problems which would be created by this project which concentrates so many condo units and three commercial offices on one site running from Lafayette to Irving. Future development projects in the area which are already in the hopper will only further exacerbate the parking situation for residents of this neighborhood.

Seven years ago, when Town Plaza was developed, residents were "promised" there would be "no significant negative impact" as a result of the downtown development. If there were any future negative impacts identified, residents were told, the city would "mitigate" the problem. There have been no mitigation measures instituted.

Cumulative effects of traffic and congestion are not taken into consideration by the traffic study. 37 development projects have been developed in this area in the last 3 years. More are on the way. Approving a project of this size with such potential negative impact on an already a seriously impacted residential neighborhood is irresponsible.

3. Air Quality

The Environmental Report states there would be "less than significant" impact for this project while, at the same time, stating that "future new development in any portion of Culver City will contribute both at the project level and cumulatively to pollutant emissions." But "since the project is consistent with Culver City's General Plan and Zoning code, the impacts are considered to be factored into SCAQMD's regional air quality models."

This statement in no way reflects the immediate impact on a small area represented by this neighborhood. It should also be noted that a second mixed use development of 18 condominiums plus retail stores has been approved one block away at 9900 Culver Boulevard. Air quality impacts have not been adequately addressed in this report which analyzed the impact of these developments separately although they are practically next door to one another.

Children at Risk

The streets immediately surrounding this project contain 3 schools:

Linwood E. Howe Elementary School	500 students
Happyland Pre-School	60 students
Office of Child Development Pre-School	57 students

Total:	617 students

These students are all under the age of 12. As has been well documented, young children are particularly susceptible to the dangers of pollution caused by vehicle emissions.

A fact sheet prepared by the Office of Environmental Health Hazard Assessment (OEHHA), the California Air Resources Board (ARB), and the California Department of Health Services (DHS) outlines the issues related to traffic pollution and children's health.

"Scientists have found that the exhaust from cars, trucks, and buses contains chemicals that can be harmful. Air pollution can cause breathing problems and asthma attacks and contributes to risk of heart attacks among people with heart disease. Some of the chemicals from vehicle exhaust may contribute to risk of cancer.

Recent studies in the US and abroad have found that children living near busy roads may have more asthma symptoms and bronchitis. It makes sense to reduce children's exposures to air pollution from nearby traffic whenever possible. Children are a particularly vulnerable to air pollution impacts due to their rapid lung development and increased amount of time spent outdoors. Also, outdoor air pollutants enter indoor spaces through open windows and doors, ventilation systems, and infiltration through cracks and leaks."

Since young children may spend a significant part of the day in childcare, exposures at childcare centers both indoors and outdoors can be an important part of a child's overall exposure to traffic pollutants."

The California Environmental Protection Agency, California Air Resources Board Handbook points out that "the proposed location of a project is a major factor in determining whether it will result in localized air quality impacts." "Distances in mixed use space communities...should be adequate to avoid health risks." It adds: "Cumulative air pollution impacts can occur from a concentration of multiple sources that individually comply with air pollution control requirements or fall below risk thresholds, but in the aggregate may pose a health risk."

The Environmental Report for the proposed project has not adequately studied the impact of air quality on the area around this project. The community asks for a comprehensive report on air quality in light of the cumulative effects of this and other already approved projects in the area.

4. Area Compatibility

The project is located in the middle of two residential streets. For many years, it was zoned residential. After it was rezoned as commercial, it was occupied by a one story building which took up less than one third of the lot. Two thirds of the lot was used for parking. The property was never utilized for a high density project of any kind. It allowed light and air to circulate around the adjacent historic homes and allowed residents to appreciate this cultural resource.

The proposed project would be huge in scale, massing and volume. The size of the project is unprecedented for this neighborhood. It would be the only 4 story residential unit in the area adjacent to downtown Culver City. The proposed development is one full block wide. The volume of the proposed building is unmodulated and unrelieved. It is a single box which straddles the streets as a wall. The building would be higher than most of the adjacent Meralta office building as well as considerably higher than the landmark homes adjacent. The need for additional office space in the city is completely undocumented. Given that the Meralta building has had ongoing vacancies for several years, the concept of adding office space to a residential structure seems unwarranted.

The site plan review's statement that "the project will complement the architectural visual character of the area" is particularly insensitive. Such a statement does not meet any

community standard and flies in the face of commonly accepted architectural principles related to respecting historic structures. Putting a four story massive, block long structure next to 12 Spanish Colonial style historic homes cannot be viewed by any reasonable person as "complementing the architectural visual character of the area."

Historic Resources

The project is particularly incongruent with these 12 landmark homes. The proposed building would dwarf them and minimize their significance. Part of the history of Culver City would be lost in the shadows of this monolith. Building a subterranean garage only three feet from their walls and foundations, while "possible," is ill advised if they are to be preserved.

The landmark homes are currently eligible for placement on the National Register of Historic properties. Their eligibility could be diminished if this project were to be built. The planning department has described the impact on a valuable cultural resource as "less than significant." The community strongly disagrees with this assessment.

As residents and Commissioners agreed, this project should be scaled back in size and density in order to be compatible with the residential character of the adjoining neighborhood.

5. Biological Resources

The removal of two mature ficus trees is dismissed by the environmental report as less than significant. For neighborhood residents, the impact of the loss of these trees is significant. In an increasingly urban environment, the oxygen supplied by these large trees is valuable. The removal of these Old Growth trees in order to widen this part Lafayette Place serves no identified purpose. It will simply encourage speeding next to the Happyland Pre-school where parents drop off and pick up their young children.

6. Mandatory Findings of Significance

The cumulative impacts of this project are described in the Environmental Report as "less than significant." A mixed use development of the proposed size in the middle of a residential street may meet zoning codes because the land parcel is listed as commercial. It certainly does not meet current Culver City's own General Plan Land Use policies. The Environmental Report does not address real impacts appropriately and does not meet community standards. Residents request that a more comprehensive EIR Report be required before final approval is given to better determine the effect of such a large project on our neighborhood.

The Planning Department has based its decision on technicalities, rather than the carefully elaborated policies of Culver City's General Plan and the actual impacts of the

proposed project. The Planning Commission has approved the project on the basis of their interpretation of the Redevelopment Agency's directives and the Planning Department's recommendations which do not represent a realistic assessment of community impact.

While the Commission has strongly protected the developer's interest, it has not acted on behalf of the best interests of the residents of Culver City. We respectfully request the City Council overturn their decision.

Submitted on behalf of the neighbors of 4043 Irving Place

For additional information, please contact:

Michael and Judith Miller
H: 310-837-3540 Cell: 310- 498-2005

Jim and Michelle Benke
H: 310-559-4590 Cell: 310-892-9944

ATTACHMENT 6

REGULAR MEETING OF THE
PLANNING COMMISSION, CITY OF CULVER CITY,
CALIFORNIA

April 9, 2008
7:00 P.M.

Call to Order & Roll Call

Present: Marcus Tiggs, Chair
 David Rockwell, Vice Chair
 John Kuechle, Commissioner
 Linda Smith Frost, Commissioner

Absent

(Recused): Andrew Weissman, Commissioner

Staff Present:

Thomas Gorham, Deputy Community Development Director/
 Planning Manager
Heather Baker, Assistant City Attorney
Max Paetzold, Traffic Engineer
Chris Evans, Management Analyst/Economic Development

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Pledge of Allegiance

The Pledge of Allegiance was led by Thomas Gorham.

Items Not on the Agenda

Karen Kurokawa
Invited the public to attend Gateway Neighborhood Association's
six-week study session covering issues of developments in
Culver City.

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PH-1. Site Plan Review, Tentative Tract Map, Administrative Use
Permit and Negative Declaration for a 4-story Mixed-Use
Building with 26 Residential Condominium Units and 3,370
Square Ft. of Office Space located at 4043 Irving Place.

Thomas Gorham gave a brief staff report on the project.

Public Speakers:

Araceli Perez	Louie Apodaca	Jerry Rubin
Terry Smith	Pam Portillo	McGregor Douglas
Jerry Ferro	Steven Smith	Susan Ste. Marie
Robin Provart-Kelly	Loni Anderson	Karen Kurokawa
Steve Gertz	Michelle Souza	Jessica Beagles-Roos
Betty Rostamian	Barbara Vowles	Judith Miller
Jacki Lee	Dan Milder	Jeannine Stehlin
Hilary Groner	Art Nomura	Jeffrey Thaler
Disa Lindgren	Jon Andersen-Miller	John Aguilar
Linda Finnegan	Frank Savino	Catherine Yanda
Karl Manheim	Simon Anthony	Gary Abrems
Aly Juma	Ann Douglas	Cory Anderson (DVD)
Cecily Gardner Freedson		

Summary of Community Comments:

- Project is too large
- Damage to historical properties during excavation
- Parking
- Destruction of the ficus trees and climate disruption
- Traffic
- Safety of pedestrian traffic
- Inaccurateness of the traffic study
- Project is not characteristic of the neighborhood
- Construction hours and days of operation
- Dust invasion on the neighborhood for the two-year construction period
- Preferable new construction would be 'cottage' style homes to be consistent with the area
- Loss of integrity of the neighborhood
- Effect of increased traffic on effectiveness of emergency vehicles
- Density
- Negative effect on neighboring schools

Comments Read into the Record:

Teri Markson
Monica Granados
Kazuko Kato
Barbara Kline
Dr. Janet Hoult (w/poem)

Present for the Applicant:

Sal Gonzales	Applicant/Developer (Metro Real Estate)
Lance Simon	Architect (JS Egan Design Architects)
Peter Erdelyi	Structural Engineer
Ron Silverman	Attorney
Julio Lozano	Soil Engineer
Mo Sahebi	Civil Engineer
Srinath Raju	Civil Engineer/Traffic

Comments from Commissioners:

Commissioner Smith Frost

- Inquired whether applicant was required to build the project as 'mixed use'.
- Traffic concerns;
- Asked why fence was not installed around the project site for 16 months after the sale.
- Not comfortable with phrase "to the extent possible" in Condition 53 regarding the preservation of the historical properties.
- Questioned the term of the bond if one is required of the applicant.
- Inquired about applicant's willingness to re-core the deteriorating street if project is approved.
- Asked if historical properties in the project area qualify for national historical properties status.

Commissioner Kuechle

- Questions regarding traffic impact, data sources and setbacks.
- Inquired where the underground utility lines are located with respect to the property lines.
- Agrees that project is too big;
- Concerns regarding egress onto a one-way street and tandem parking.
- Inquired about applicant's willingness to downsize the project.
- Concerns regarding exiting project on a one-way street.

Vice Chair Rockwell

- Parking concerns

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- Blank wall, setback and angle issues should be addressed;
- Tandem parking concerns.
- Quantitative measures should be addressed in the condition of approval.
- Questioned how the number of 'use' units was derived.
- Concerns and questions regarding the footing, reflectors and applicant's willingness to install steel columns.
- Concerned about vibrations caused by excavation during construction.
- Inquired when the traffic study was conducted and how the traffic estimates were generated.
- Stated the traffic study excludes all of the 'realistic' routes utilized by daily traffic.
- Recommended the applicant reduce the project by ten (10) units and twenty (20) parking spaces and inquired about applicant's willingness to do this.
- Inquired about the possibility of preserving the ficus trees.

Max Paetzold stated the possibility of the ficus trees being blown down by strong winds.

Thomas Gorham suggested having an arborist conduct a inspection of the trees and make a recommendation to the city regarding the removal of the trees.

Chair Tiggs

- Questioned how the decision regarding ingress and egress was made.
- Inquired if photo voltaic panels would be used for energy and if any other green elements will be used for the project.
- Concerns about damage to historical homes during construction, and whether the applicant could be required to post a bond.
- The concept of reducing project by one floor and ten (10) units could result in reduced project impacts.
- Project meets the code regarding tandem parking.

Motion to approve the Negative Declaration, as amended, was moved by Commissioner Smith Frost, seconded by Commissioner Kuechle. **Vote 3-1.** (Rockwell-no)

Motion to approve the Site Plan Review and Tentative Tract Map, as amended, was moved by Commissioner Smith Frost, seconded by Commissioner Kuechle. **Vote 3-1** (Rockwell-no).

Consent Calendar

Item C-1

Secretary's Report

That the Planning Commission approve the Secretary's Report was moved by Commissioner Kuechle, seconded by Commissioner Rockwell. **Vote 4-0.**

Item C-2

Motion to approve the minutes of March 26, 2008, as amended was moved by Commissioner Kuechle, seconded by Commissioner Rockwell. **Vote 4-0.**

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ITEMS FROM STAFF

Thomas Gorham announced the following:
The next scheduled Planning Commission meetings will be April 23, 2008.

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ADJOURNMENT

There being no further business, at 1:28 a.m., the Planning

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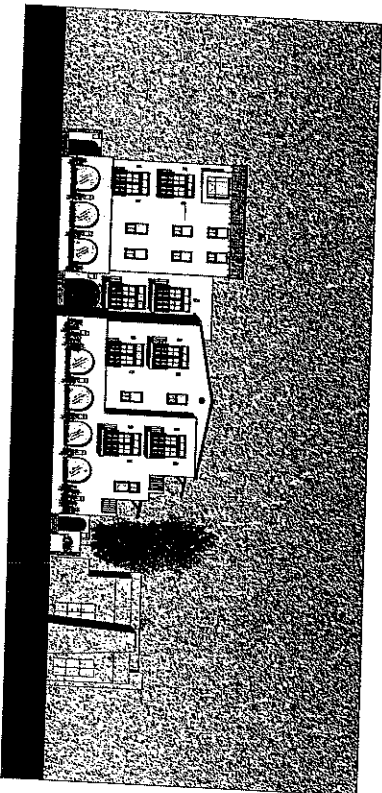
Commission adjourned its meeting to an Adjourned Regular Meeting to be held on April 23, 2008.

Marcus Tiggs, Chair
City of Culver City
Planning Commission

Yvonne D. Hunt
Administrative Secretary

IRVING PLACE RESIDENCES

4043 IRVING PLACE
CULVER CITY, CALIFORNIA



PLANNING COMMISSION SUBMITTAL

03.19.2008

INDEX OF DRAWINGS

A 0.01	PROJECT SUMMARY TABLE + SITE PLAN
A 0.30	SITE DEMOLITION PLAN
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C 1	TTM TENTATIVE TRACT MAP
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A 2.01	BASEMENT FLOOR PLAN
A 2.11	1st FLOOR PLAN
A 2.21	2nd FLOOR PLAN
A 2.31	3rd FLOOR PLAN
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A 3.02	ELEVATIONS: NORTH + SOUTH
A 3.10	SECTIONS

ARCHITECT:

7746 WEST WASHINGTON AVENUE, SUITE 200, CULVER CITY, CALIFORNIA 90230
310.556.7072 FAX 310.556.7072 FAX

DEVELOPER:

4043 IRVING PLACE, CULVER CITY, CALIFORNIA 90230
310.556.7072 FAX 310.556.7072 FAX

RECEIVED

MAR 19 2008

Culver City
Planning Division

[illegible]

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYERS ACT DURING THE MONTH OF MARCH 2007.

