

MEETING DATE: 4/5/2010

AGENDA ITEM: **Adoption of City Council and Redevelopment Agency Board Resolutions Transmitting the Official City and Agency Combined Response to the 2010 Draft Supplemental Environmental Impact Report for the Proposed 2009 West Los Angeles College Facilities Master Plan.**

ATTACHMENTS

	<u>Pages</u>
1. Letter from Tina Macica of BuildLACCD dated March 23, 2010	1 -2
2. Table 2.2 from the 2010 Draft SEIR	3
3. Proposed Resolutions (City Council and Culver City Redevelopment Agency), including Exhibit "A" containing detailed comments on the 2010 Draft SEIR	4-17
4. Letter addressed to Los Angeles Community College District dated October 31, 2006	18

MAR 24 2010

Culver City
Planning Division

March 23, 2010

RECEIVED MAR 23 2010

Sol Blumenfeld
Community Development Director
9770 Culver Boulevard
Culver City, CA 90232

Dear Sol Blumenfeld:

This letter responds to your March 10, 2010 letter wherein you requested a time extension for the public comment period of the Draft Supplemental Environmental Impact Report (SEIR) for the 2009 West Los Angeles College (WLAC) Facilities Master Plan to a minimum of 90 days. Los Angeles Community College District (LACCD) is unwilling and unable to grant your request for an extension. LACCD reviewed and considered the following information, facts and CEQA guidelines before reaching its conclusion as to your request:

- 1.) A Notice of Preparation (NOP) for this draft SEIR was issued on December 4, 2009 by Los Angeles Community College District. The notice was sent certified mail to City of Culver City Manager, City of Culver City - City Hall, 9770 Culver Blvd., Culver City, CA 90232 with confirmed delivery on December 7, 2009.
- 2.) A copy of the NOP was hand delivered at the request of and to Charles D. Herbertson, Public Works Director / City Engineer on January 12, 2010, by Robert Miller, WLAC Campus Project Manager and myself.
- 3.) On February 2, 2010, Dr Mark Rocha, President of WLAC and Robert Miller met with Mayor Andrew Weissman and City Manager Mark Scott to discuss the NOP and Draft SEIR.
- 4.) On March 8, 2010, the Draft SEIR was distributed to the public with a public review period of 45 days in compliance with CEQA Section 15105 Public Review Period for a Draft EIR or a Proposed Negative Declaration or Mitigated Negative Declaration, which states:

"(a) The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse."
[Emphasis added.]

(b) Information relevant to the significant effects of a project, alternatives, and mitigation measures which substantially reduce the effects shall be made available as soon as possible by lead agencies, other public agencies, and interested persons and organizations.

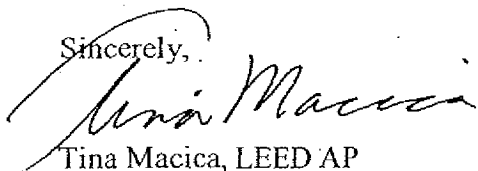
(c) Nothing in subdivisions (a) or (b) reduces or otherwise limits public review or comment periods currently prescribed either by statute or in guidelines prepared and adopted pursuant to Section 21083 for environmental documents, including, but not limited to, draft environmental impact reports and negative declarations.

9.) Potential financial resource costs associated with project delays as a result of the City of Culver City request to extend the Draft SEIR comment period.

Based on our review and consideration of your request against the City of Culver City's advanced knowledge of the release of the Draft SEIR, minimum changes contained in the Draft SEIR as compared to the 2005 FEIR, CEQA requirements, and potential financial resource cost, LACCD is unwilling and unable to grant your request of extension to a minimum of 90 days. In addition, as contained in the § 21003.1, we request that the City of Culver City endeavors to make comments to LACCD as soon as possible in the review of SEIR, in order to allow LACCD to identify, at the earliest possible time in the environmental review process, potential significant effects of a project, alternatives, and mitigation measures which would substantially reduce the effects.

Thank you for your understanding and if you have any question or concerns, please feel free to contact me at 310-287-4383.

