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8665 Hayden Place
 Future 2010 With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap. (X): 0.886
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D

Street Name:	La Cienega Bl						Fairfax Av/Blackwelder St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	2

Volume Module:	La Cienega Bl NB			La Cienega Bl SB			Fairfax Av EB			Fairfax Av WB		
Base Vol:	10	1207	1401	0	1607	8	33	0	6	931	5	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	1231	1429	0	1639	8	34	0	6	950	5	8
Added Vol:	0	76	142	0	134	0	0	0	0	110	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1307	1571	0	1773	8	34	0	6	1060	5	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1307	0	0	1773	8	34	0	6	1060	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1307	0	0	1773	8	34	0	6	1060	5	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	10	1307	0	0	1773	8	34	0	6	1166	5	8

Saturation Flow Module:	La Cienega Bl NB			La Cienega Bl SB			Fairfax Av EB			Fairfax Av WB		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	2.00	1.00	0.00	2.99	0.01	0.85	0.00	0.15	2.00	0.38	0.62
Final Sat.:	1425	2850	1425	0	4255	20	1206	0	219	2850	548	877

Capacity Analysis Module:	La Cienega Bl NB			La Cienega Bl SB			Fairfax Av EB			Fairfax Av WB		
Vol/Sat:	0.01	0.46	0.00	0.00	0.42	0.42	0.03	0.00	0.03	0.41	0.01	0.01
Crit Volume:	654			0			40		583			
Crit Moves:	***			***			***		***			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Jefferson Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Jefferson Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	1	1	0

Volume Module:	Jefferson Bl North			Jefferson Bl South			National Bl East			National Bl West		
Base Vol:	0	0	890	0	0	0	0	776	254	381	244	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	908	0	0	0	0	792	259	389	249	0
Added Vol:	81	0	111	0	0	0	0	126	97	106	100	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	1019	0	0	0	0	918	356	495	349	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:	81	0	1019	0	0	0	0	918	356	495	349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	1019	0	0	0	0	918	356	495	349	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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Volume:	81	0	1121	0	0	0	0	918	392	544	349	0

Saturation Flow Module:	Jefferson Bl North			Jefferson Bl South			National Bl East			National Bl West		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.83	1.17	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2850	1425	2605	1670	0

Capacity Analysis Module:	Jefferson Bl North			Jefferson Bl South			National Bl East			National Bl West		
Vol/Sat:	0.06	0.00	0.39	0.00	0.00	0.00	0.00	0.32	0.27	0.21	0.21	0.00
Crit Volume:	560			0			459			0		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

La Cienega Bl					Jefferson Bl											
North Bound			South Bound			East Bound			West Bound							
Approach:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Ovl			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	1	0	1	2	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	41	2011	243	42	2233	199	587	791	247	166	390	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	42	2051	248	43	2278	203	599	807	252	169	398	73
Added Vol:	29	65	9	-4	136	112	156	64	17	5	65	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2116	257	39	2414	315	755	871	269	174	463	71
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:	71	2116	257	39	2414	315	755	871	269	174	463	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2116	257	39	2414	315	755	871	269	174	463	71
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	1.10	1.00	1.00	1.10	1.00	1.00
Final Volume:	71	2116	257	39	2414	315	830	871	269	192	463	71

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	2.68	0.32	1.00	3.00	1.00	2.00	1.53	0.47	2.00	2.00	1.00
Final Sat.:	1425	3812	463	1425	4275	1425	2850	2178	672	2850	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.05	0.56	0.56	0.03	0.56	0.22	0.29	0.40	0.40	0.07	0.16	0.05
Crit Volume:	71			805			570			96		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 92 Level Of Service: C

Jefferson Bl						Higuera St/Rodeo Rd						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1		1	0	2	0	1	

Volume Module:												
Base Vol:	45	674	910	219	470	56	43	389	86	398	246	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	687	928	223	479	57	44	397	88	406	251	43
Added Vol:	14	177	68	19	122	0	0	11	19	40	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	864	996	242	601	57	44	408	107	446	258	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	864	0	242	601	57	44	408	107	446	258	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	864	0	242	601	57	44	408	107	446	258	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	60	864	0	242	601	57	44	408	107	491	258	47