210 S. FRANCISCA AVENUE
REDONDO BEACH, CA. 90277
PHONE: 310-405-0939

1775 ACCORDING TO M.B. 21/190-191, ON FILE
AT THE RECORDER'S OFFICE
OF LOS ANGELES COUNTY.

TEL: 310.308.7824 FAX: 310.308.3072

4043 IRVING PLACE
CONDOMINIUMS
4043 IRVING PLACE
CULVER CITY, CA 90230

INTERNATIONAL PLACER INVESTING, LLC
CULVER CITY, CA

KEY PLAN

[illegible]

Archer/Zeigler of Newark

PLANNING COMMISSION

Where Place Comes In

Small Firm Survey

**UP
A ONE LOT SUBDIVISION FOR MIXED USE CONDOMINIUM PURPOSES
CREATING TWENTY-SIX RESIDENTIAL AIR SPACE UNITS AND THREE COMMERCIAL AIR SPACE UNITS**

OF
COMMERCIAL AIR SPACE UNITS, BEING THE SUBDIVISION
OF
LOTS 3, 20, AND 21 IN BLOCK 21 OF TRACT NO. 1775, M.B. 21-180-181,
IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, CITY OF CULVER CITY



PRODUCT DATA:
 PROPOSED NUMBER OF RESIDENTIAL UNITS: 20
 PROPOSED NUMBER OF COMMERCIAL UNITS: 3
 NUMBER OF PARKING SPACES: 68
 SITE NET AREA = 53,665 sq. ft. (2.5 AC.)
 SITE 000393 AREA = 53,665 sq. ft. (2.5 AC.)
 ZONING: COMMERCIAL, METROPOLITAN DISTRICTS (C-MD)
 ORDINANCE: PLANNING DEPARTMENT
 RELATIVE TO: PLANNING DEPARTMENT
 ASSASSINATE PANEL: NUMBER: 4877-307-602
 COUNCIL ZONE: 17

LEGAL DESCRIPTION:
LOT 11, BEACON HILLS TRACT, MAP 1779
PENDING IN THE COUNTY OF LOS ANGELES,
RECORDING OFFICE OF LOS ANGELES COUNTY.

BAISIS OF BEARINGS:
THE BASIS OF BEARINGS IS THE CONTINUITY OF A
DEED BEING RECORDED TO TRACT MAP 1779,
BEACON HILLS TRACT, MAP 1779.

OWNERS/CO-OWNERS:
DAVID JIMMY P. LEE AND JENNIFER L. LEE
DAVID JIMMY P. LEE, 2001 E. 10TH
ALHAMBRA CITY OF CALIF.

PROJECT ADDRESS:
2001 E. 10TH AVE
ALHAMBRA CITY OF CALIF.

THIS MAP HAS BEEN PREPARED BY USE OF LANDSAT IMAGERY
SUPERVISED AND CHECKED ALL DATA OF RECORD AS INDICATED IN
THIS REPORT. PERSONS BY
AND AERIAL PHOTOGRAPHIC DATA, MAY 1973, 1975.

320112 104

LEGEND:
 INDICATES THE BOUNDARY OF THE
 LAND BEING DISPOSED BY THIS MAP

[illegible]

PLANTING LEGEND

TREES WITHIN PROPERTY (select per availability)

SIZE	STOCK	COMMON NAME	COMMON NAME	QTY
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	1
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10

PLANTING AREA 21,228 SF

SHRUBS

SIZE	STOCK	COMMON NAME	COMMON NAME	QTY
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5

HERBES

SIZE	STOCK	COMMON NAME	COMMON NAME	QTY
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5
18"	TR	WESTERN YEW	WESTERN YEW	5

NEW STREET TREES

SIZE	STOCK	COMMON NAME	COMMON NAME	QTY
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	1
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10
24" DB	TR	PISTIA CALIFORNICA	PISTIA CALIFORNICA	10

J. IRISH DESIGN STUDIO

PRELIMINARY PLANTING PLAN

4043 IRVING PLACE, CULVER CITY, CA

305

J. IRISH DESIGN STUDIO
2419 S. Barrington Ave.
Los Angeles, CA. 90064
(310)473-2245
F(310)479-6789

March 12, 2008

J.S. Egan Design, Inc.
7740 West Manchester Avenue, Ste 205
Playa Del Rey, CA 90393

Subject: 4043 Irving Place
Culver City, California
Size at planting

Site Trees

PYRUS CALLERYANA	ornamental pear	size at planting	ht x w
TRISTANIA CONFERTA	Bristane Box Tree	36" box	14' x 6'
PODOCARPUS GRACILIOR	Japanese Yew Pine	24"	9' x 4'
ARBUTUS UNEDO 'Marina' std.	Strawberry Tree	24"	9' x 5'
ARBUTUS UNEDO 'Marina' multi	Strawberry Tree	36"	12' x 5'
		36"	6' x 6'

Shrubs

WESTRINGIA 'Wynabbie Gem'		15 gal	3' x 2'
RAPHIOLEPIS 'Majestic Beauty'	Big India Hawthorne	15g	3' x 2'
RAPHIOLEPIS INDICA 'Clara'	India Hawthorne	5g	18" x 18"
PENNISTETUM SETACEUM	Dwarf Fountain grass	5g	18" x 12"
'Cupreum Compactum'			
MORAEA BICOLOIR	Fortnight Lilly	5g	2' x 18"
CARISSA MACROCARPA	Natal Plum	5g	12" x 18"

Hedges

BUXUS MICROPHYLLA JAPONICA	Japanese Boxwood	5g	12" x 12"

Ground cover

LANTANA, trailing white		1g	6" x 8"

Site Planning

Landscape Architecture

Environmental Design

J. IRISH DESIGN STUDIO
2419 S. Barrington Ave.
Los Angeles, CA. 90064
(310)473-2245
F(310)479-6789

March 11, 2008

J.S. Egan Design, Inc.
7740 West Manchester Avenue, Ste 205
Playa Del Rey, CA 90393

Subject: 4043 Irving Place
Culver City, California
Mature Plant size-height

Site Trees

PYRUS CALLERYANA	ornamental pear	size	ht x w
TRISTANIA CONFERTA	Bristane Box Tree	25' x 15'	
PODOCARPUS GRACILIOR	Japanese Yew Pine	30' x 15'	
ARBUTUS UNEDO 'Marina' std.	Strawberry Tree	30' x 15'	
ARBUTUS UNEDO 'Marina' multi	Strawberry Tree	15' x 10'	
		10' x 8'	

Shrubs

WESTRINGIA 'Wynabbie Gem'		5' x 4'	
RAPHIOLEPIS 'Majestic Beauty'	Big India Hawthorne	5' x 5'	
RAPHIOLEPIS INDICA 'Clara'	India Hawthorne	2' x 2'	
PENNISTETUM SETACEUM	Dwarf Fountain grass	2' x 2'	
'Cupreum Compactum'			
MORAEA BICOLOIR	Fortnight Lilly	3' x 2'	
CARISSA MACROCARPA	Natal Plum	2' x 2'	

Hedges

BUXUS MICROPHYLLA JAPONICA	Japanese Boxwood	18" x 12"	

Ground cover

LANTANA, trailing white		12" x 2'	

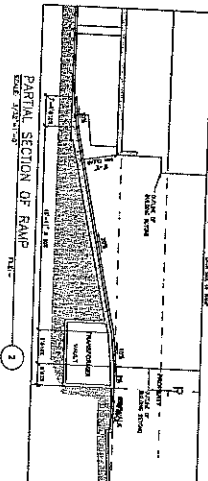
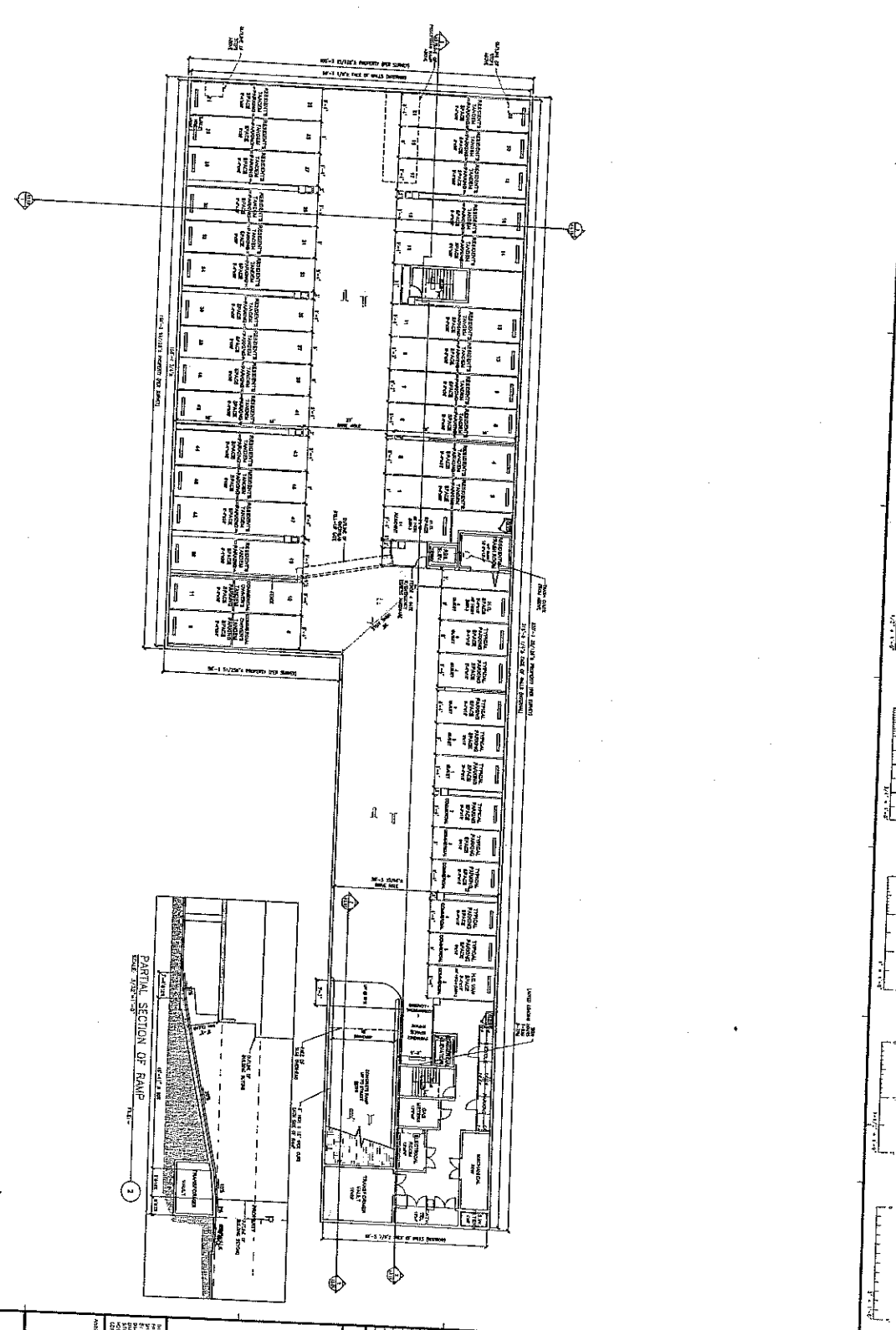
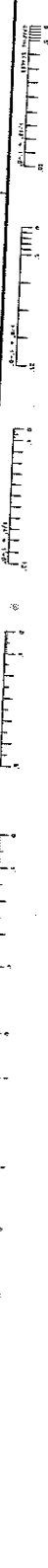
Note:

These values represent the ultimate size for site specific applications. Values stated can contradict common reference literature regarding sizes at maturity, however in locations specific to the Irving Place site, limited soil volumes and intended maintenance practices, this growth chart has been modified to represent these factors.

Site Planning

Landscape Architecture

Environmental Design



BASEMENT FLOOR PLAN

DATE: 12/15/10

1

J.S. EGAN DESIGN, INC.
 7740 WEST MANCHESTER AVE. SUITE 100
 THE WOODBRIDGE, CA 94568
 TEL: 925.463.1000 FAX: 925.463.1002