Sincerely,



Tina Macica, LEED AP

Cc: Larry Eisenberg, Executive Director, Facilities Planning and Development,
Los Angeles Community College District
~~Dr. Mark Rocha~~, President, West Los Angeles College
Camille A. Goulet, General Counsel, Los Angeles Community College District
Mark Scott, City Manager
Martin Cole, Assistant City Manager
Charles Herbertson, Public Works Director/City Engineer
Heather Baker, Assistant City Attorney
Thomas Gorham, Deputy Community Development Director/Planning Manager
Susan Yun, Senior Planner

**TABLE 2-2:
WEST LOS ANGELES COMMUNITY COLLEGE CAMPUS
BUILDING AREAS**

No.	Building Abbrev	Function	Existing 2003	2005 FEIR	2009 Proposed	Schedule
33	FA	Classroom	25,500	25,500	25,500	
		Theater	5,800	5,800	5,800	
		Gallery	2,123	2,123	2,123	
34	HLRC	Library	67,000	67,000	67,000	
35	PE - M	Men's	21,885	21,885	0	
36	PE - C	Other	7,600	7,600	0	
		Gymnasium	13,000	13,000	0	
		Pool	2,900	2,900	0	
37	PE - W	Women's	17,492	17,492	0	
38	SC	Science Center	8,750	8,750	8,750	
39	WSE	West Side Ext	1,900	0	0	
Subtotal			389,512	327,608	244,864	
Master Plan Buildings						
1	SPS	South Parking Structure		1,000 spaces	1,132 spaces	Completed 12/1/2008
2	SMB	Science & Math	0	85,200	86,000	Academic Occupancy 2/9/10
3	SSB	Student Services	0	84,400	50,000	Academic Occupancy 8/30/10
4	GC	General Classroom	0	46,000	46,000	Academic Occupancy 8/30/10
5	NPS	North Parking Structure		1,950 spaces	1,450 spaces	Complete 06/2011
6	PFC	Offices	0	0	3,600	Complete 06/2011
		Shops	0	0	15,000	Complete 06/2011
7	TLC	Teaching Learning Center	0	40,000	75,000	Complete 03/2012
8	WC	Watson Center (Media Arts)	0	63,900	63,000	Complete 03/2012
9	SU	Student Union	0	0	12,000	Complete 11/2012
10	AHW	Allied Health and Wellness	0	0	131,000	Complete 07/2012
11	CC	Community Center	0	12,000	12,000	
Subtotal			0	331,500	501,600	
Building Analyzed in the 2005 EIR but not built						
1	PE X	Phys Ed Expansion	0	20,000	0	
Grand Total			389,512	679,108	738,464	

* approximately 400 seats

The 2010 SEIR building heights for the proposed buildings are taller than anticipated in the 2005 FEIR. The 2005 FEIR anticipated heights of 40 feet to 72 feet. The new buildings would range in height from 25 feet (Student Union) to 59 feet 6 inches (Allied Health and Wellness Building) to 135 feet (Teaching Learning Center). The proposed buildings would have the following heights: North Parking Structure 66 feet 10 inches (similar to the recently completed South Parking Structure), Watson Center 64 feet 4 inches (this building will be in the center of campus and will be shorter than

RESOLUTION NO. 2010-R_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, TRANSMITTING TO LOS ANGELES COMMUNITY COLLEGE DISTRICT AND WEST LOS ANGELES COLLEGE, THE OFFICIAL CITY RESPONSE TO THE 2010 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE WEST LOS ANGELES COLLEGE 2009 FACILITIES MASTER PLAN

WHEREAS, the Los Angeles Community College District (the "District") is proposing the West Los Angeles College 2009 Facilities Master Plan (the "Master Plan"); and,

WHEREAS, the West Los Angeles College campus ("the College"), consisting of 72 acres, is within an unincorporated area of Los Angeles County and bordered by the City of Culver City to the west, northwest and south. In addition, the 10100 Jefferson property purchased by the College for the purpose of constructing a secondary access road is located within the City of Culver City and Culver City Redevelopment Plan Area (Component Area No. 4), the remaining area of the College is within the City's Sphere of Influence, and the impacts of its operation are of critical interest to the citizens of Culver City; and,

WHEREAS, the College is bordered by single-family and two-family residences (south of Stocker Street) and by townhomes and multi-family residential developments (west of Freshman Drive) in Culver City; and,

WHEREAS, the College's 2009 Master Plan would add an additional 62,356 square feet of space beyond the construction contemplated in the 2005 Master Plan while decreasing on-site parking from the 4,368 spaces proposed in the 2005 Master Plan to only 2,641 spaces.