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425

Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.17	0.21	0.04	0.03	0.14	0.07	0.17	0.18	0.03
Crit Volume:	432			242			204			258		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl						Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	210	1903	130	322	2274	88	182	913	435	186	496	181
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	214	1941	133	328	2319	90	186	931	444	190	506	185
Added Vol:	8	47	0	7	122	28	46	35	17	0	15	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1988	133	335	2441	118	232	966	461	190	521	195
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:	222	1988	133	335	2441	118	232	966	461	190	521	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1988	133	335	2441	118	232	966	461	190	521	195
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	244	1988	133	369	2441	118	232	966	461	209	521	195

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.81	0.19	2.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	3935	190	1375	2750	1375	2750	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.09	0.51	0.51	0.13	0.62	0.62	0.17	0.35	0.34	0.08	0.19	0.14
Crit Volume:	122			853			483			104		
Crit Moves:	****			****			****			****		

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NOTES

1. PROJECT DESCRIPTION:

THE SITE IS PRESENTLY DEVELOPED WITH AN INDUSTRIAL WAREHOUSE BUILDING. THIS STRUCTURE AND THE SITE WILL BE CLEARED TO ALLOW FOR RECONSTRUCTION ON THE SITE OF A NEW OFFICE CONDOMINIUM PROJECT.

2. OWNER/SUBDIVIDER:

RETHINK BARR GREEN LLC
4282 LINCOLN AVENUE
CULVER CITY, CA 90232
(310) 253-9131

3. SITE ADDRESS:

8665 HAYDEN PLACE, CULVER CITY, CALIFORNIA 90232

4. EXISTING LEGAL DESCRIPTION:

PARCEL A (FEE OWNERSHIP):
PARCEL 1, AS SHOWN ON PARCEL MAP NO. 7673, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 78, PAGE 87 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B (NOT FEE OWNERSHIP BUT EASEMENT RIGHTS OVER ADJACENT PROPERTY AS SHOWN HEREON):

AN EASEMENT FOR MUTUAL ACCESS AND INCIDENTAL PURPOSES, OVER THAT PORTION OF LOT 11 OF TRACT NO. 32560, AS PER MAP RECORDED IN BOOK 865, PAGE(S) 11 TO 14 INCLUSIVE OF MAPS, RECORDS OF SAID COUNTY, INCLUDED WITHIN A STRIP OF LAND 17.00 FEET WIDE, THE WESTERLY LINE OF WHICH BEING THE WESTERLY LINE OF SAID LOT 11.

SAID EASEMENT IS TO EXTEND FROM THE NORTHERLY LINE OF SAID PARCEL 2 TO THE WESTERLY TERMINUS OF HAYDEN PLACE.

PARCEL C (NOT FEE OWNERSHIP BUT EASEMENT RIGHTS OVER ADJACENT PROPERTY AS SHOWN HEREON):

AN EASEMENT FOR MUTUAL ACCESS AND INCIDENTAL PURPOSES, OVER THAT PORTION OF LOT 11 OF TRACT NO. 32560, AS PER MAP RECORDED IN BOOK 865, PAGE(S) 11 TO 14 INCLUSIVE OF MAPS, RECORDS OF SAID COUNTY, INCLUDED WITHIN A STRIP OF LAND 17.00 FEET WIDE, THE WESTERLY LINE OF WHICH BEING THE WESTERLY LINE OF SAID LOT 11.

SAID EASEMENT IS TO EXTEND FROM HIGUERA STREET TO HAYDEN PLACE.

5. TAX ASSESSOR PARCEL NO. 4204-005-025

2006 THOMAS GUIDE PAGE 672 GRID H1

6. ZONING AND GENERAL PLAN DESIGNATIONS:

ZONING: INDUSTRIAL GENERAL (IG) ZONE

GENERAL PLAN DESIGNATION: INDUSTRIAL

7. SITE LOT AREA CALCULATIONS:

S.F.	ACRES
34,580	0.79

8. SITE DRAINAGE:

TO BE PER ALL CITY AND L.A. COUNTY DEPARTMENT OF PUBLIC WORKS REQUIREMENTS

9. FLOOD HAZARD NOTE:

SITE IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA AND IS LOCATED IN ZONE C PER FIRM 0601140005C

10. UTILITIES SERVING THE SITE:

CABLE: TIME WARNER; ELECTRICITY: SOUTHERN CALIFORNIA Edison; NATURAL GAS: SOUTHERN CALIFORNIA GAS COMPANY; SEWER: CITY OF CULVER CITY; TELEPHONE: AT&T; WATER: GOLDEN STATE WATER COMPANY; TRASH: CITY OF CULVER CITY.