4043 IRVING PLACE
 CONDOMINIUMS
 4043 IRVING PLACE
 OAKLAND, CA 94612

OWNER
 IRVING PLACE APARTMENTS, LLC
 OAKLAND, CA

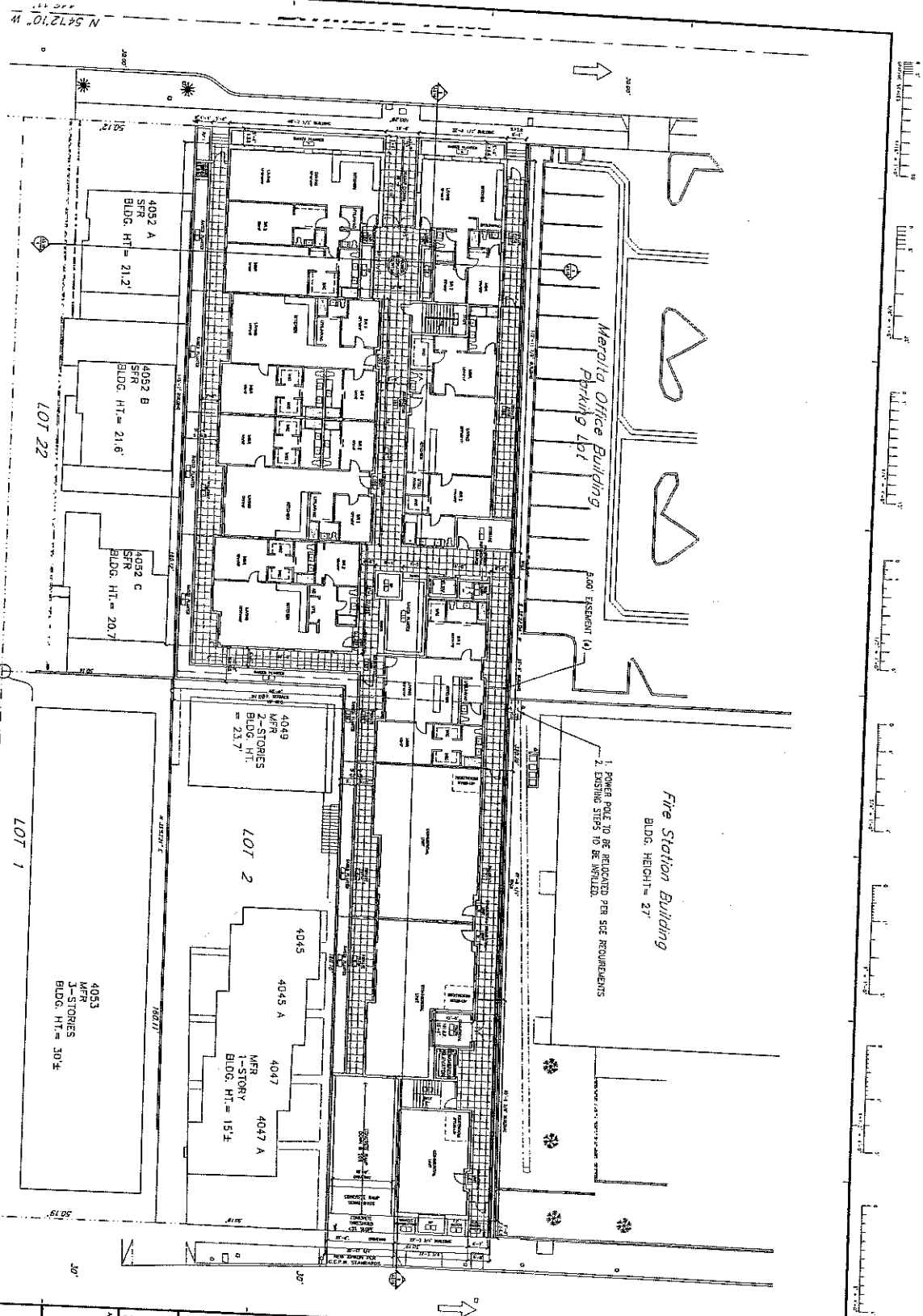
KEY PLAN

PLANNING PERMISSION
 SUBMITTAL

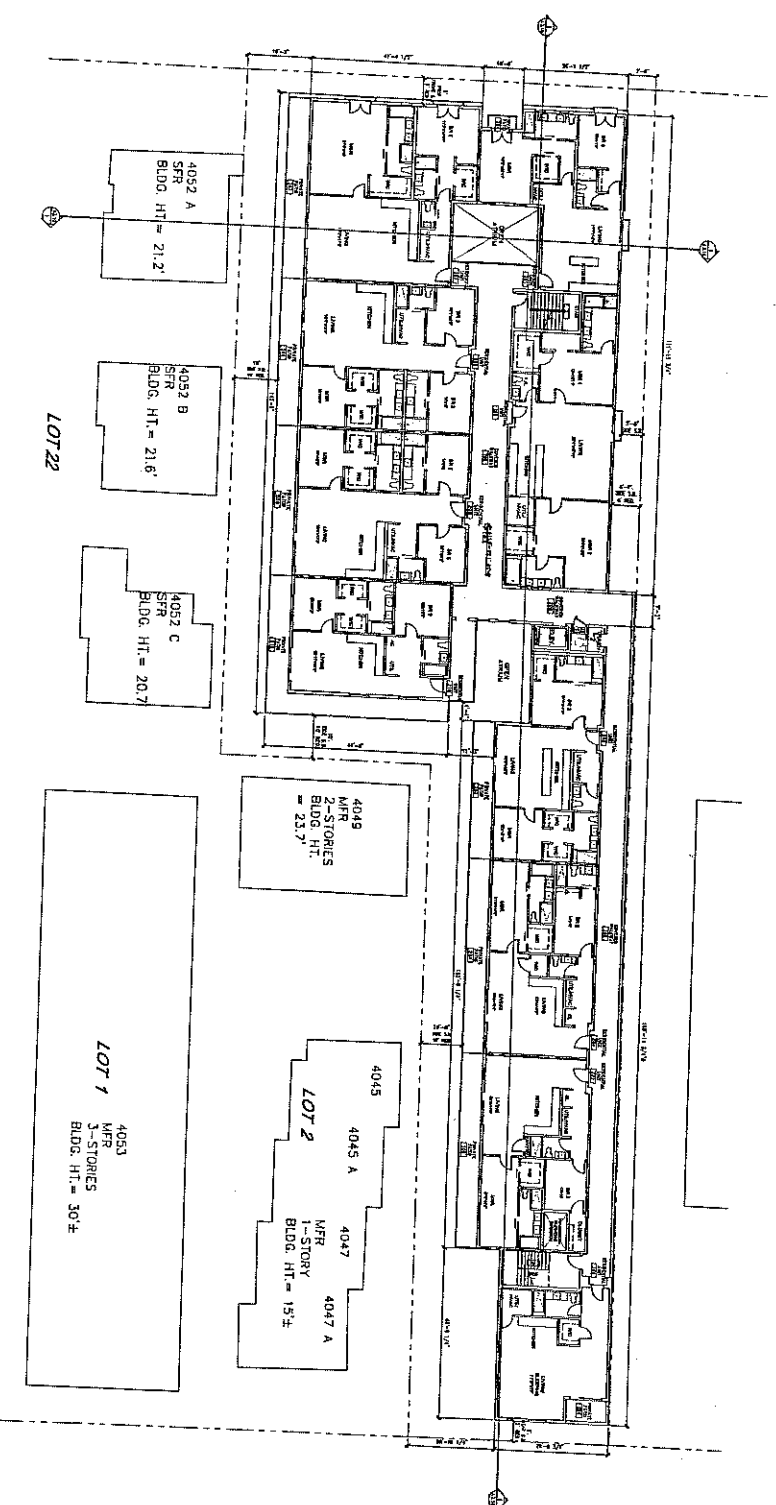
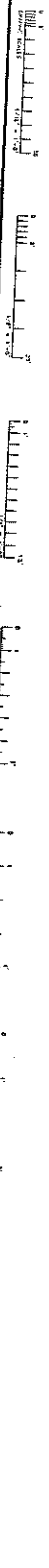
Project:
 IRVING PLACE CONDOMINIUMS
 Drawn By:
 BASEMENT FLOOR PLAN

307

308



J.S. EGAN DESIGN, INC. 7714 WEST MONROVIA AVE. SUITE 202 BELL, TEXAS 75415-1002 TEL: 714.351.1002 FAX: 714.351.1002	4043 RIVING PLACE CONDOMINIUMS 4043 RIVING PLACE CLARK CTR., CA 92022	OWNER: RIVING PLACE APARTMENTS, LLC 1000 GOLF, LA	KEY PLAN	PLANNING CONSTRUCTION SUBMITTAL	Project: RIVING PLACE CONDOMINIUMS Sheet 314 1ST FLOOR PLAN



LOT 22

LOT 1

SECOND FLOOR PLAN

1

4105 IRVING PLACE, SUITE 200
CLARK COUNTY, CA 95020

J.S. EGAN DESIGN, INC.
7740 WEST WILLOW AVENUE, SUITE 200
TEL: (916) 754-1000 FAX: (916) 754-1072

4041 IRVING PLACE
CONDOMINIUMS
CLARK COUNTY, CA 95020

OWNER
IRVING PLACE INVESTORS, LLC
CLARK COUNTY, CA

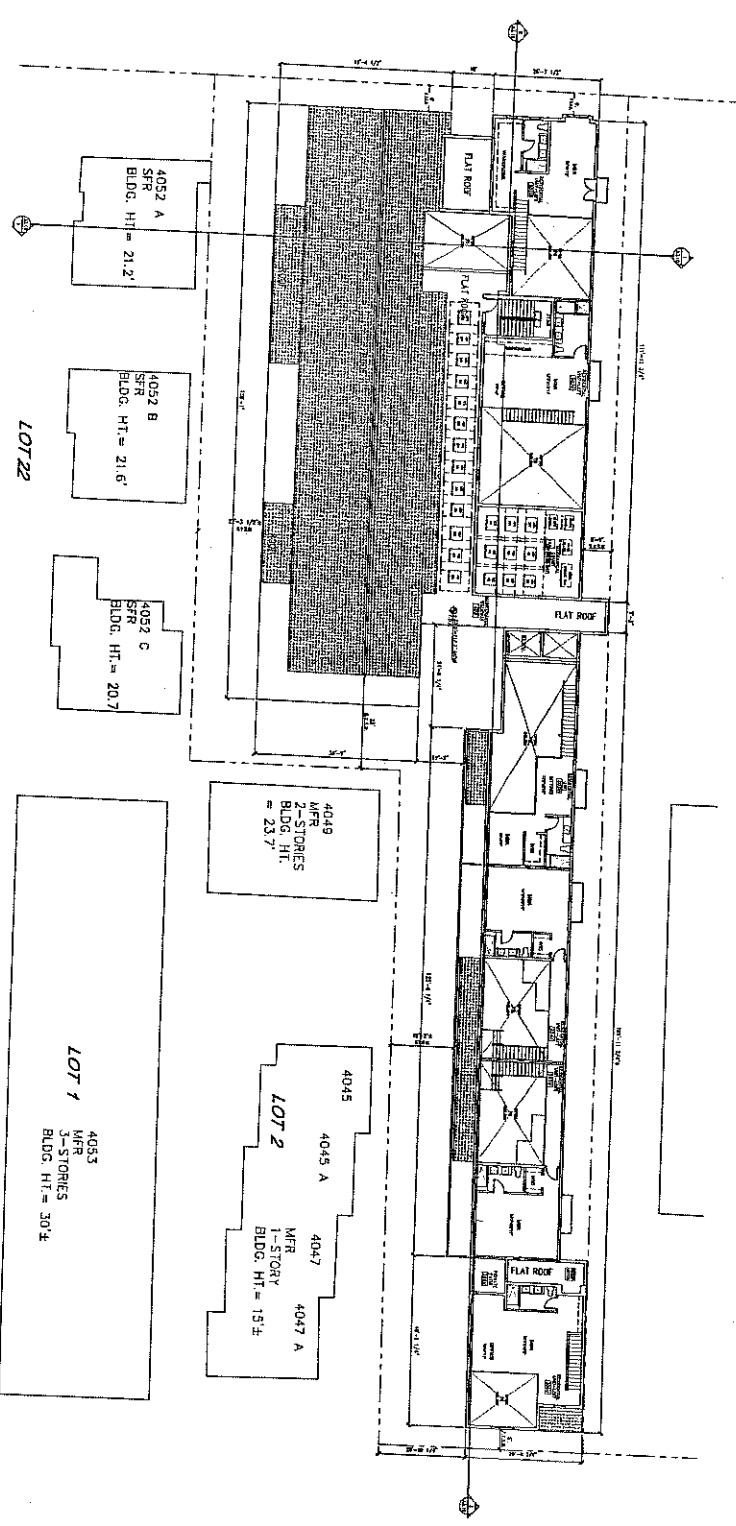
KEY PLAN

NOTES:
1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. ALL WALLS ARE 12" THICK UNLESS NOTED OTHERWISE.
3. ALL FLOORS ARE 4" THICK CONCRETE UNLESS NOTED OTHERWISE.
4. ALL ROOFS ARE 6" THICK CONCRETE UNLESS NOTED OTHERWISE.
5. ALL CEILING ARE 8" THICK CONCRETE UNLESS NOTED OTHERWISE.
6. ALL STAIRS ARE 12" THICK CONCRETE UNLESS NOTED OTHERWISE.
7. ALL ELEVATIONS ARE TO FACE UNLESS NOTED OTHERWISE.
8. ALL FINISHES ARE TO FACE UNLESS NOTED OTHERWISE.
9. ALL MATERIALS ARE TO FACE UNLESS NOTED OTHERWISE.
10. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.

PLANNING COMMISSION
SUBMITTAL

Project:
IRVING PLACE CONDOMINIUMS
Sheet No:
SECOND FLOOR PLAN

309



LOT 22

LOT 1

LOFT LEVEL FLOOR PLAN

J.S. EGAN DESIGN, INC. 1100 N. 10TH AVE., SUITE 200 DENVER, CO 80202 TEL: 303.733.1100 FAX: 303.733.1101	4043 IRVING PLACE CONDOMINIUMS 4043 IRVING PLACE DENVER, CO 80202	OWNER IRVING PLACE APARTMENTS, LLC DENVER, CO, USA	DESIGNER J.S. EGAN DESIGN, INC. DENVER, CO, USA	KEY PLAN	NOTES 1. THIS FLOOR PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE OWNER TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. THE DESIGNER IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PRELIMINARY DESIGN.	PLANNING & DESIGN J.S. EGAN DESIGN, INC. 1100 N. 10TH AVE., SUITE 200 DENVER, CO 80202 TEL: 303.733.1100 FAX: 303.733.1101

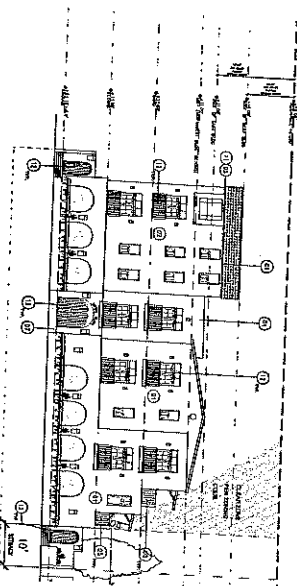
212

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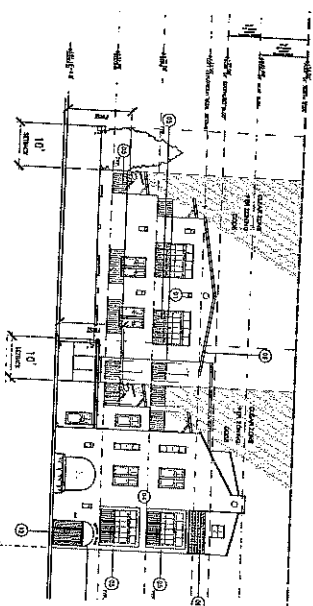
APPROVED PRINT - 5546 JACOBSON