WHEREAS, the District and the College have prepared a Draft SEIR dated March 2010 to analyze the potential environmental impacts caused by the proposed revisions to the Master Plan, which was released for public review and comment on March 8, 2010; and,

1 WHEREAS, on March 10, 2010, the City requested the College grant an
2 extension of the public review period from 45 days to at least 90 days in order to give the
3 public sufficient time and opportunity to thoroughly evaluate the Draft SEIR and prepare
4 comments; and,

5 WHEREAS, on March 24, 2010 the City received notice that its request for
6 extension had been denied; and,

7 WHEREAS, a City Staff team, consisting of various City Departments was
8 established to evaluate and comment on the adequacy of the Draft SEIR in addressing
9 potential impacts to Culver City; and,

10 WHEREAS, the City Council of the City of Culver City, accepted public
11 comments and considered the Draft SEIR at a public meeting on April 5, 2010.

12 NOW, THEREFORE, the City Council of the City of Culver City, California,
13 DOES HEREBY RESOLVE as follows:

14 1. Determines that a) the Draft SEIR is legally and substantially inadequate
15 and inaccurate for certification by the Lead Agency; b) a complete and proper level of
16 environmental data and analysis must be incorporated into a revised Draft SEIR addressing
17 all identified deficiencies; and c) the revised Draft SEIR must be recirculated in order to
18 provide the public with a meaningful opportunity to comment as required by the California
19 Environmental Quality Act.

20 2. Establishes that this Resolution, including attached Exhibit "A,"
21 constitutes the City of Culver City's official comments on the 2010 Draft SEIR that was
22 prepared for the proposed West LA College 2009 Facilities Master Plan.

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1 3. Directs and authorizes staff to transmit comments of the City of Culver
2 City on the Draft SEIR to Los Angeles Community College District and West Los Angeles
3 College.

4 APPROVED and ADOPTED this _____ day of _____, 2010.

5
6 _____
7 ANDREW WEISSMAN, Mayor
8 City of Culver City, California

9 ATTEST:

9 APPROVED AS TO FORM:

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11 _____
12 MARTIN R. COLE, City Clerk

10 _____
11 CAROL A. SCHWAB, City Attorney

12 A10-00111

RESOLUTION NO. 2010-R__

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF THE CITY OF CULVER CITY, CALIFORNIA, TRANSMITTING TO LOS ANGELES COMMUNITY COLLEGE DISTRICT AND WEST LOS ANGELES COLLEGE, THE OFFICIAL AGENCY RESPONSE TO THE 2010 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE WEST LOS ANGELES COLLEGE 2009 FACILITIES MASTER PLAN

WHEREAS, the Los Angeles Community College District (the "District") is proposing the West Los Angeles College 2009 Facilities Master Plan (the "Master Plan"); and,

WHEREAS, the West Los Angeles College campus (the "College"), consisting of 72 acres, is within an unincorporated area of Los Angeles County and bordered by the City of Culver City to the west, northwest and south. In addition, the 10100 Jefferson property purchased by the College for the purpose of constructing a secondary access road is located within the City of Culver City and the Culver City Redevelopment Plan Area (Component Area No.4) and is bound by the Culver City Redevelopment Plan (Component Area No. 4) (the "Redevelopment Plan") established by the Culver City Redevelopment Agency (the "Agency") and the applicable Design for Development (DFD) for the Jefferson Blvd., Industrial Area which was adopted by the Agency as authorized by the Redevelopment Plan and to implement the Redevelopment Plan; and,

WHEREAS, substantial changes have been made to the Project which includes the portion in the City of Culver City and the Culver City Redevelopment Plan Area (Component Area No. 4) and which require major revisions to the previous EIR and the environmental analysis of the access road; and,

WHEREAS, the College is bordered by single-family and two-family residences (south of Stocker Street) and by townhomes and multi-family residential developments (west of Freshman Drive) in Culver City; and,

WHEREAS, the College's 2009 Master Plan would add an additional 62,356 square feet of space beyond the construction contemplated in the 2005 Master Plan while decreasing on-site parking from the 4,368 spaces proposed in the 2005 Master Plan to only 2,641 spaces.

WHEREAS, the District and the College have prepared a Draft SEIR dated March 2010 to analyze the potential environmental impacts caused by the proposed revisions to the Master Plan, which was released for public review and comment on March 8, 2010; and,

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WHEREAS, Agency staff evaluated and commented on the adequacy of the Draft SEIR in addressing potential impacts to Culver City and the Culver City Redevelopment Plan Area (Component Area No.4); and,

WHEREAS, the Redevelopment Agency of the City of Culver City, accepted public comments and considered the Draft SEIR at a public meeting on April 5, 2010.