11. DATUM FOR ELEVATIONS:

LOS ANGELES COUNTY ROAD DEPARTMENT BM NO. CY 9339 (CULVER QUAD, 1980 ADJUSTMENT); LEAD AND SPIK IN CONC CURB 40 FT. N & 22 FT. W/O APPROX. INT. OF JEFFERSON BLVD. AND HETZLER RD IN SE CORNER OF CB. NOV 1929, ELEV.=77.256 (BM AND ELEV SHOWN HEREON WERE PROVIDED BY OTHERS)

12. EASEMENT NOTE: EASEMENTS HEREON ARE PER 07/06/08 LANDAMERICA COMMONWEALTH TITLE REPORT, ORDER NO. 06157384-09 (ALL EASEMENTS EXCEPT ITEM 2 ARE PLOTTED ON THIS MAP AND REFERENCED BY CIRCLED LETTERS KEYED TO THE LETTERS BELOW):

A. EASEMENT FOR PUBLIC STORM DRAIN, OF THE CITY OF LOS ANGELES, PER BOOK 9312, PAGE 185, 8/30/29, O.R. NOTE: THE COUNTY OF LOS ANGELES IS THE SUCCESSOR IN INTEREST TO THE CITY OF LOS ANGELES FOR THIS STORM DRAIN.

B. EASEMENT FOR PUBLIC UTILITIES, OF SOUTHERN CALIFORNIA Edison COMPANY, PER INSTRUMENT NO. 3188, 9/2/78, O.R.

C. EASEMENT FOR INGRESS AND EGRESS AND OTHER PURPOSES, PER COVENANTS, CONDITIONS AND RESTRICTIONS, INSTRUMENT NO. 2360, 11/26/73, AND EASEMENT FOR MUTUAL ACCESS, PER INSTRUMENT NO. 77-358832, 4/15/77, BOTH O.R.