LEGEND

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103	PAINT	COLOR: OILY BOND
104	PAINT	STUCCO WALL, HEAVY SAND PAPER
105	PAINT	COLOR: DARK BROWN
106	PAINT	WIDEST ROOM
107	PAINT	COLOR: PAVIL
108	PAINT	STUCCO WALL, HEAVY SAND PAPER
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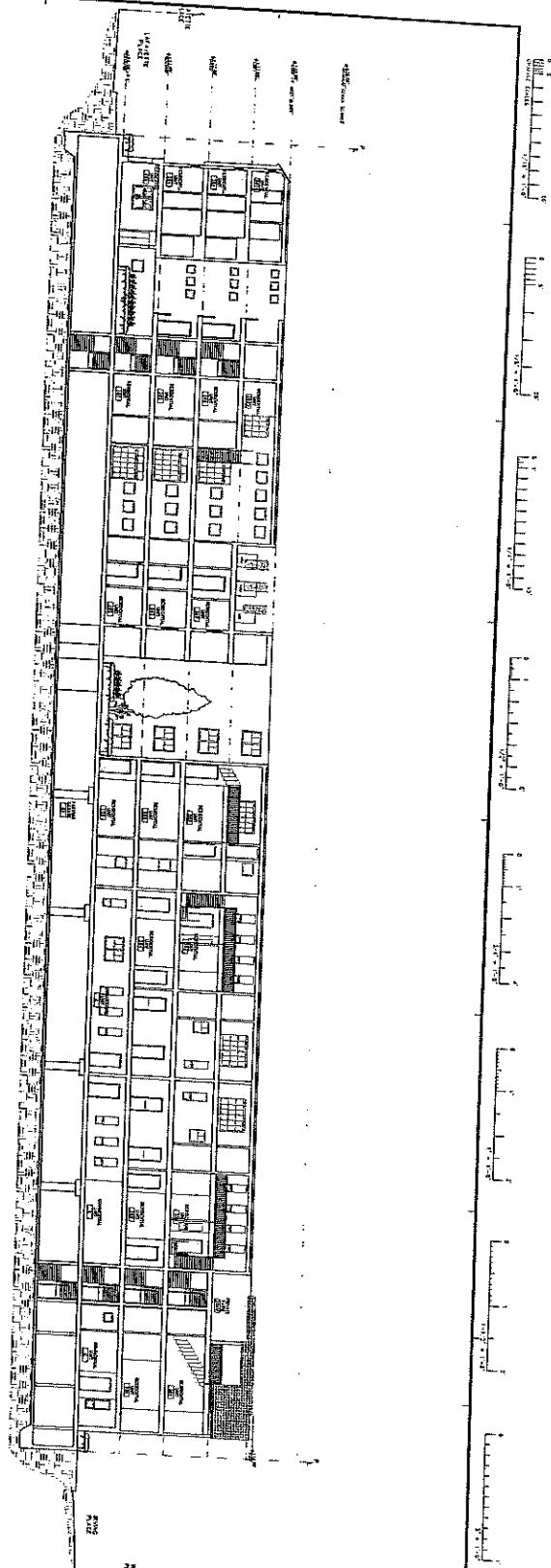


WEST ELEVATION- (PROJECT SOUTH)
SCALE: 3/32"=1'-0"
FILE
2

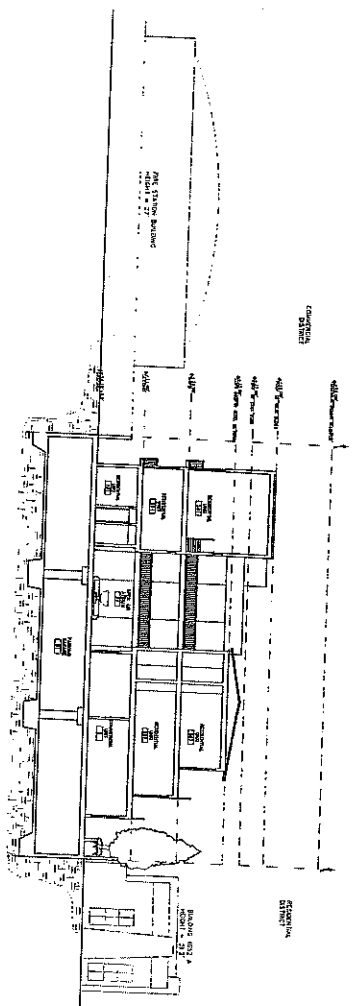


EAST ELEVATION (PROJECT NORTH)

[illegible]

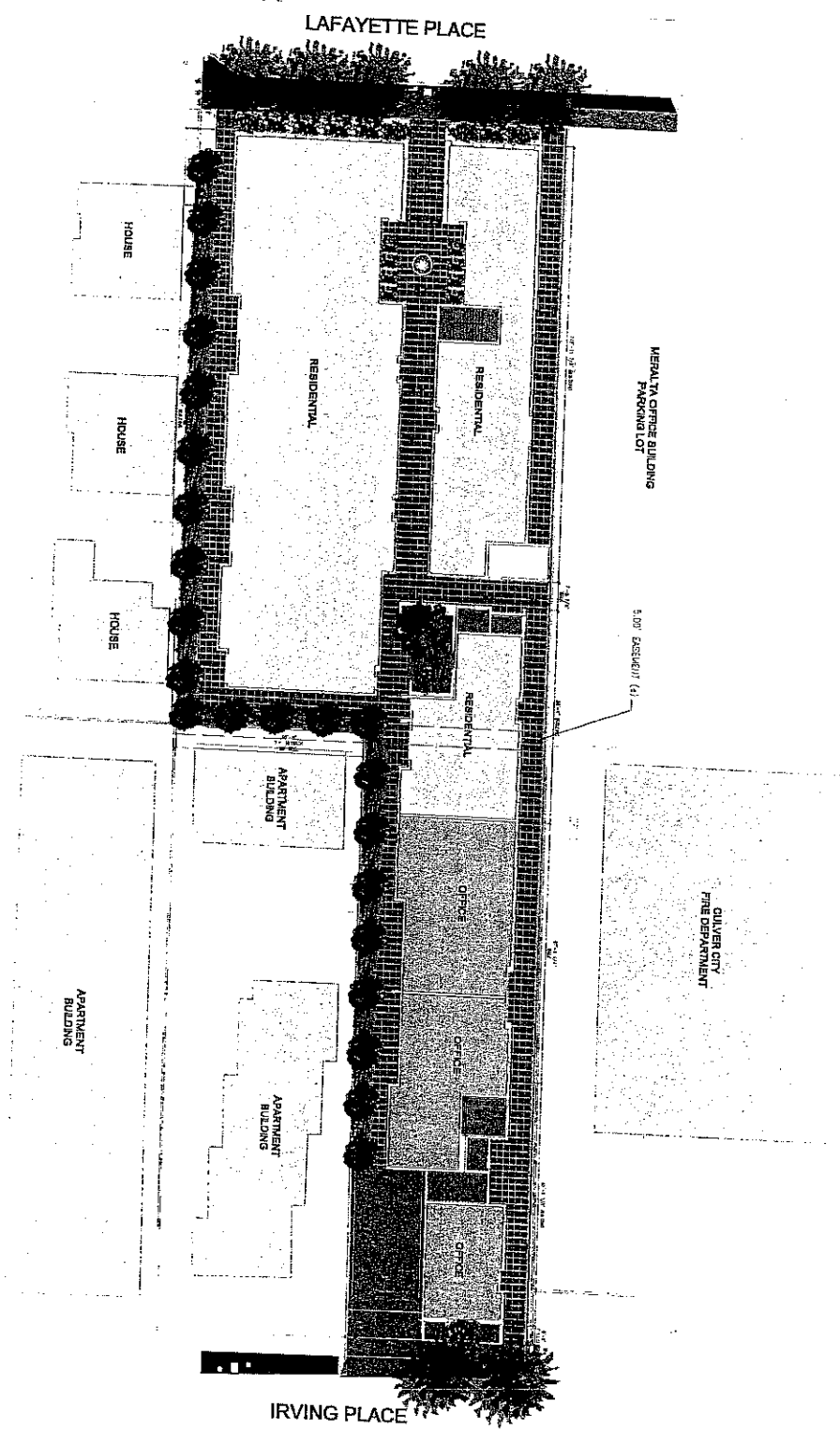


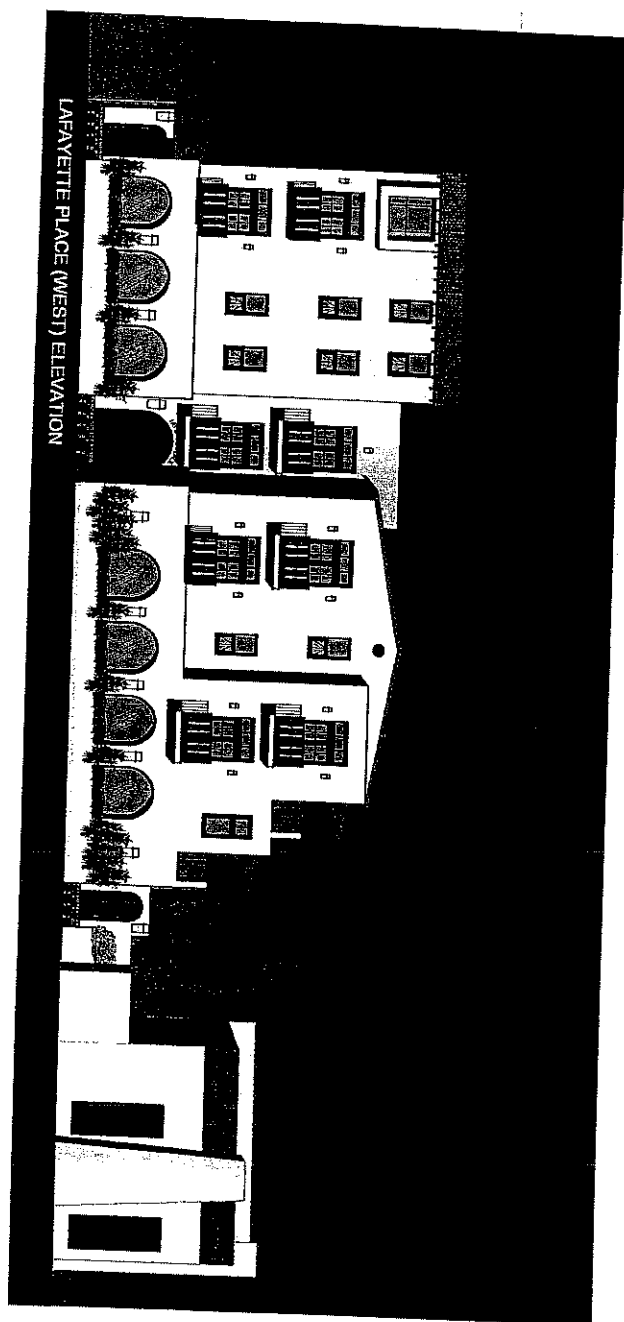
SECTION TO WEST
SCALE: 1/2" = 1'-0"

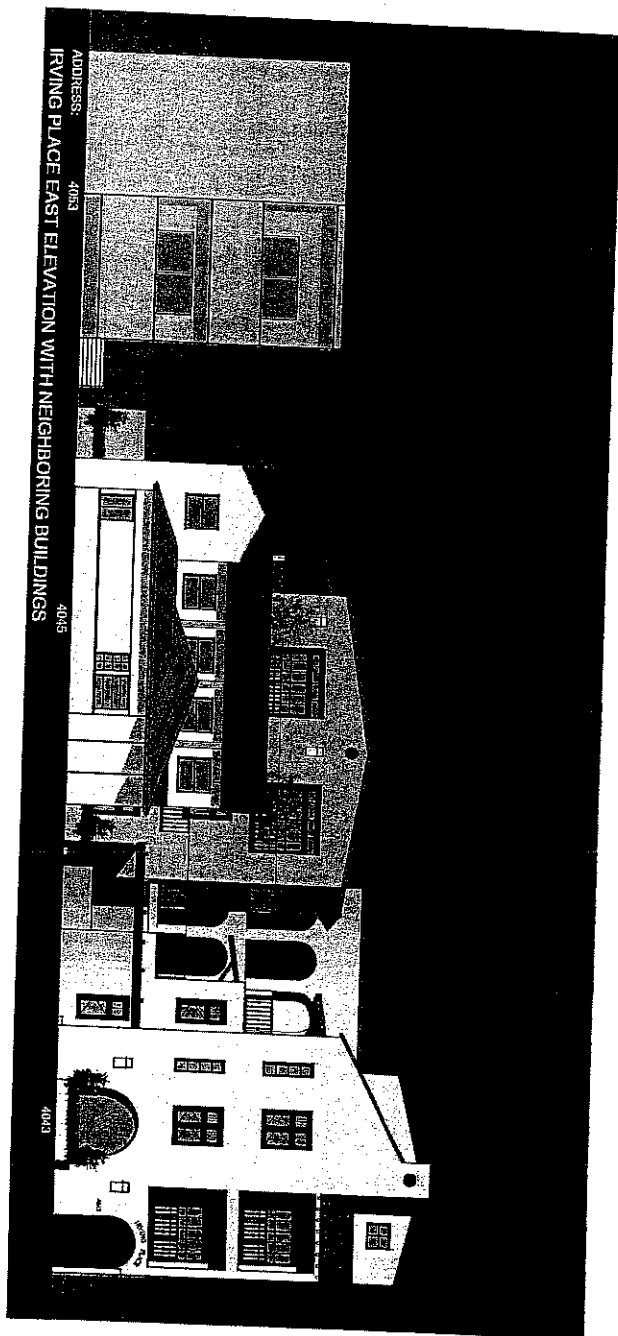


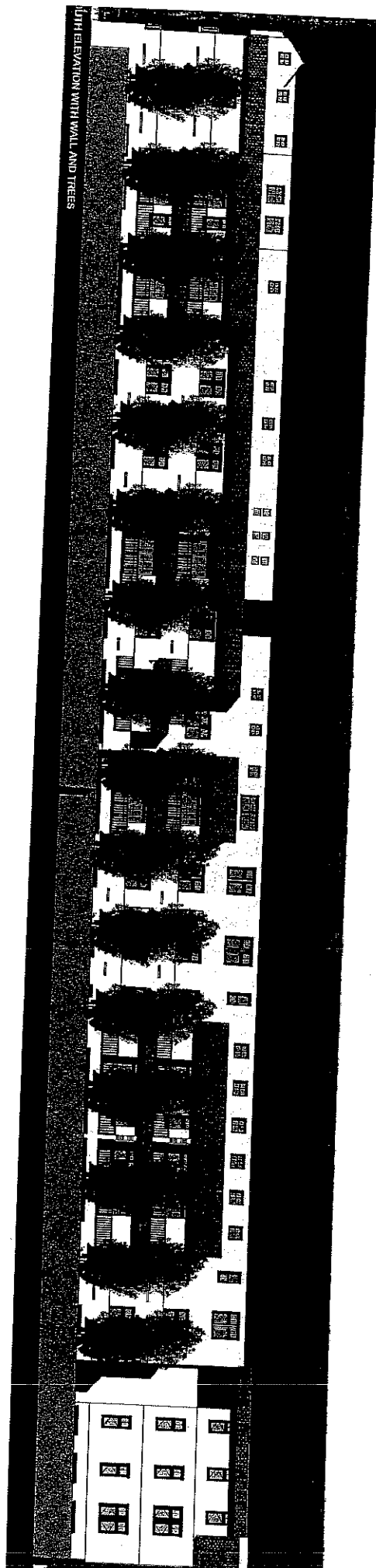
SECTION TO NORTH
EDGE 4/52 = 1'-3"