NOW, THEREFORE, the Redevelopment Agency of the City of Culver City, California, DOES HEREBY RESOLVE as follows:

1. Determines that a) the Draft SEIR is legally and substantially inadequate and inaccurate for certification by the Lead Agency; b) a complete and proper level of environmental data and analysis must be incorporated into a revised Draft SEIR addressing all identified deficiencies; and c) the revised Draft SEIR must be recirculated in order to provide the public with a meaningful opportunity to comment as required by the California Environmental Quality Act.

2. Establishes that this Resolution, including attached Exhibit "A," constitutes the Redevelopment Agency of the City of Culver City's official comments on the 2010 Draft SEIR that was prepared for the proposed West LA College 2009 Facilities Master Plan.

3. Directs and authorizes staff to transmit comments of the Redevelopment Agency of the City of Culver City on the Draft SEIR to Los Angeles Community College District and West Los Angeles College.

APPROVED and ADOPTED this _____ day of _____, 2010.

ANDREW WEISSMAN, Chairman
Culver City Redevelopment Agency

ATTEST:

APPROVED AS TO FORM:

MARTIN R. COLE, Secretary

CAROL A. SCHWAB, Agency General
Counsel

KANE, BALLMER & BERKMAN,
Agency Special Counsel

Resolution No. 2010-R _____

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EXHIBIT "A" TO RESOLUTION NO. 2010- R_____

**DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT COMMENTS
WEST LOS ANGELES COLLEGE MASTER PLAN
April 5, 2010**

Introduction

The City of Culver City (the "City") and Culver City Redevelopment Agency (the "Agency") submit to the Los Angeles Community College District (the "District") and West Los Angeles College (the "College") the following comments in response to the West Los Angeles College 2009 Facilities Master Plan Supplemental Environmental Impact Report dated March 2010 (the "Draft SEIR").

As more particularly described in the detailed comments below, the Draft SEIR is legally and substantially inadequate in that it fails to (i) adequately address and/or identify a number of significant environmental impacts; (ii) propose feasible mitigation measures that would mitigate significant environmental impacts; and (iii) provide sufficient information for the public to understand the grounds upon which the Draft SEIR concludes that environmental impacts are not significant and or would be adequately mitigated. As a result, the Draft SEIR is legally and substantially inadequate and inaccurate for certification by the District and the College, and must be recirculated in order to provide the public with a meaningful opportunity to comment as required by the California Environmental Quality Act ("CEQA").

General Comments

1. A footnote on Page 1-6 of the Draft SEIR indicates that the mitigation measures listed in Table 1-1 of the Draft SEIR supersede and replace the mitigation measures set forth in the 2005 Final Environmental Impact Report (the "2005 Final EIR"). The Draft SEIR should not replace, eliminate, or disregard the mitigation measures in the original 2005 Final EIR without first identifying specifically what is being changed or deleted and evaluating whether a mitigation measure "value" to reducing environmental impacts is significantly impacted. The mitigation measures in the 2005 Final EIR still apply unless they are specifically called out and superseded with a detailed explanation for the necessity of the change. A number of mitigation measures that are listed in the 2005 Final EIR and are not mentioned in or modified within the text of the Draft SEIR will continue to apply. Mitigation measures in the Draft SEIR should be considered supplemental to and not in replacement of mitigation measures in the 2005 Final EIR unless they are specifically discussed as modifications to the mitigations in the 2005 Final EIR within the text of the Draft SEIR (not simply listed in Table 1-1 and within the body of the Draft SEIR) and a detailed justification for the change is provided.