D. EASEMENT FOR SANITARY SEWER, OF CITY OF CULVER CITY, PER INSTRUMENT NO. 77-123656, 2/3/77, O.R.

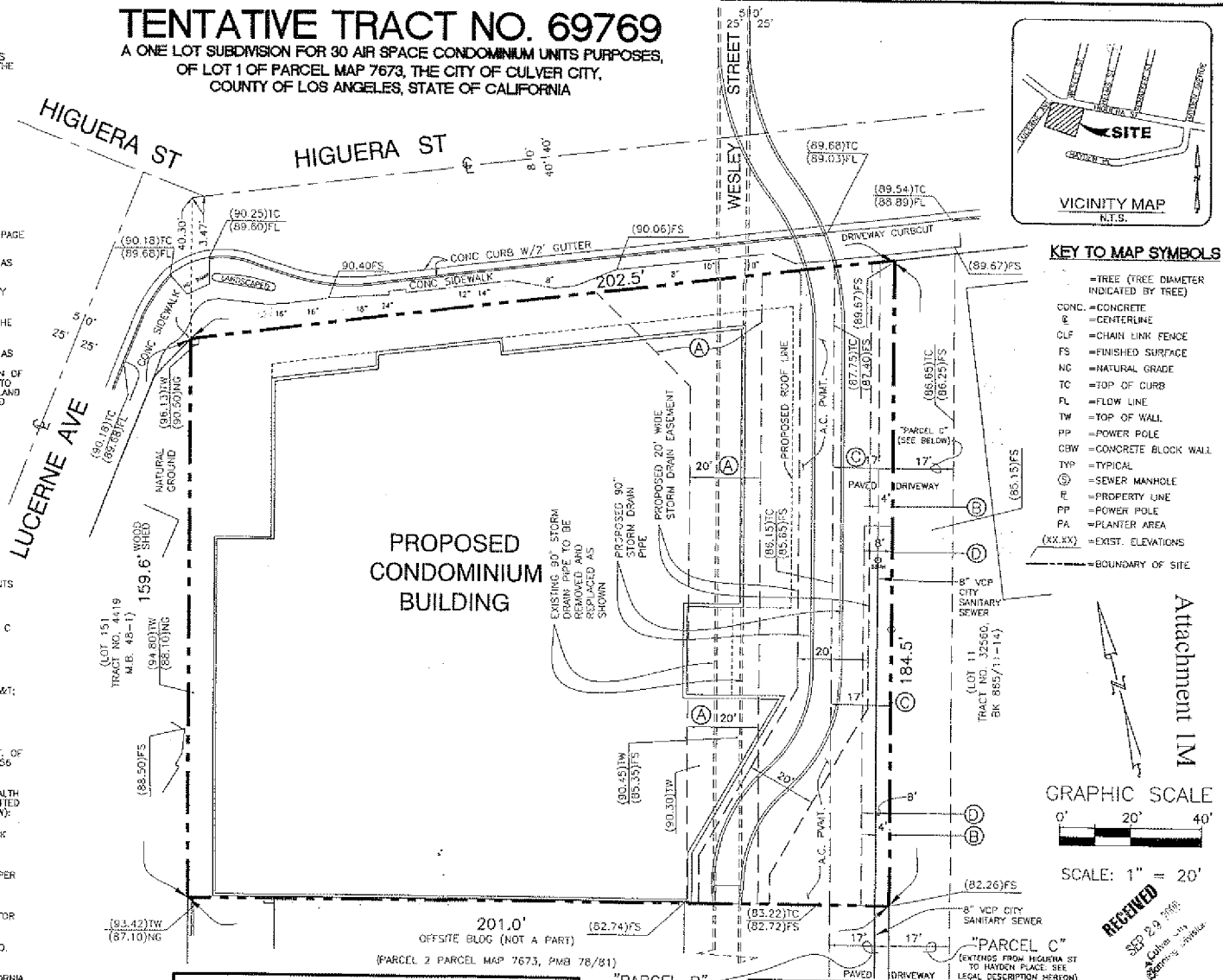
E. EASEMENTS FOR INGRESS AND EGRESS AND WATER PIPES, OF SOUTHERN CALIFORNIA WATER COMPANY, PER INSTRUMENT NO. 77-125015, 2/4/77, AND INSTRUMENT NO. 77-308837, 3/28/77, BOTH O.R. THESE TWO EASEMENTS ARE NOT PLOTTABLE BECAUSE THE EASEMENT DOCUMENTS DO NOT PROVIDE ENOUGH INFORMATION TO DETERMINE THE EASEMENT LOCATIONS. THESE EASEMENTS WERE GRANTED TO SOUTHERN CALIFORNIA WATER COMPANY PER THE DOCUMENTS NOTED; THE SUCCESSOR IN INTEREST IS GOLDEN STATE WATER COMPANY.

13. THE APPLICANT PROPOSES RELOCATION OF AN EXISTING PUBLIC STORM DRAIN TRaversing THROUGH THE SITE. SUCH RELOCATION IS SUBJECT TO CITY APPROVAL.

14. ANY DISTANCES, BEARINGS AND LOT AREAS SHOWN HEREON ARE APPROXIMATE AND ARE SUBJECT TO PROJECT REVIEW BY THE PUBLIC AGENCY INCLUDING FINAL MAP CHECK.

TENTATIVE TRACT NO. 69769

A ONE LOT SUBDIVISION FOR 30 AIR SPACE CONDOMINIUM UNITS PURPOSES,
OF LOT 1 OF PARCEL MAP 7673, THE CITY OF CULVER CITY,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA



KEY TO MAP SYMBOLS

- TREE (TREE DIAMETER INDICATED BY TREE)
- CONC. = CONCRETE
- CLP = CENTERLINE
- CLF = CHAIN LINK FENCE
- FS = FINISHED SURFACE
- NG = NATURAL GRADE
- TC = TOP OF CURB
- FL = FLOW LINE
- TW = TOP OF WALL
- PP = POWER POLE
- CBW = CONCRETE BLOCK WALL
- TYP = TYPICAL
- S = SEWER MANHOLE
- E = PROPERTY LINE
- PP = POWER POLE
- PA = PLANTER AREA
- (XX.XX) = EXIST. ELEVATIONS
- ——— = BOUNDARY OF SITE

Attachment 1M

GRAPHIC SCALE

0' 20' 40'

SCALE: 1" = 20'

RECEIVED
SEP 20 2009
Culver City Planning - Public

EVERYTHING SHOWN HEREON IS EXISTING UNLESS OTHERWISE INDICATED

THIS TENTATIVE MAP HAS BEEN PREPARED UNDER CHARLES S. CUMMINS DIRECT SUPERVISION AND SHOWS ALL EASEMENTS OF RECORD AS REPORTED IN THE TITLE REPORT PREPARED BY LANDAMERICA COMMONWEALTH TITLE COMPANY AND DATED JULY 8, 2007.