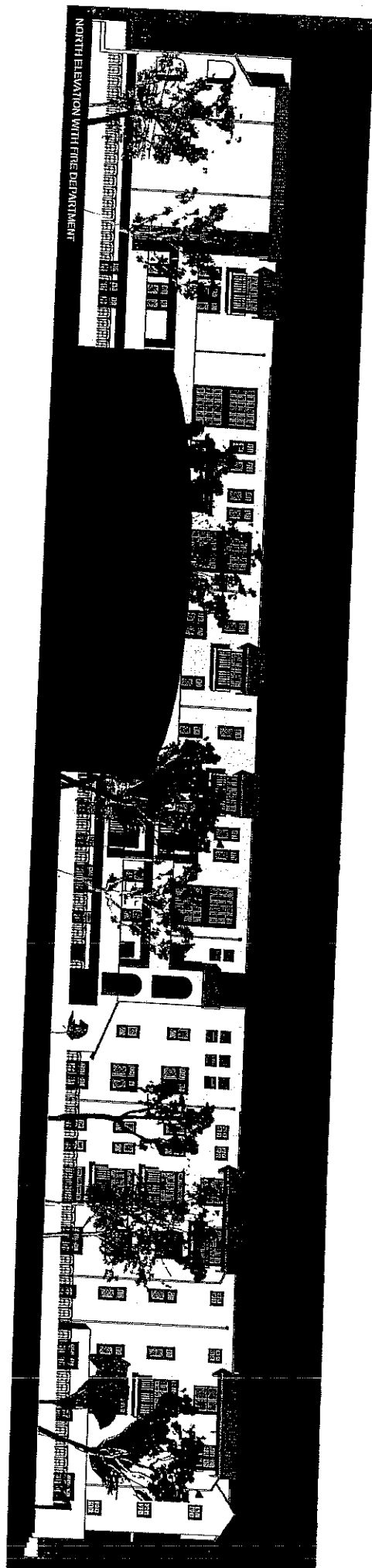
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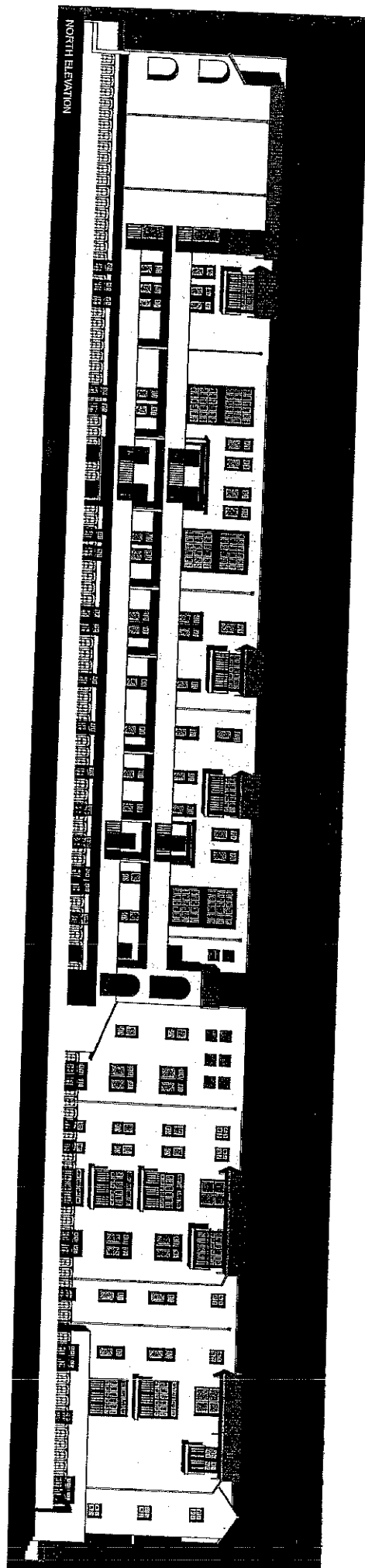


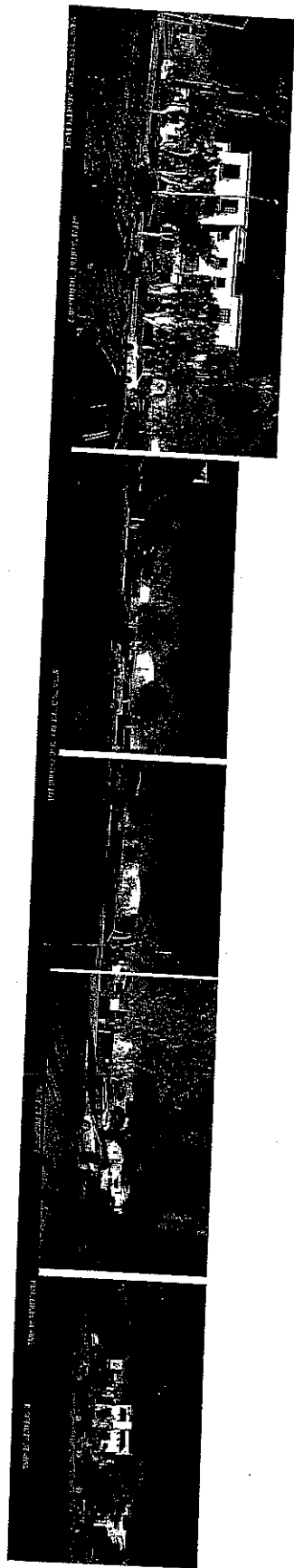












ATTACHMENT 8

Culver City Downtown Neighborhood Association

July 30, 2008

Mr. Sal Gonzales
Mr. George Mitsanas
c/o Culver City Volvo
11201 Washington Blvd.
Culver City, CA 90230

Dear Sal and George,

Thank you for meeting with our representatives from the Culver City Downtown Neighborhood Association on Tuesday, July 29th to discuss your development at 4043 Irving Place. Judy Miller, Jim Behnke, Clinton Goldsmith, Cary Anderson, Meghan Sahli Wells and Robin Provart-Kelly were in attendance, in addition to you. We appreciated your candor.

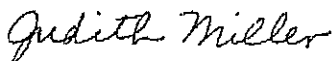
We have consulted with our members and the consensus is that the community still has deeply felt concerns as to the scale of this building. Our requests remain:

- The building should be no higher than 32 feet from grade and contain no more than 24 total residential and/or commercial units.
- Any excavation adjacent to the Spanish Colonial Landmark Homes must be at least three feet from the property line.
- Setbacks on Lafayette Place and Irving Place must match the neighborhood average setback.
- There should be vehicle entrance(s) and/or exit(s) on both Lafayette Place and Irving Place to balance the flow of traffic to/from the building onto both streets.

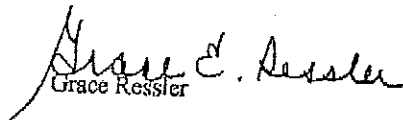
We understand that you are interested in being a good neighbor and hope this information clarifies our requests for changes to your project. We look forward to hearing from you.

Again, thank you for your time and consideration of these requests.

Sincerely,



Judith Miller
Co-Chairs
Culver City DNA


Grace Ressler

cc: Mr. Scott Malsin, Mayor
Mr. Gary Silbiger, Vice Mayor
Mr. Chris Armenta, Councilmember
Mr. Andrew Weissman, Councilmember
Mr. Mehau O'Leary, Councilmember
Mr. Sol Blumenfeld, Director of Community Development
Ms. Carol Schwab, City Attorney

www.culvercitydna.org**310/837-3540**

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ATTACHMENT 9

November 3, 2008

Mr. Sal Gonzales

Mr. George Mitsanas

6060 Center Drive

Los Angeles, CA 90045

Dear Sal & George,

I am writing on behalf of the Culver City Downtown Neighborhood Association (DNA) as well as the appellants Michael and Judith Miller, Jim and Michelle Benke. We support a proposal to reduce the number of total units projected for your development at 4043 Irving Place from 29 to 24 and to incorporate other changes. The Association appreciates your willingness to compromise in the same spirit that DNA has made compromises in its demands over the project.

The Association understands that in addition to the reduction to 24 units, you would be willing to incorporate additional changes including removal of the fourth floor.

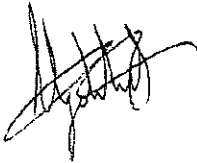
In good faith and in return for this complete compromise, DNA agree to cede the following demands

- 1) Parking structure setback near the historic homes is accepted.
- 2) Irving & Lafayette building setbacks as outlined in your approved project are fine.
- 3) Ingress & egress from Irving while not ideal, is acceptable. However, we request that the city move the existing Irving barrier just south of your project so the street access would be from the Culver side of Irving, not the school side of Irving. Although we are not linking this to your project approval, this is what we require the city or the developer to do to mitigate traffic away from the neighborhood onto culver blvd. This protects the neighborhood and its many schools from unnecessary safety issues. We understand that you too fully support moving the barrier so long as it is not linked to your approval of the project or ability to break ground.
- 4) The building heights outlined in the renderings you provided where the 4th floor has been removed are acceptable. The maximum building height will not exceed 41ft.
- 5) We prefer less or no commercial space and therefore fully support conversion of some or your entire commercial into residential, so long as the total unit count does not exceed 24.
- 6) We accept the traffic study findings submitted to the city so long as you agree to reduce the number of units as this will in itself also reduce the impact in regard to traffic.
- 7) You have stated your willingness to discuss the landscape design with the DNA at the appropriate time in order to obtain our preferences and input.

Our talks over the last few days have been open and productive. The Association understands that there will have to be considerable additional monetary compensation from the city if our joint goal of 24 units is to be reached. You have made it very clear to our group that without the appropriate compensation from the city; you would be unable to afford building this project and therefore are only open to accepting the above with the proper refund from the city. We understand your point.

Other issues may arise over this project before the appeal date, but the Association is confident that in the spirit of cooperation shown by both sides, these issues can be resolved. If we are able to reach an agreement on the above, we the DNA and the named appellants are prepared to provide our full support for your project. Respectfully, we ask that you meet with the city officials ASAP to discuss this letter in hopes of agreeing on a compromise with the DNA and then provide us with feedback.

Sincerely,



(Mediator) Clinton Goldsmith (ON BEHALF OF THE MAJORITY OF DNA)

Appellants: Michael and Judith Miller

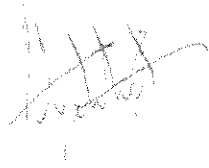
Jim and Michelle Benke

325

Our talks over the last few days have been open and productive. The Association understands that there will have to be considerable additional monetary compensation from the city if our joint goal of 24 units is to be reached. You have made it very clear to our group that without the appropriate compensation from the city; you would be unable to afford building this project and therefore are only open to accepting the above with the proper refund from the city. We understand your point.

Other issues may arise over this project before the appeal date, but the Association is confident that in the spirit of cooperation shown by both sides, these issues can be resolved. If we are able to reach an agreement on the above, we the DNA and the named appellants are prepared to provide our full support for your project. Respectfully, we ask that you meet with the city officials ASAP to discuss this letter in hopes of agreeing on a compromise with the DNA and then provide us with feedback.

Sincerely,



(Mediator) Clinton Goldsmith(ON BEHALF OF THE MAJORITY OF DNA)

   
Appellants: Michael and Judith Miller Jim and Michelle Benke



524 S. Rosemead Blvd.,
2nd Floor,
Pasadena, CA 91107
Voice: (626) 792-2700
Fax: (626) 792-2772

MEMORANDUM

TO: Mr. Barry Kurtz, City of Culver City
CC: Mr. Sal Gonzales, Metro Development

FROM: Srinath Raju, P.E.
Chris Munoz

SUBJECT: 4043 Irving Place Mixed-Use Project
Updated Existing AM Counts

DATE: August 12, 2008

REF: RA 246

This memorandum summarizes a supplemental analysis conducted by Raju Associates Inc., to evaluate the potential impacts of the 4043 Irving Place Mixed-Use project with new morning peak hour counts. This analysis is being prepared with updated morning peak hour traffic counts.

EXISTING 2008 TRAFFIC VOLUMES

Existing counts used in the previous analysis were conducted in June 2007 during the last week of the Culver City Unified School District school year. Since this was the last week of school, in addition to the existing counts, traffic volumes generated by the public elementary school located at 4100 Irving Place were added to the existing street system. There was some discussion regarding these traffic volumes at the last Planning Commission meeting.

In order to address these concerns, new weekday morning peak hour traffic counts for this supplemental analysis were compiled from data collected at the four study intersections on May 21, 2008. These counts were conducted during a typical school week. In addition to the four study intersections, turning movements at the two driveways (existing site driveway and the Culver City Unified School District office driveway) along Irving Place between A Street and Braddock Drive and the intersection of A Street and Irving Place were conducted to ensure continuity of flow. These existing morning peak hour counts are shown in Figure 1. The existing 2008 morning traffic count sheets are included in Attachment A.

UPDATED AM TRAFFIC ANALYSIS

Utilizing the existing morning 2008 counts, the morning peak hour traffic analysis was updated.

Exhibit 1 summarizes the existing conditions. All of the study intersections operate at LOS B or better during the morning peak hour.

Exhibit 2 summarizes the Cumulative Base and Cumulative Plus Project traffic analysis. As indicated in the table, all of the study intersections would continue to operate at LOS B or better during the morning peak hour. Furthermore, none of the study intersections would be significantly impacted by the proposed project. The Cumulative Base and Cumulative Plus Project peak hour traffic volumes are shown in Figures 2 and 3, respectively.

Exhibit 3 summarizes the residential street traffic analysis. As indicated in the table, project traffic would increase the traffic volume on residential streets by 1.6% to 2.7%. Exhibit 3 further indicates that the Proposed Project will not have a significant impact on any of the residential streets in the local neighborhood.

The capacity calculation worksheets are included in Attachment A.

CONCLUSIONS

This supplemental analysis was prepared to evaluate the potential impacts of the proposed 4043 Irving Place Mixed-Use project with updated peak hour traffic counts conducted on a typical weekday morning. Based on the analysis described in this document, it can be observed that the resulting operating conditions are similar to the previous analysis presented in the traffic study prepared by Raju Associates, Inc. dated December 2007 where 2007 counts were used. It can also be observed that none of the analyzed intersections or residential street segments would be significantly impacted by the Proposed Project with the updated a.m. peak hour traffic counts.

EXHIBIT 1
EXISTING (2008) INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Existing (2008) Conditions	
		AM Peak Hour	
		V/C or Delay	LOS
1.	Lafayette Place & Culver Boulevard	0.451	A
2.	Lafayette Place & Braddock Drive	12.1 sec	B
3.	Irving Place & Culver Boulevard	0.516	A
4.	Irving Place & Braddock Drive	9.5 sec	A

EXHIBIT 2
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS

No.	Intersection	Peak Hour	Cumulative (2008) Base		Cumulative (2008) Plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
1.	Lafayette Place & Culver Boulevard	AM	0.486	A	0.488	A	0.002	No
2.	Lafayette Place & Braddock Drive	AM	12.3 sec 0.310	B [1]	12.3 sec. 0.314	B [1]	- 0.004	No
3.	Irving Place & Culver Boulevard	AM	0.559	A	0.561	A	0.002	No
4.	Irving Place & Braddock Drive	AM	9.7 sec. 0.397	A [1]	12.1 sec. 0.400	B [1]	- 0.003	No

[1] V/C ratio was calculated, based on signalized LOS methodology, to determine project impacts.