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2. The Settlement Agreement entered into between the District, the College and the City dated August 8, 2005 (the "2005 Settlement Agreement"), shall remain in full force and effect and shall not be amended in any way by the Draft SEIR. This point should be clearly stated in the Draft SEIR.
3. As a general mitigation measure of the 2005 Final EIR and as part of the 2005 Settlement Agreement, as well as the January 12, 2005 Memorandum of Understanding between the District, College and various neighborhood associations (the "2005 MOU"), the College agreed to create an Ombudsman position to respond to questions and concerns from the surrounding community and City staff and facilitate prompt resolution of problems resulting from the construction and operation of the College facilities. This position was created; however, the College is now proposing to replace this position with a "Mitigation Hotline" eliminating a "live body" single point of contact for residents and City staff concerned with problems stemming from College construction activities. This is in violation of the terms of the 2005 Settlement Agreement and 2005 MOU.
4. The City requests that any meetings of the College Board of Trustees regarding the 2009 Master Plan or Draft SEIR be held at West Los Angeles College or other nearby location in Culver City so that it is convenient for concerned parties from the surrounding community to participate in the review and approval process.
5. The College is bound by the land use restrictions established by the Culver City Redevelopment Agency, a state agency. The 10100 Jefferson Site which contains the new access road and remnant 9-acre parcel is being incorporated as part of the 2009 College Master Plan area. This site is within the jurisdiction of the Culver City Redevelopment Agency and within Culver City limit lines. The Draft SEIR does not contain any discussions or evaluate compatibility with the Culver City Redevelopment Plan, Component Area No. 4 or the Design for Development for Jefferson Boulevard Industrial Area. Therefore, the Draft SEIR is incomplete and must be re-circulated for review with this information. Furthermore, since the approval of the Redevelopment Agency is required for the proposed Project, the Redevelopment Agency is a Responsible Agency with respect to the Draft SEIR and the certification of the Agency as a Responsible Agency will be required. This is improperly unacknowledged in the Draft SEIR.
6. A valid environmental impact report is required prior to consideration of the proposed Project by the Agency. The 2005 Final EIR is not adequate for this purpose, and a new analysis of the access road must be included in the Draft SEIR because, pursuant to the requirements of Public Resources Code Section 21166, substantial changes have been proposed in the project, substantial changes will result in major changes to the environmental impact

analysis, and new information not known in 2005 (including the massive increase in intensity of the Project) is now available.

Project Description

7. The Draft SEIR indicates that the proposed revisions to the Facilities Master Plan include the addition of the 9-acre 10100 Jefferson site to the Campus Master Plan. The Draft SEIR indicates that nothing is specifically proposed for the 10100 Jefferson site at this time and additional review will be required once plans are identified. The Draft SEIR (anywhere there is a reference to this site in the Draft SEIR) should make it clear that additional environmental and discretionary review will be required prior to development of the 10100 Jefferson site.
8. The Draft SEIR makes certain assumptions regarding on-campus student projections and employment that are not adequately supported by studies or scientific or statistical analysis. These assumptions include a projected 31.6% reduction in on-campus students due to on-line enrollment and an unexplained and unsubstantiated projected drop in on-campus employment by a factor of nearly one-half. This is a serious flaw in the document because subsequent projections of traffic trips and parking demand are based on the student and employee projections. If these projections are inaccurate, then entire sections of the Draft SEIR are called into question.

Aesthetics/Visual Resources/Light and Glare

9. The height of the Technology Learning Center (135 feet) would far exceed the maximum height limit in the City of Culver City, which is 56 feet. Several other proposed buildings including the Allied Health and Wellness Building, the Watson Center, and the north parking structure also exceed this height limit. The Draft SEIR fails to adequately analyze the visual impacts by conducting a view analysis and rather simply states that the buildings will not result in a significant view impact without providing adequate substantiation of that statement.
10. Mitigation Measure V-3 calls for new trees to be planted to fill gaps along Freshman Drive and Stocker Street. This measure does not specify a timeframe, the criteria to be satisfied, or who will determine whether the criteria have been met. To be effective, mitigation measures should include all of these components.
11. The Draft SEIR mentions the construction of a gateway monument at the new entrance to the College off of Jefferson Boulevard. This monument was not studied in the 2005 Final EIR and potential impacts on land use, visual resources and traffic are not analyzed.

Traffic Impacts

12. Trip Generation. The Draft SEIR indicates traffic impacts are expected to remain the same or decrease significantly in 2022 because of the following reasons: more students are taking on-line courses; the College's site specific trip generation rates are lower than the trip generation rates used in the 2005 Final EIR; and employment projections have dropped for no stated reason. The Supplemental EIR indicates that these factors make the 2005 Final EIR analysis conservative, and no further traffic analysis is required.

The City reviewed the Trip Generation Study West Los Angeles College 2009 Facilities Master Plan, Spring 2008 and Spring 2009 (the "Traffic Study"). We do not agree with the conclusions that the College trip generation will be less in 2022 than projected in the 2005 Final EIR. The data in Table B shows an average trip rate of 1.33 daily trips per on-campus student between 2008 and 2009. Using only 2009 data, the average trip generation rate is 1.51. Also, the first few weeks of classes typically have the greatest attendance; therefore, the trip rate should be based on the first few weeks of the semester. The last table in the Traffic Study shows total enrollment and on-campus enrollment in 2008 and 2009. The data shows total enrollment increasing, while on-campus enrollment decreasing in the two-year period. The Traffic Study has insufficient information to draw conclusions that a significant amount of future enrollment will be on-line students, or that on-line students do not visit the campus. Further, traffic studies are based on a worse- case scenario, testing the peak hour of the road system and the highest trip generation rate of the land use. In the worse-case scenario, it would be assumed that the on-line students would also travel to the campus, at least during the beginning of the semester. Without supporting research data acceptable to the City of Culver City, the trip generation rate used in the 2005 FEIR or the Institute of Transportation Engineers' (ITE) publication Trip Generation, 8th Edition should be used to calculate trip generation.