CHARLES S. CUMMINS REC NO. 34526 EXP. DATE: 9/30/09

DCA CIVIL ENGINEERING GROUP

CIVIL ENGINEERING • LAND PLANNING • SURVEYING & MAPPING • A.L.T.A. SPECIALISTS

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Culver CITY

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

Attachment 1N

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INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Site Plan Review, SPR P-2007183; Height Exception, HTEX P-2008111; Tentative Tract Map No. 69769, TTM P-2007184; and Administrative Use Permit, AUP P-2008110.		
Lead Agency:	City of Culver City Planning Division 9770 Culver Boulevard Culver City, California 90232		
Contact Person:	Joseph Montoya, AICP, Associate Planner (310) 253-5736		
Project Location:	8665 Hayden Place [south of Higuera Street]		
Nearest Cross Street:	Higuera Street	APN:	4204-005-025
Project Sponsor's Name & Address:	Greg Reitz Rethink Tara Green LLC 4262 Lincoln Avenue Culver City, California 90232		
General Plan Designation:	Industrial	Zoning:	Industrial General (IG)
Redevelopment Project Area:	Component Area No. 3		
Overlay Zone/Special District:	N/A.		
Project Description and Requested Action:			
The proposed project consists of demolishing an existing 18,000 gross square foot (GSF) industrial building and then constructing a new terraced four (4) story / 63,615 GSF office building measuring between 32 and 61 feet in height. A total of 181 parking spaces [including tandem] will be provided onsite in a combination of surface and subterranean parking spaces. Offsite improvements include reconstruction of curb, gutter, driveway and sidewalk plus additional street tree planting. The requested actions include a Site Plan Review to construct the office building, parking and onsite / offsite improvements; a Height Exception to exceed the 43'-0" maximum height allowed in the IG Zone; a Tentative Tract Map to subdivide the proposed site and building into condominium office units; and an Administrative Use Permit to allow the use of 18 pairs of tandem parking spaces [18 block spaces and 18 aisleway spaces].			

Existing Conditions of the Project Site:

The project site, measuring 34,580 square feet / 0.79 acres, is located on one (1) parcel with vehicle access from the Hayden Place cul-de-sac to the south provided via a shared easement roadway along the easterly portion of the site. An emergency fire lane and emergency access gate to Higuera Street is provided along the extended easement roadway that slopes upwards to a maximum of 4'-10" to the top of the abutting Higuera Street public sidewalk. The existing industrial building, surface parking and site improvements are to be demolished.

Surrounding Land Uses and Setting:

To the North: across Higuera Street, the area is developed with single and multiple family residential uses.

To the East: across the sloping emergency fire lane, the area is developed with industrial buildings and surface parking;

To the South: the area is developed with industrial buildings and surface parking; and

To the West: the area is developed with single and multiple family residential uses.

Other public agencies whose approval is required:

Culver City City Council and the Culver City Redevelopment Agency.

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.