**EXHIBIT 3
RESIDENTIAL STREET TRAFFIC ANALYSIS**

Street Segment	Peak Hour	Peak Hour Traffic Volume (2-Way)			% Change	Impact
		Existing (2008) Conditions	Project	Existing (2008) Conditions		
Lafayette Place north of Braddock Drive	AM	147	4	151	2.7%	No
Irving Place north of Braddock Drive	AM	373	6	379	1.6%	No
Braddock Drive west of Irving Place	AM	254	5	259	2.0%	No

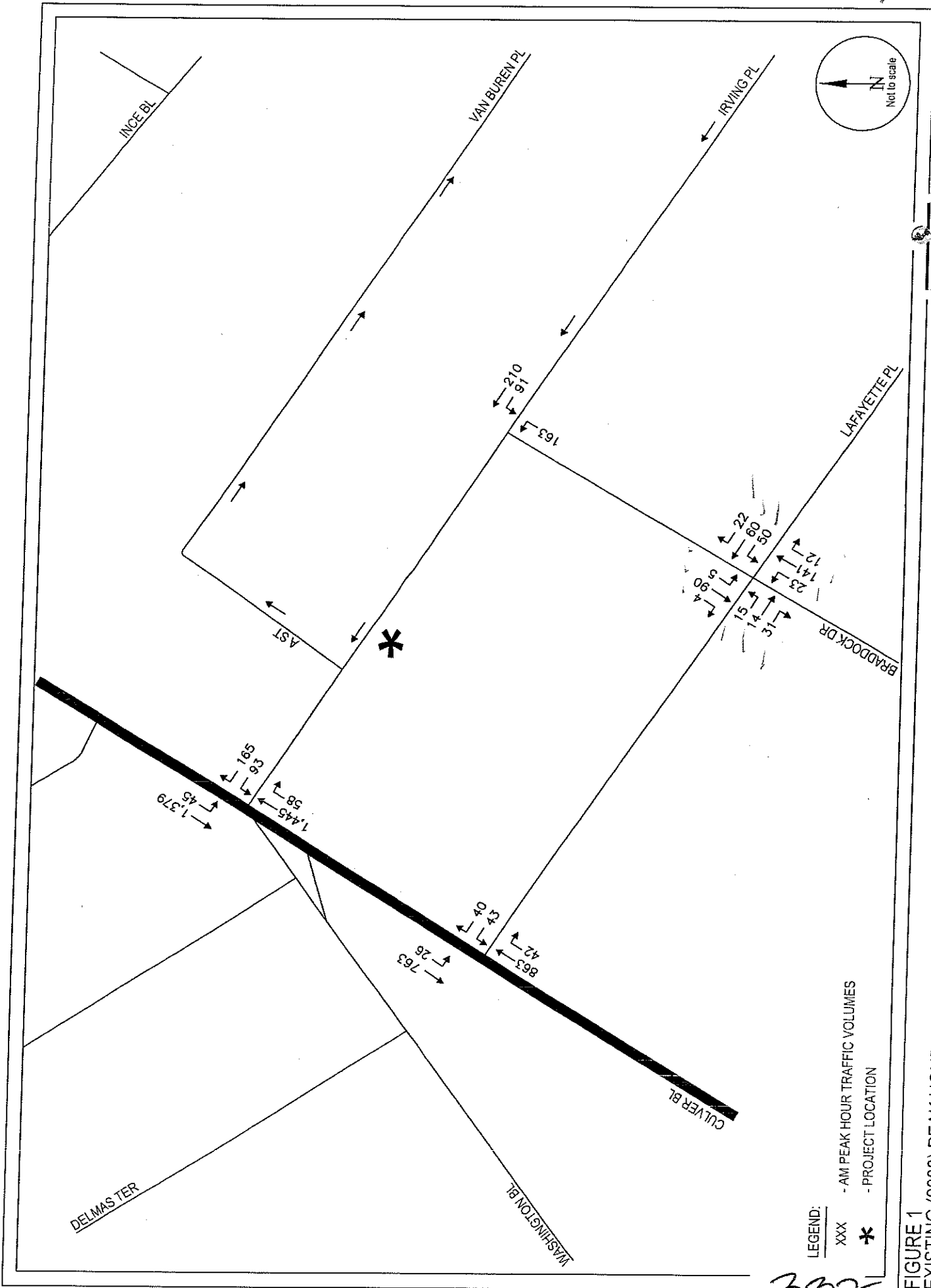


FIGURE 1
EXISTING (2008) PEAK HOUR TRAFFIC VOLUMES

332

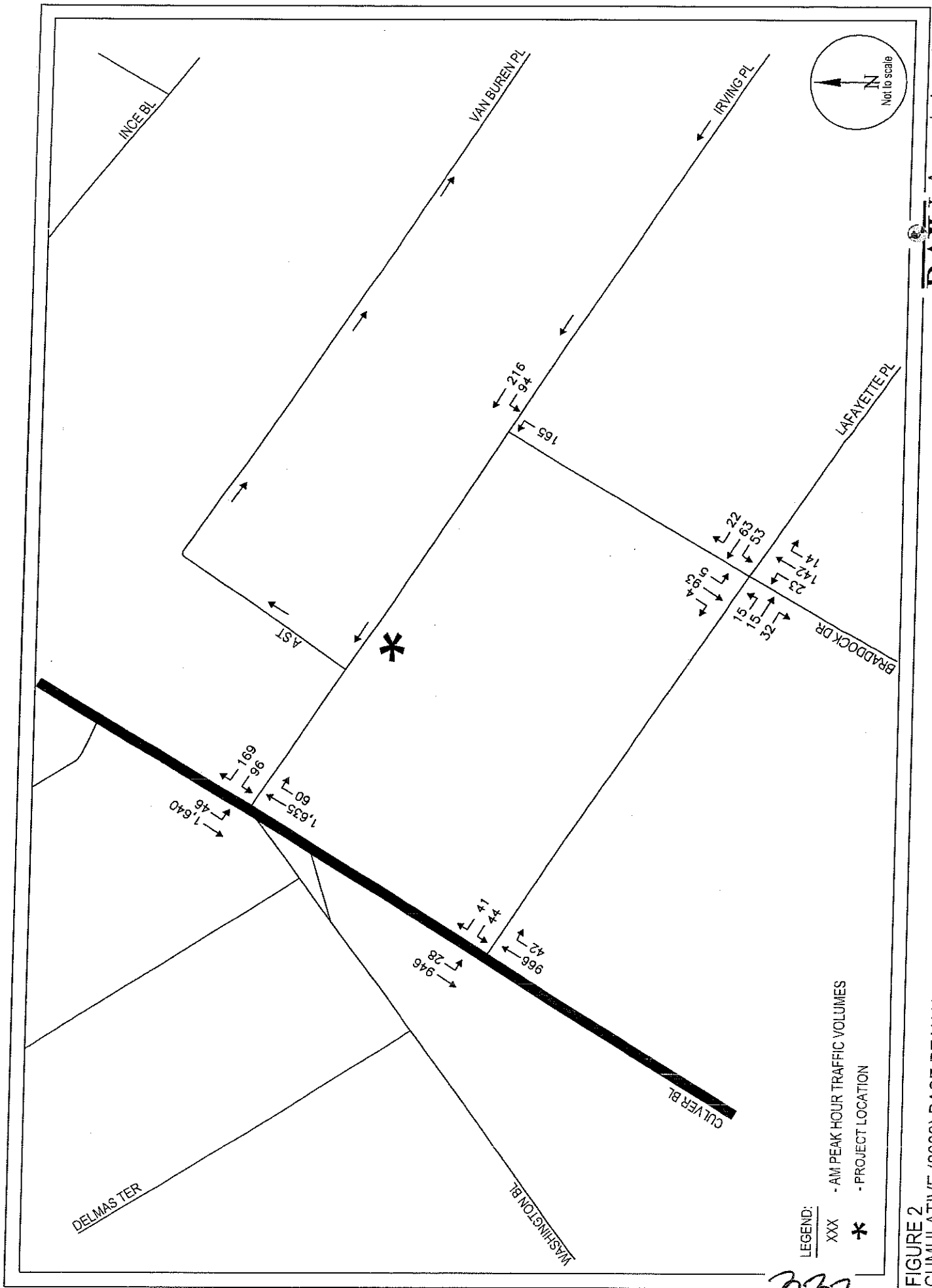
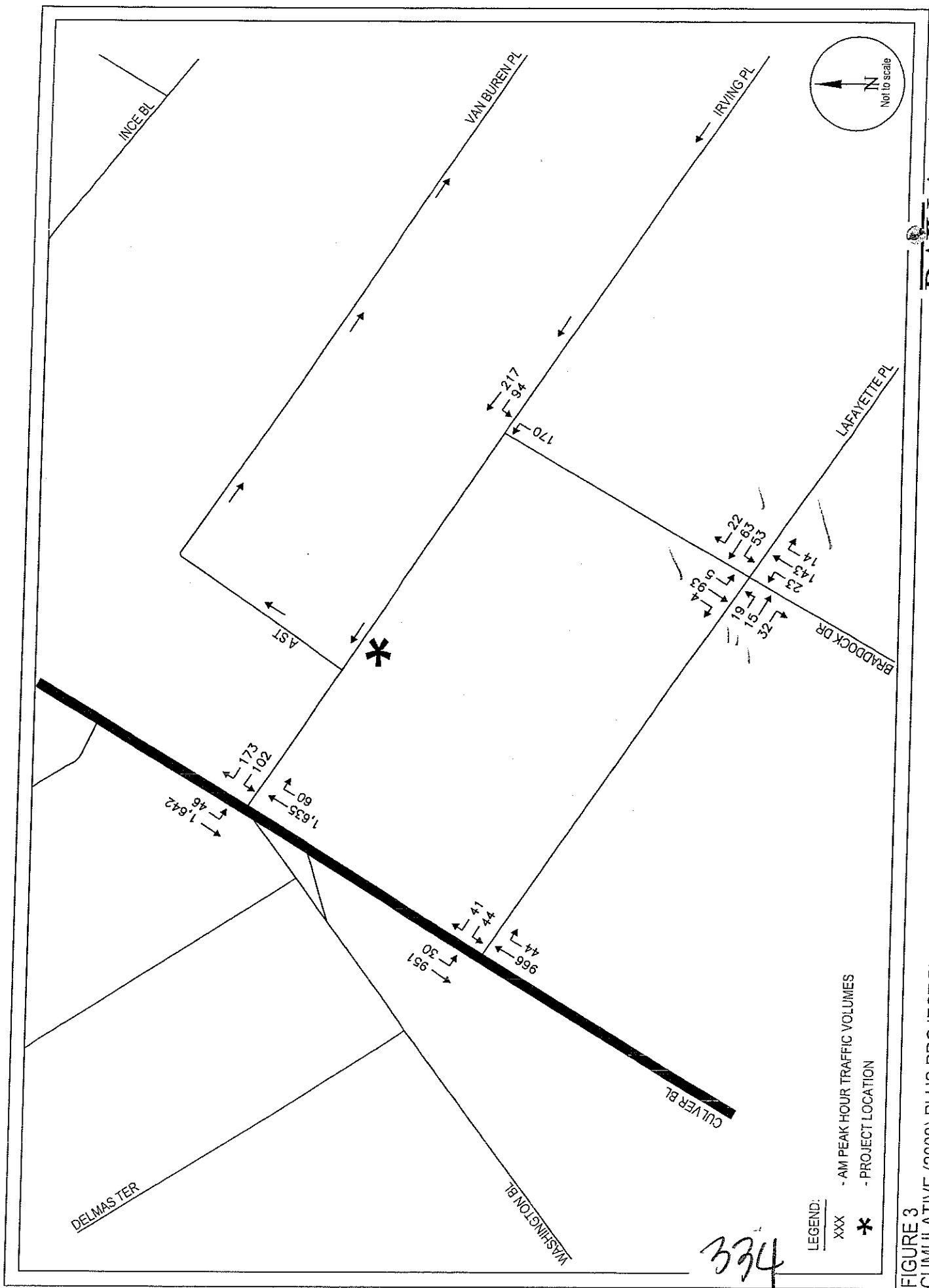


FIGURE 2
CUMULATIVE (2009) BASE PEAK HOUR TRAFFIC VOLUMES



334

FIGURE 3
CUMULATIVE (2009) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

ATTACHMENT A

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irving Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Culver Blvd

DAY: WEDNESDAY

PROJECT# 08-2253-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 0	WL 1	WT 3	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	16		23					182	9	10	256		496
7:15 AM	20		17					245	6	8	322		618
7:30 AM	18		35					266	5	7	374		705
7:45 AM	16		23					339	12	16	380		786
8:00 AM	22		32					345	18	14	354		785
8:15 AM	23		49					366	24	16	322		800
8:30 AM	26		54					378	10	6	337		811
8:45 AM	22		30					356	6	9	366		789
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 163	NT 0	NR 263	SL 0	ST 0	SR 0	EL 0	ET 2477	ER 90	WL 86	WT 2711	WR 0	TOTAL 5790

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	93	0	165	0	0	0	0	1445	58	45	1379	0	3185
PEAK HR. FACTOR:		0.806			0.000			0.963			0.949		0.982

CONTROL: Signalized

336

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Irving Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Braddock Dr

DAY: WEDNESDAY

PROJECT# 08-2253-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	0	0	1	0	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	15					16						34
7:15 AM	9	20					19						48
7:30 AM	19	38					24						81
7:45 AM	21	39					28						88
8:00 AM	26	44					44						114
8:15 AM	31	69					65						165
8:30 AM	13	58					26						97
8:45 AM	19	32					26						77
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	141	315	0	0	0	0	248	0	0	0	0	0	704

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	91	210	0	0	0	0	163	0	0	0	0	0	464
PEAK HR. FACTOR:		0.753			0.000			0.627			0.000		0.703

CONTROL: 2-stop sign on NB & EB

337

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Culver Blvd

DAY: WEDNESDAY

PROJECT# 08-2253-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0					3	0	1	2		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2		2					150	5	2	86		247
7:15 AM	3		5					173	2	2	158		343
7:30 AM	10		6					166	2	7	221		412
7:45 AM	8		4					245	6	2	200		465
8:00 AM	4		7					230	6	5	217		469
8:15 AM	13		12					196	16	7	160		404
8:30 AM	18		17					192	14	12	186		439
8:45 AM	11		14					204	13	11	206		459
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	69	0	67	0	0	0	0	1556	64	48	1434	0	3238

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	43	0	40	0	0	0	0	863	42	26	763	0	1777
PEAK HR. FACTOR:		0.593			0.000			0.901			0.889		0.947

CONTROL:

338

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lafayette Place

DATE: 05/21/2008

LOCATION: City of Culver City

E-W STREET: Braddock Dr

DAY: WEDNESDAY

PROJECT# 08-2253-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	3	1	1	6	4	3	14	0	0	5	0	39
7:15 AM	6	3	1	0	2	3	1	16	2	0	4	1	39
7:30 AM	6	14	4	2	5	4	2	17	1	0	21	0	76
7:45 AM	16	12	5	0	2	5	2	23	5	0	24	0	94
8:00 AM	11	8	5	4	1	5	4	37	2	1	23	0	101
8:15 AM	12	18	12	4	6	9	9	61	2	2	28	1	164
8:30 AM	11	22	0	7	5	12	8	20	3	2	15	3	108
8:45 AM	7	27	1	2	9	6	5	11	2	2	9	1	82
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 71	NT 107	NR 29	SL 20	ST 36	SR 48	EL 34	ET 199	ER 17	WL 7	WT 129	WR 6	TOTAL 703

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	50	60	22	15	14	31	23	141	12	5	90	4	467
PEAK HR. FACTOR:	0.786			0.625			0.611			0.798			0.712

CONTROL: Two Way Stop Sign North and South

379

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES, INC.
 PROJECT: CITY OF CULVER CITY
 DATE: WEDNESDAY, MAY 21, 2008
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S IRVING PLACE
 E/W A STREET
 FILE NUMBER: 9-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

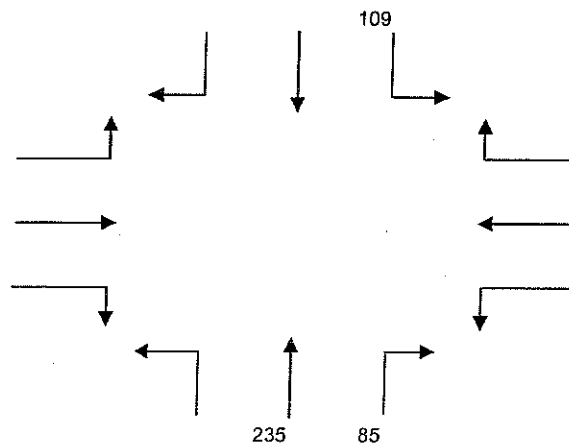
700-715			17				1	35				
715-730			12				5	36				
730-745			19				6	42				
745-800			23				15	41				
800-815			30				18	62				
815-830			34				41	65				
830-845			22				11	67				
845-900			14				9	51				

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

700-800	0	0	71	0	0	0	27	154	0	0	0	0	252
715-815	0	0	84	0	0	0	44	181	0	0	0	0	309
730-830	0	0	106	0	0	0	80	210	0	0	0	0	396
745-845	0	0	109	0	0	0	85	235	0	0	0	0	429
800-900	0	0	100	0	0	0	79	245	0	0	0	0	424

A.M. PEAK HOUR
 0745-0845

A STREET



IRVING PLACE

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES, INC.
 PROJECT: CITY OF CULVER CITY
 DATE: WEDNESDAY, MAY 21, 2008
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S IRVING PLACE
 E/W SCHOOL DRIVEWAYS
 FILE NUMBER: 9-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

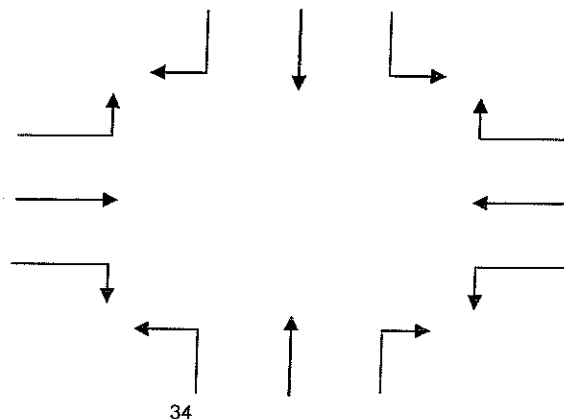
700-715									0			
715-730									4			
730-745									2			
745-800									5			
800-815									8			
815-830									13			
830-845									6			
845-900									7			

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

700-800	0	0	0	0	0	0	0	0	11	0	0	0	11
715-815	0	0	0	0	0	0	0	0	19	0	0	0	19
730-830	0	0	0	0	0	0	0	0	28	0	0	0	28
745-845	0	0	0	0	0	0	0	0	32	0	0	0	32
800-900	0	0	0	0	0	0	0	0	34	0	0	0	34

A.M. PEAK HOUR
 0800-0900

SCHOOL DRIVEWAYS



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES, INC.
 PROJECT: CITY OF CULVER CITY
 DATE: WEDNESDAY, MAY 21, 2008
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S IRVING PLACE
 E/W CULVER CITY USD DRIVEWAY
 FILE NUMBER: 9-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

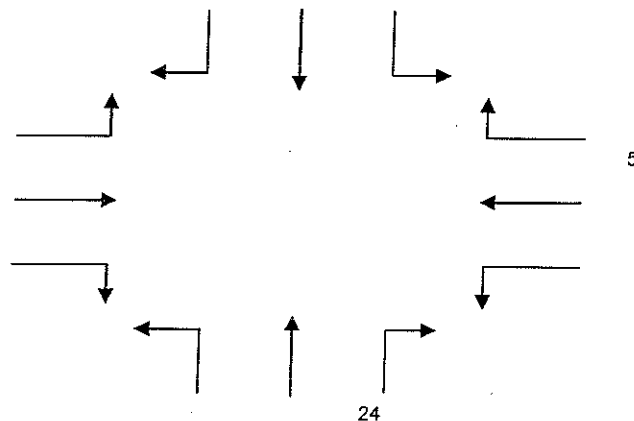
700-715				3			4					
715-730				0			0					
730-745				2			0					
745-800				0			8					
800-815				1			8					
815-830				1			5					
830-845				0			2					
845-900				3			9					

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

700-800	0	0	0	5	0	0	12	0	0	0	0	0	17
715-815	0	0	0	3	0	0	16	0	0	0	0	0	19
730-830	0	0	0	4	0	0	21	0	0	0	0	0	25
745-845	0	0	0	2	0	0	23	0	0	0	0	0	25
800-900	0	0	0	5	0	0	24	0	0	0	0	0	29

A.M. PEAK HOUR
 0745-0845

CULVER CITY USD DRIVEWAY



IRVING PLACE

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Lafayette Pl/Braddock Dr [Existing (2008) Conditions - AM]
*****Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[12.1]

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

Volume Module:

Base Vol:	50	60	22	15	14	31	23	141	12	5	90	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	60	22	15	14	31	23	141	12	5	90	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	60	22	15	14	31	23	141	12	5	90	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	60	22	15	14	31	23	141	12	5	90	4

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	318	297	147	336	301	92	94	xxxx	xxxxxx	153	xxxx	xxxxxx
Potent Cap.:	639	618	905	622	615	971	1513	xxxx	xxxxxx	1440	xxxx	xxxxxx
Move Cap.:	599	606	905	553	603	971	1513	xxxx	xxxxxx	1440	xxxx	xxxxxx
Volume/Cap:	0.08	0.10	0.02	0.03	0.02	0.03	0.02	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	7.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	639	xxxxxx	xxxx	729	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.8	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.1	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.1			10.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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                        Level Of Service Computation Report
                2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #4 Irving Pl/Braddock Dr [Existing (2008) Conditions - AM]
*****
Cycle (sec):          100                Critical Vol./Cap. (X):          0.371
Loss Time (sec):      0 (Y+R = 4 sec)    Average Delay (sec/veh):        9.5
Optimal Cycle:        0                  Level Of Service:              A
*****
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  0      0  0  0  0  0      1  0  0  0  0      0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             91  210    0    0    0    0    163    0    0    0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          91  210    0    0    0    0    163    0    0    0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           91  210    0    0    0    0    163    0    0    0    0    0
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          91  210    0    0    0    0    163    0    0    0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:           91  210    0    0    0    0    163    0    0    0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.30 0.70  0.00  0.00 0.00  0.00  1.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:           245 565    0    0    0    0    725    0    0    0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.37 0.37  xxxx  xxxx  xxxx  xxxx  0.22  xxxx  xxxx  xxxx  xxxx  xxxx
Crit Moves:          ****                      ****
Delay/Veh:            9.8  9.8    0.0    0.0  0.0    0.0    9.1  0.0    0.0    0.0  0.0    0.0
Delay Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:           9.8  9.8    0.0    0.0  0.0    0.0    9.1  0.0    0.0    0.0  0.0    0.0
LOS by Move:          A    A    *    *    *    *    A    *    *    *    *    *
ApproachDel:          9.8                      9.1                      xxxxxx
Delay Adj:            1.00                      1.00                      xxxxxx
ApprAdjDel:           9.8                      9.1                      xxxxxx
LOS by Appr:          A                      A                      *
*****

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Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		IRVING PLACE		N-S Split Phase :		N			
East/West Street:		CULVER BOULEVARD		E-W Split Phase :		N			
Scenario:		CUMULATIVE (2009) BASE CONDITIONS		Lost Time (% of cycle) :		10			
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.077 *			
	TH	0.00	0	0	0.000	N-S(2): 0.060			
	LT	0.00	0	0	0.000 *	E-W(1): 0.382 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.342			
	TH	3.00	1,640	4,800	0.342	V/C: 0.459			
	LT	1.00	46	1,600	0.029 *	Lost Time: 0.100			
Northbound	RT	1.00	169	1,600	0.077 *				
	TH	0.00	0	0	0.000				
	LT	1.00	96	1,600	0.060				
Eastbound	RT	0.00	60	0	0.000	ICU: 0.559			
	TH	3.00	1,635	4,800	0.353 *				
	LT	0.00	0	0	0.000	LOS: A			

* = Critical Movement

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Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: LAFAYETTE PLACE									
East/West Street: CULVER BOULEVARD									
Scenario: CUMULATIVE (2009) BASE CONDITIONS									
Thru Lane: 1600 vph								N-S Split Phase : N	
Left-Turn Lane: 1600 vph								E-W Split Phase : N	
Dual LT Penalty: 10 %								Lost Time (% of cycle) : 10	
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.017			
	TH	0.00	0	0	0.000 *	N-S(2): 0.053 *			
	LT	0.00	0	0	0.000	E-W(1): 0.333 *			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.296			
	TH	2.00	946	3,200	0.296	V/C: 0.386			
	LT	1.00	28	1,600	0.018 *	Lost Time: 0.100			
Northbound	RT	0.48	41	772	0.017				
	TH	0.00	0	0	0.000				
	LT	0.52	44	828	0.053 *				
Eastbound	RT	0.00	42	0	0.000	ICU: 0.486			
	TH	2.00	966	3,200	0.315 *				
	LT	0.00	0	0	0.000	LOS: A			

* = Critical Movement

* = Critical Movement

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 Lafayette Pl/Braddock Dr [Cumulative (2009) Base - AM]
*****
Average Delay (sec/veh):      5.3   Worst Case Level Of Service:      B[ 12.3]
*****

Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      53   63   22   15   15   32   23 142   14   5   93   4
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  53   63   22   15   15   32   23 142   14   5   93   4
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   53   63   22   15   15   32   23 142   14   5   93   4
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   53   63   22   15   15   32   23 142   14   5   93   4
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2  7.1  6.5  6.2  4.1 xxxx xxxxxx  4.1 xxxx xxxxxx
FollowUpTim:  3.5  4.0  3.3  3.5  4.0  3.3  2.2 xxxx xxxxxx  2.2 xxxx xxxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:  324  302  149  343  307  95   97 xxxx xxxxxx  156 xxxx xxxxxx
Potent Cap.:  633  614  903  615  610  967 1509 xxxx xxxxxx 1436 xxxx xxxxxx
Move Cap.:   592  603  903  545  599  967 1509 xxxx xxxxxx 1436 xxxx xxxxxx
Volume/Cap:  0.09 0.10 0.02 0.03 0.03 0.03 0.02 xxxx xxxxxx 0.00 xxxx xxxxxx
-----|-----|-----|-----|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxxx  0.0 xxxx xxxxxx
Stopped Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.4 xxxx xxxxxx  7.5 xxxx xxxxxx
LOS by Move: *   *   *   *   *   *   A   *   *   A   *   *
Movement:   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  632 xxxxx xxxx  724 xxxxx  xxxx xxxx xxxxxx  xxxx xxxx xxxxxx
SharedQueue: xxxxx  0.8 xxxxx xxxxx  0.3 xxxxx  xxxxx xxxx xxxxxx  xxxxx xxxx xxxxxx
Shrd StpDel: xxxxx 12.3 xxxxx xxxxx 10.4 xxxxx  xxxxx xxxx xxxxxx  xxxxx xxxx xxxxxx
Shared LOS:  *   B   *   *   B   *   *   *   *   *   *   *
ApproachDel: 12.3          10.4          xxxxxx          xxxxxx
ApproachLOS:  B           B           *           *

```

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: LAFAYETTE PLACE									
East/West Street: BRADDOCK DRIVE									
Scenario: CUMULATIVE (2009) BASE CONDITIONS									
Thru Lane: 1600 vph			N-S Split Phase : N						
Left-Turn Lane: 1600 vph			E-W Split Phase : N						
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10						
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	32	0	0.000	N-S(1): 0.095 *			
	TH	1.00	15	1,600	0.039	N-S(2): 0.072			
	LT	0.00	15	1,600	0.009 *	E-W(1): 0.115 *			
Westbound	RT	0.00	4	0	0.000	E-W(2): 0.078			
	TH	1.00	93	1,600	0.064	V/C: 0.210			
	LT	0.00	5	1,600	0.003 *	Lost Time: 0.100			
Northbound	RT	0.00	22	0	0.000				
	TH	1.00	63	1,600	0.086 *				
	LT	0.00	53	1,600	0.033				
Eastbound	RT	0.00	14	0	0.000	ICU: 0.310			
	TH	1.00	142	1,600	0.112 *	LOS: A			
	LT	0.00	23	1,600	0.014				

* = Critical Movement

Level Of Service Computation Report

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

Intersection #4 Irving Pl/Braddock Dr [Cumulative (2009) Base - AM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	94	216	0	0	0	0	165	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	216	0	0	0	0	165	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	216	0	0	0	0	165	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	216	0	0	0	0	165	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	216	0	0	0	0	165	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	245	564	0	0	0	0	722	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.38	0.38	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****						****					
Delay/Veh:	9.9	9.9	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	9.9		xxxxxx				9.1		xxxxxx			
Delay Adj:	1.00		xxxxxx				1.00		xxxxxx			
ApprAdjDel:	9.9		xxxxxx				9.1		xxxxxx			
LOS by Appr:	A		*				A		*			

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		IRVING PLACE		N-S Split Phase :		N			
East/West Street:		BRADDOCK DRIVE		E-W Split Phase :		N			
Scenario:		CUMULATIVE (2009) BASE CONDITIONS		Lost Time (% of cycle) :		10			
Peak Period: AM PEAK HOUR									
Thru Lane:		1600 vph		N-S Split Phase :		N			
Left-Turn Lane:		1600 vph		E-W Split Phase :		N			
Dual LT Penalty:		10 %		Lost Time (% of cycle) :		10			
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.194 *			
	TH	0.00	0	0	0.000	N-S(2): 0.059			
	LT	0.00	0	0	0.000 *	E-W(1): 0.000			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103 *			
	TH	0.00	0	0	0.000 *	V/C: 0.297			
	LT	0.00	0	0	0.000	Lost Time: 0.100			
Northbound	RT	0.00	0	0	0.000				
	TH	1.00	216	1,600	0.194 *				
	LT	0.00	94	1,600	0.059				
Eastbound	RT	0.00	0	0	0.000	ICU: 0.397			
	TH	0.00	0	0	0.000	LOS: A			
	LT	1.00	165	1,600	0.103 *				

* = Critical Movement

* = Critical Movement

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: IRVING PLACE									
East/West Street: CULVER BOULEVARD									
Scenario: CUMULATIVE (2009) PLUS PROJECT CONDITIONS									
Thru Lane: 1600 vph		N-S Split Phase : N							
Left-Turn Lane: 1600 vph		E-W Split Phase : N							
Dual LT Penalty: 10 %		Lost Time (% of cycle): 10							
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.079 *		
	TH	0.00	0	0	0.000	N-S(2):	0.064		
	LT	0.00	0	0	0.000 *	E-W(1):	0.382 *		
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.342		
	TH	3.00	1,642	4,800	0.342				
	LT	1.00	46	1,600	0.029 *				
Northbound	RT	1.00	173	1,600	0.079 *				
	TH	0.00	0	0	0.000	V/C:	0.461		
	LT	1.00	102	1,600	0.064	Lost Time:	0.100		
Eastbound	RT	0.00	60	0	0.000				
	TH	3.00	1,635	4,800	0.353 *	ICU:	0.561		
	LT	0.00	0	0	0.000	LOS:	A		

* = Critical Movement

* = Critical Movement

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		LAFAYETTE PLACE		N-S Split Phase :		N			
East/West Street:		CULVER BOULEVARD		E-W Split Phase :		N			
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS		Lost Time (% of cycle) :		10			
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1):		0.014	
	TH	0.00	0	0	0.000 *	N-S(2):		0.053 *	
	LT	0.00	0	0	0.000	E-W(1):		0.335 *	
Westbound	RT	0.00	0	0	0.000	E-W(2):		0.297	
	TH	2.00	951	3,200	0.297	V/C:		0.388	
	LT	1.00	30	1,600	0.019 *	Lost Time:		0.100	
Northbound	RT	0.48	41	772	0.014				
	TH	0.00	0	0	0.000				
	LT	0.52	44	828	0.053 *				
Eastbound	RT	0.00	44	0	0.000	ICU:		0.488	
	TH	2.00	966	3,200	0.316 *	LOS:		A	
	LT	0.00	0	0	0.000				

* = Critical Movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 Lafayette Pl/Braddock Dr [Cumulative (2009) Plus Project - AM]

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[12.3]

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	53	63	22	19	15	32	23	143	14	5	93	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	63	22	19	15	32	23	143	14	5	93	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	63	22	19	15	32	23	143	14	5	93	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	53	63	22	19	15	32	23	143	14	5	93	4

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	325	303	150	344	308	95	97	xxxx	xxxxxx	157	xxxx	xxxxxx
Potent Cap.:	632	613	902	614	609	967	1509	xxxx	xxxxxx	1435	xxxx	xxxxxx
Move Cap.:	591	602	902	544	598	967	1509	xxxx	xxxxxx	1435	xxxx	xxxxxx
Volume/Cap:	0.09	0.10	0.02	0.03	0.03	0.03	0.02	xxxx	xxxxxx	0.00	xxxx	xxxxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	7.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	631	xxxxxx	xxxx	709	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.8	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	12.3	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.3			10.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street: LAFAYETTE PLACE									
East/West Street: BRADDOCK DRIVE									
Scenario: CUMULATIVE (2009) PLUS PROJECT CONDITIONS									
Thru Lane: 1600 vph		N-S Split Phase :			N				
Left-Turn Lane: 1600 vph		E-W Split Phase :			N				
Dual LT Penalty: 10 %		Lost Time (% of cycle) :			10				
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	32	0	0.000	N-S(1):	0.098 *		
	TH	1.00	15 ✓	1,600	0.041	N-S(2):	0.074		
	LT	0.00	19	1,600	0.012 *	E-W(1):	0.116 *		
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.078		
	TH	1.00	93 ✓	1,600	0.064	V/C:	0.214		
	LT	0.00	5	1,600	0.003 *		Lost Time:	0.100	
Northbound	RT	0.00	22	0	0.000				
	TH	1.00	63	1,600	0.086 *				
	LT	0.00	53	1,600	0.033				
Eastbound	RT	0.00	14	0	0.000	ICU:	0.314		
	TH	1.00	143	1,600	0.113 *	LOS:	A		
	LT	0.00	23	1,600	0.014				

* = Critical Movement

* = Critical Movement

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Level Of Service Computation Report

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

Intersection #4 Irving Pl/Braddock Dr [Cumulative (2009) Plus Project - AM]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
 Optimal Cycle: 0 Level Of Service: A

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

Volume Module:

Base Vol:	94	217	0	0	0	0	170	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	217	0	0	0	0	170	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	217	0	0	0	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	217	0	0	0	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	217	0	0	0	0	170	0	0	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	244	563	0	0	0	0	720	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.39	0.39	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****											
Delay/Veh:	10.0	10.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	*	*	A	*	*	*	*	*
ApproachDel:	10.0			xxxxxx			9.2			xxxxxx		
Delay Adj:	1.00			xxxxxx			1.00			xxxxxx		
ApprAdjDel:	10.0			xxxxxx			9.2			xxxxxx		
LOS by Appr:	A			*			A			*		

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Project: 4043 IRVING PLACE MIXED-USE PROJECT									
North/South Street:		IRVING PLACE		1600 vph		N-S Split Phase :		N	
East/West Street:		BRADDOCK DRIVE		1600 vph		E-W Split Phase :		N	
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS		10 %		Lost Time (% of cycle) :		10	
Peak Period: AM PEAK HOUR									
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS			
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.194 *			
	TH	0.00	0	0	0.000	N-S(2): 0.059			
	LT	0.00	0	0	0.000 *	E-W(1): 0.000			
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106 *			
	TH	0.00	0	0	0.000 *	V/C: 0.300			
	LT	0.00	0	0	0.000	Lost Time: 0.100			
Northbound	RT	0.00	0	0	0.000				
	TH	1.00	217	1,600	0.194 *				
	LT	0.00	94	1,600	0.059				
Eastbound	RT	0.00	0	0	0.000	ICU: 0.400			
	TH	0.00	0	0	0.000				
	LT	1.00	170	1,600	0.106 *	LOS: A			

* = Critical Movement

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ATTACHMENT 11

Culver CITY

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

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

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

North: Office building and City Fire station

South: Multiple-family residences

West: Multiple-family residences

East: Elementary school

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

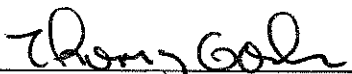
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

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

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

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


Thomas Gorham, Planning Manager

10/17/08
Date:

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

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

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

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

Responses:

- a).-d).& f). No Impact. The project site is located in an urbanized area surrounded by existing disturbed land and development. Information on existing conditions of the project site, submitted by the applicant with the project application materials indicates no biological resources, as identified by the California Department of Fish and Game or US Fish and Wildlife Service, or federally protected wetlands, as defined by the Clean Water Act, exist on site. There are no identifiable, migratory wildlife corridors on the project site and the project site is not subject to a City policy/ordinance protecting biological resources and is not subject to a habitat conservation plan.
- e). Less than Significant. Two mature ficus trees located within the public right-of-way will be removed as part of the development. They will be replaced by another species of trees consistent with the City of Culver City's Street Tree Master Plan.

Mitigation Measure(s): None Required.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Responses:

- a). Less than Significant Impact. The project is adjacent to 12 historical two-story residential bungalow buildings with a "Landmark" designation in Culver City's local cultural resources register. These buildings have a Spanish Colonial character and were built in 1925. The design and massing of the proposed building will not overtake the historic structures or obstruct their view from the street. The proposed building has a similar Spanish style architectural character including the use of earth-tone color stucco siding, Spanish style roof tiles, black wrought iron fencing and guard rails, wood frame windows, as well as generous landscaping along the perimeter of the site that are intended to compliment the historic buildings. The portion of the proposed building adjacent to the approximately 21 foot high historic structures includes step backs in height ranging from 11 feet at the ground floor with a 10 foot setback from the property line, 22 feet at the second floor with a 16 foot setback from the property line, and 33 feet at the third floor with a setback of 22 feet from the property line increasing to a maximum of 37 feet at the pitched roof peak setback 38 feet from the property line. These height setbacks help to ensure that the proposed buildings mass and scale do not overwhelm the historic structures. The project will result in an improvement to the visual character of the site and will complement the architectural visual character of the area.
- b).-d). No Impact. The project site is located in an urbanized area surrounded by existing disturbed land and development. There are no known archaeological, paleontological, or human remain resources on the site

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

and no significant impacts relative to these specific cultural resources are expected to occur. Should such resources surface during construction of the project the applicant will be subject to the appropriate State and/or Federal laws that regulate the proper handling of these types of artifacts.

Mitigation Measure(s): None Required.

VI. GEOLOGY AND SOILS -- Would the project:

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

Responses:

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

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

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

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

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

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

Responses:

a). c). f).

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

b). d).

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

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

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

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

Mitigation Measure(s): None Required

IX. LAND USE AND PLANNING - Would the project:

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

Responses:

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

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

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
Responses:					
a).-d). <u>Less Than Significant Impact.</u> The proposed project is not expected to generate significant noise levels during operations. Noise caused by the project will be consistent with that of surrounding urban uses. Ambient noise potentially affecting users of the project will be dampened by Building Code requirements for construction of commercial and residential mixed-use buildings. During grading, construction or remodeling, the project will be subject to both the noise element and to restricted hours of construction as noted in the Culver City Municipal Code. The project will be conditioned to require the applicant's contractor to use construction equipment with state-of-the-art noise shielding and muffling devices to alleviate potential noise impacts. Both applicant and City contact information will be posted on the project site to direct individuals wishing to report noise and other construction activity complaints.					
e). & f). <u>No Impact.</u> The project site is not within an airport land use plan and is not within the vicinity of a private airstrip.					
Mitigation Measure(s): None Required					

XII. POPULATION AND HOUSING -- Would the project:					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Responses:					
a). <u>Less Than Significant Impact.</u> The project consists of 26 residential condominium units, and three office condominium units approximately 3,350 square feet. Thus, the project will result in an increase of population. However, the project is designed to be compatible with the scale and character of the adjacent neighborhood, which is consistent with Objective 2 of the General Plan Housing Element to maintain opportunities for all types of housing while protecting the character of existing neighborhoods. Furthermore, the project will provide 26 new residential units to the City's housing stock furthering the intent of the Regional Housing Needs Assessment as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD), which call for an addition 504 housing units in Culver City in the planning period ending in 2014. The project will not significantly increase employment, in that few new workers will occupy the office units. To the extent that some employees relocate to live closer to their place of employment, this demand is not expected to be substantial and could be served by existing available housing and rental opportunities as well as other housing that is planned or under construction in the area.					

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

b). & c). No Impact The site is currently a vacant parking lot and no existing housing will be removed as a result of construction. No significant reduction or displacement of population or housing is associated with the project.

Mitigation Measure(s): None Required

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Responses:

a).-e). Less Than Significant Impact. The project will comply with all applicable California Building and Fire Codes. There are existing public service facilities necessary to accommodate the project such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process. No extension of roads or infrastructure other than the necessary laterals to connect to City mains will be required of this project. Both Fire and Police protection can adequately service the project as proposed. The impact on schools will be less than significant, because no significant population increase will result from this project.

Mitigation Measure(s): None Required

XIV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Responses:

a).-b). Less Than Significant Impact. The proposed mixed use project will not result in significant adverse impacts relative to recreation, because it is not expected to generate a substantial population increase. The use of existing neighborhood and regional parks is not expected to substantially increase. The project would not require the construction or expansion of recreational facilities. In addition, the applicant will be required to contribute to the City's parkland fund during the plan check process, which is intended for improvements to City parks.

Mitigation Measure(s): None Required

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
uses. The project does not conflict with alternative transportation policies and does not require elimination of bus stops/turnouts. e). & f). <u>Less than significant impact.</u> The project will be located wholly within private property along a developed area with no requirements for significant roadway changes or elimination of current emergency access routes. As a result of the project, Lafayette Place will be widened in front of the subject site consistently with the City of Culver City's Public Works Department requirements. Parking for the project will be provided in a subterranean parking garage which will include 68 parking spaces for residential and office uses, including handicapped parking and a loading space. Mitigation Measure(s): None required				

XVI. UTILITIES AND SERVICE SYSTEMS –Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Responses:

a).-g). Less Than Significant Impact. The proposed project will connect to existing utilities available to adequately serve the project site. No significant adverse impacts to utilities are expected from project implementation.

Since the project site is completely paved, development of the proposed project would not increase the amount of impervious surface area or surface water runoff quantities. Since the project would not result in an increase in runoff, the project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

Mitigation Measure(s): None Required.

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

XVIII. EARLIER ANALYSES:
None

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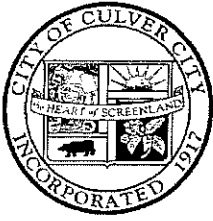
References Utilized:

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

MITIGATION MONITORING PROGRAM

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

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



Culver CITY

ATTACHMENT 12

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

DRAFT

MITIGATED NEGATIVE DECLARATION

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

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ENVIRONMENTAL DETERMINATION:

The Initial Study identified potentially significant effects, but:

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



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

10/17/08
Date

ATTACHMENT 13

AEI CONSULTANTS
ENVIRONMENTAL & CHEMICAL ENGINEERING

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

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

January 30, 2007

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

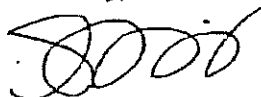
Subject: Further Site Characterization Summary Letter
4043 Irving Place
Culver City, California 90232
AEI Project Number 270315

Dear Mr. Horn:

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

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

Sincerely,



Samantha Harris
Project Manager

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ATTACHMENT 14

October 27, 2008

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

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

Dear Ms. Wells:

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

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

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

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

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

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

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

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

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

Sincerely,

Sol Blumenfeld,
Community Development Director

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ATTACHMENT 15

4043 Irving Place Mixed-Use Project

October 14, 2008

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

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

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

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

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

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