13. Traffic Impact Analysis Criteria. In 2006, the City sent letters to the District and other jurisdictions requiring all jurisdictions to use LADOT traffic impact analysis criteria for developments outside of Culver City that may impact intersections in Culver City. Using LADOT criteria for the 2005 Draft Environmental Impact Report, West Los Angeles College would have impacted three additional intersections in Culver City using the traffic data from the 2005 report. Table 3-44 in the 2005 Final EIR shows the intersections of Hannum Ave./Playa St., Sepulveda Bl./Playa St.-Jefferson Bl. and Bristol Parkway/Slauson Ave. would be impacted using LADOT criteria. In addition, traffic stemming from the additional development on the campus requires a full traffic study of all intersections that were studied in the 2005 FEIR as well as the intersection of the newly constructed secondary access road to the College and Jefferson Boulevard. A traffic study should be included in the Draft SEIR to analyze these intersections using LADOT

criteria and appropriate mitigation measures for any impacted intersections should be specified.

14. Because of the long term nature of the proposed project and the difficulty in accurately forecasting traffic operation 10 to 15 years in the future, the City believes that the following measures should be incorporated into any approved **mitigation monitoring program** for the project:

- A. In order to provide assurances to Culver City that the projected number of vehicular trips to be generated by the proposed development of the West Los Angeles College Facilities Master Plan is consistent with the Draft Supplemental Environmental Impact Report for the West Los Angeles College Facilities Master Plan (State Clearinghouse No. 2004051112 ("Draft SEIR"), as prepared by the Los Angeles Community College District, the College agrees to undertake a **Trip Verification Study** in accordance with the Protocol for Trip Verification Study set forth by protocols agreed to by the City and the College to determine actual trip generation from the College at the College street access points within the City, in 2015 and 2022.
- B. In the event the YEAR 2015 and/or YEAR 2022 trips determined in accordance with the Protocol for Trip Verification Study as set forth in agreed on protocols exceeds the trip generation estimates in the Final Environmental Impact Report, the College shall prepare a traffic analysis that evaluates whether the increased trip generation creates any additional significant impacts in Culver City beyond the impacts previously identified in the Final SEIR. The College shall deliver to Culver City such additional analysis within sixty (60) days following the completion of the traffic counts identified in the protocols. The traffic analysis shall identify any additional measures that will avoid any such additional impacts in Culver City. The College and Culver City shall meet and confer with respect to the traffic analysis and additional traffic measures that may be requested by Culver City to avoid such additional impacts identified by the analysis.
- C. In the event Culver City and the College are unable to reasonably agree on additional traffic measures sufficient to avoid the additional significant impacts in Culver City, the College may elect to reduce development sufficient to avoid the additional significant impacts in Culver City. If the College does not make any such reductions and Culver City and the College are unable to agree on additional mitigation measures to reduce the additional significant impacts on Culver City to a level of insignificance, then Culver City and the College may agree to have the College pay to Culver City an amount equal to (a) the number of Peak Hour trips (the higher of A.M. or P.M. Peak Hour trips) required to be reduced in order to avoid the additional significant impacts on Culver City, multiplied by (b) the

Trip Mitigation Fee, as hereinafter defined. The Trip Mitigation Fee shall be \$3,575 per trip in 2004 dollars. The basic Trip Mitigation Fee shall be increased annually, commencing on May 1, 2005, by the percentage increase in construction costs in the Los Angeles area based on the Means Construction Cost Index for Transportation Projects in Southern California or other similar index agreed to by the parties.

15. Site Access - The City continues to have concerns about the public using the new secondary access road as part of a short-cut through the campus from Jefferson to Overland south of Jefferson. The Draft SEIR does not analyze this potential significant impact. The new route will be more attractive to many motorists than traveling through the still-congested Jefferson Boulevard/Overland Avenue intersection. Physical barriers and way finding signs preventing "cut-through" traffic need to be incorporated into the campus internal street circulation pattern.
16. On-Campus Circulation - The proposed changes to the on-campus circulation are numerous and complex. The primary goal for the system, beyond safety and accessibility, should be to prevent queuing of traffic at the Overland Avenue/Freshman Drive intersection that could result in further congestion on Overland Avenue and significant delays to through traffic not associated with the College. The rate of acceptance of vehicles from the City streets into the campus road network must be optimized. This has been a problem in the past.

Parking

17. On Campus Parking - The Draft SEIR proposes a reduction in the number of on campus parking spaces by 1,727 spaces from 4,368 to 2,641. Again, these reductions in parking spaces are based on unsupported assumptions regarding on-line students, student and employee trip generation rates, and a nearly 50% reduction in projected campus employment. In addition, even if the College's on-campus student population is accepted as accurate, the demand for parking spaces is shown to be approximately 95% of the supply. However, on page 3.17-15 of the Draft SEIR the College states that "a parking facility is perceived by its users to be full when occupancy levels reach 85-95%. Once this level is exceeded, potential parkers find it difficult to find an available space." Therefore, the Draft SEIR clearly points out that the proposed amount of parking will be inadequate to serve future College parking needs, yet it does not offer any mitigation measures to address this impact. This alone is a serious flaw and points to the inadequacy of the Draft SEIR in that it fails to accurately analyze parking impacts.
18. College Parking in the Nearby Neighborhood - The Draft SEIR requires modification to the College's parking plan only if the cause of student parking in the neighborhood is due to a lack of parking on campus. However,

students park on residential streets in the neighborhood due, at least in part, to the cost of parking on campus and the elimination of free parking spaces on public streets surrounding the campus. These causes of parking impacts in residential areas surrounding the College are not analyzed in the Draft SEIR and no measures to address these causes are included in the list of proposed mitigations.

19. There is no discussion about the College charging students or faculty/staff fees for parking on-campus. Parking fees may discourage the use of the on-campus parking by some students and result in street and shopping center parking use. Those will be significant impacts that should be and are not discussed and quantified in the Draft SEIR. The Draft SEIR must analyze in detail the potential effects of different parking strategies, such as, maintaining free curbside parking, providing all structure parking free of charge, requiring that all students be required to purchase and maintain parking passes, or including the cost of parking in the base tuition rate.
20. There is inadequate explanation and documentation of the parking needs rates in the Draft SEIR. There is no documentation as to whether the rates are based on observed usage of the existing on-campus parking, including, but not limited to, whether observations occurred during a peak use period; whether special event parking needs were observed and included in the comparison of current needs and existing supply; and whether those students who park on the nearby public streets and in the Raintree Plaza shopping center were included in the derivation of the parking rates.

Noise

21. The 2005 Final EIR (Mitigation Measure N-1) provides that construction activity shall be limited to the hours of 8 am to 6 pm weekdays and 9:00 a.m. to 4:00 p.m. Saturday, with construction prohibited on Sunday. The Draft SEIR proposes a significant change to the permissible hours of construction activity to 7 am to 8 pm Monday through Saturday. These hours are not consistent with Los Angeles County noise regulations which limit construction to the hours of 7 am to 7 pm Monday through Saturday. In addition, this change is not consistent with the 2005 Final EIR or the Culver City Noise Ordinances and is in violation of the 2005 MOU. Further, this change will result in significant impacts to nearby residential areas of the City located south and west of the campus by starting construction one hour earlier and potentially ending construction two hours later everyday.

The Draft SEIR mentions the addition of a 20 foot tall noise barrier along Freshman Drive, portions of Stocker and the construction access road. The document goes on to claim that this barrier reduces noise at nearby residences by 15 dBA below the noise levels in the 2005 Final EIR. There is no noise study to support this assertion. Also, in an email to nearby Homeowners Associations

on March 31, 2010 Tina Macica of Build LACCD indicates that portions of the 20 foot noise barrier along the construction access road are being removed. Construction traffic will be shifted to the permanent roadway upon completion. Although a six foot sound wall constructed adjacent to the permanent roadway may be adequate for normal vehicular traffic, it will be inadequate to protect nearby residential areas from the noise from construction equipment and trucks used for construction. Because of the size of these vehicles and the fact that their exhaust emanates from a much higher point than automobiles, a much higher sound wall is required to adequately protect the nearby residents from noise impacts.

Land Use and Planning

22. Part of the proposed and required College activities/operations (10100 Jefferson site) is located within Component Area No. 4 of the Culver City Redevelopment Project Area and is governed by the Design for Development for the Jefferson Boulevard Industrial Area. That area is designated for industrial use to assist with the economic health and growth of the Culver City community.
23. Since the Culver City Redevelopment Agency is a State agency, the College must comply with its rules and regulations.
24. The Draft SEIR does not contain any information or discussion regarding the Culver City Redevelopment Plan (Component Area No. 4) and Design for Development (DFD) for the Jefferson Blvd., Industrial Area which was adopted by the Agency as authorized by the Redevelopment Plan and to implement the Redevelopment Plan. Therefore, the Land Use and Planning portions and other relevant portions of the Draft SEIR are incomplete. The College must apply to the Agency to consider whether the proposed Project is consistent with the Design for Development and the Redevelopment Plan; this requirement is improperly excluded from the Draft SEIR's list of needed Project approvals, and no such application has been made by the College.
25. Future CEQA analysis which analyzes development projects on the 10100 Jefferson site must comply with Redevelopment Agency's Design for Development (DFD) for the Jefferson Boulevard Industrial Area. The DFD includes various land use standards and provisions and requires all new developments by any private or public entity to be approved by the Culver City Redevelopment Agency.
26. The Draft SEIR proposes to revise a mitigation measure in the 2005 Final EIR (Measure RF-1), which requires that recreation facilities on the campus shall remain open and available for public use whenever the campus is open and such use does not interfere with College use of the facility. The revision would make this mitigation subject to applicable District and College policies

and procedures. Since representatives of the College have advised representatives of neighboring homeowner groups and a City representative that District rules prohibit all non-students from entering the campus and using its facilities, this change would effectively negate Mitigation Measure RF-1 and prohibit Culver City residents from using College facilities. In addition, it would be in violation of the 2005 MOU.

Utilities

27. Drainage for the new development will be contained on the College campus and not flow back to Culver City via Jefferson Boulevard. However, drainage will flow towards Overland Avenue and be collected in a Los Angeles County storm drain system. Culver City does have the authority to review drainage that might impact its right-of-way, therefore, it should be able to review all drainage plans to insure that the design is adequate and will not impact Culver City. Therefore, the Draft SEIR should reflect that the hydrology, storm drain design, LSWPPP, and SUSMP should be reviewed and approved by Culver City prior to approval for construction.

Enforcement

27. The Draft SEIR must provide for an effective monitoring, enforcement and audit process to demonstrate continued compliance with all required mitigation measures.

Project Alternatives

28. The Draft SEIR does not consider project alternatives to the proposed Master Plan. CEQA mandates that an environmental impact report identify and consider feasible project alternatives that will avoid or substantially lessen significant effects.

Conclusion

The City and Agency trust that the District and College will carefully consider and adequately address the City's and Agency's comments and revise and recirculate the Draft SEIR. The City and Agency reserve the right to submit additional written comments after the close of the public comment period, as well as oral comments at future hearings. The City and Agency also urges the District and College to carefully consider the comments raised by others, including the public and other entities and organizations, including the neighborhood associations who were parties to the 2005 MOU, who have taken the time to submit comments.

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Culver CITY
PUBLIC WORKS DEPARTMENT

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(310) 253-5635 • FAX (310) 253-5626



CHARLES D. HERBERTSON
Public Works Director
and City Engineer

October 31, 2006

Mr. Larry Eisenberg
Los Angeles Community College District
770 Wilshire Boulevard
Los Angeles, CA 90017

**TRAFFIC IMPACT ANALYSIS FOR DEVELOPMENT PROJECTS THAT POTENTIALLY
IMPACT CULVER CITY**

Dear Mr. Eisenberg:

The City of Culver City is in the process of updating our guidelines for preparing traffic impact studies. In the interim, for development projects in the City of Los Angeles, County of Los Angeles and other nearby jurisdictions we have requested that as of this date thresholds of significant transportation impact identified in LADOT's traffic impact analysis guidelines be used to analyze the impact on intersections and streets in Culver City. Therefore, Los Angeles Community College District development projects should use LADOT guidelines to analyze intersections in Culver City. This will simplify the preparation and review of the traffic study, since the City of Los Angeles and Culver City share jurisdiction of several intersections that will be analyzed as part of a traffic study.

If you have any questions please call Mr. Barry Kurtz at (310) 253-5625.

Sincerely,


Charles Herbertson
Director of Public Works and City Engineer

Bc: Thomas Gorham
Barry Kurtz
Max Paetzold
Joseph Montoya

(18)

Culver City Employees take pride in effectively providing the highest levels of service to enrich the quality of life for the community by building on our tradition of more than seventy-five years of public service, by our present commitment, and by our dedication to meet the challenges of the future.