Joseph Montoya, AICP, Associate Planner

September 16, 2008

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 industrial, commercial and residential buildings in the immediate vicinity. The topography surrounding the site is primarily level with no substantial ocean or mountain views that can be considered scenic that will be affected by the project. No mitigations are necessary.				
b). <u>Less Than Significant.</u> There are no significant rock outcroppings on the site or historic buildings within a state scenic highway. The project site is currently an industrial building with pavement and landscaping. The Higuera Street frontage is developed with a landscape area within the public right-of-way. The proposed project will include additional offsite [i.e., addition new street trees] and onsite [i.e., trees, planters and landscape screening]. As a standard code requirement and condition of approval to the project, the developer is required to prepare and submit a landscape and irrigation plan [prepared by a state licensed landscape architect] that meets the requirements of the City and provides enhanced and improved parkway landscaping including the provision new street trees. The proposed landscape plan will reduce this impact to a level that is less than significant. No mitigations are necessary.				
c). <u>Less Than Significant.</u> There is minimal visual character or quality of the project site as it is developed with an industrial building and is partially screened from the Higuera Street frontage by the existing public right-of-way landscaping. The proposed project will improve the visual character and quality of the site by constructing a modern and architecturally unique building making use of a variety of building materials including wood cladding, fiber cement cladding, anodized aluminum, glazed windows, cast concrete, perforated stainless steel screening and metal guard rails. The project is also an "environmentally friendly" green building consisting of "green screens" (metal screens with landscaping) on the building façades, provisions of photovoltaic solar arrays on the rooftop, the use of "green" roof areas and passive design elements such as natural ventilation and radiant floor heating. Also, the proposed project as mentioned above will result in enhanced and improved streetscape and parkway improvements with the addition of new street trees and landscaping along the public right of way. Finally, portions of the building facades are intended to be decorated with public artwork in compliance with the City's Art in Public Places program. Once constructed, the proposed project may help to stimulate the redevelopment of other building along the subject industrial area of the city. In conclusion, the project will not degrade the visual character of the site and will be a significant improvement for the immediate area. No mitigation measures are necessary. d). <u>Less Than Significant.</u> The proposed project will bring new sources of light at nighttime from exterior lighting of the building and to a smaller extent, interior lighting of the building. However, the project is required to be built to City codes and all exterior lighting is required to be shielded or recessed so that direct glare and				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
reflections are confined to the boundaries of the site and not shine or glare directly onto adjacent public and/or private properties. With implementation of these code requirements, this potential impact is reduced to a level that is less than significant. No mitigation measures are necessary.				
Mitigation Measure(s): None Required.				
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. No mitigation measures are necessary. 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?	☐	☐	☒	☐

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?	☐	☐	☒	☐
Responses:				
a). <u>Less Than Significant Impact.</u> The project site is within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing an Air Quality Management Plan (AQMP) for the Basin. The current AQMP was approved in 1997. Implementation of the AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant targeted. Since the AQMP is based on growth projections reflected in local general plans, only new or amended general plans, or projects that exceed the level of development contemplated in the general plan have the potential to conflict with the AQMP. The proposed project does not require an amendment to the General Plan land use designation of Industrial, therefore no conflict with the AQMP would occur. No mitigation measures are required.				
b).-c). <u>Less Than Significant Impact.</u> The project would result in short-term emissions during construction (i.e., dust, construction equipment exhaust) and long-term emissions due to traffic generated by the project after construction is completed. In its <u>CEQA Air Quality Handbook</u> , the SCAQMD provides specific criteria for determining whether the potential air quality impacts of a project are significant. <u>Project Emissions.</u> Tables 6-2 and 6-3 of the SCAQMD <u>CEQA Air Quality Handbook</u> provide guidance for determining whether a project could exceed these thresholds of significance during construction or operations. For construction emissions, the threshold for an office project is 559,000 square feet of gross square feet (GSF). For operations emissions, the threshold for a small office project (10-100 units) is 96,221 GSF. The proposed project as analyzed in the traffic study would contain a maximum of 63,615 GSF [although the preliminary development plans intend to develop a project measuring only 62,765 GSF]; therefore it is below the SCAQMD threshold of significance for construction and operations. The threshold for grading is 177 acres. The proposed project would result in excavation and grading for the subterranean garage. However, said excavation and exporting of soil [approximately 23,864 cubic yards of dirt] is anticipated to be well below the threshold of significance for grading activities. In addition, the proposed conditions of approval for the project would reduce dust emissions through compliance with National Pollution Discharge Elimination System (NPDES) water quality requirements. No mitigation measures are necessary.				
d). <u>Less Than Significant Impact.</u> Sensitive receptors include single and multi-family residences to the west and north of the site and the industrial uses to the east and south. Although the project site would cause emissions in close proximity to existing residences and industrial uses, these emissions would be less than significant due to the temporary nature of construction and the proposed office use of the property as discussed above.				
e). <u>Less Than Significant Impact.</u> Diesel-powered equipment used for construction could cause odors and emissions that may be offensive to sensitive persons. The closest sensitive uses to the project include single and multi-family residences to the west and north of the site and the industrial uses to the east and south. This would be a temporary impact and would be mitigated by existing SCAQMD regulations requiring proper maintenance of vehicle engines and exhaust systems, and therefore is not considered significant. No mitigation measure is necessary.				
<u>Mitigation Measure(s):</u> None Required.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
Responses:				
a).- f). <u>Less Than Significant Impact.</u> The project site is currently developed with an industrial use and contains limited vegetation; however the site is existing disturbed land as it was previously developed with various uses including the current industrial building. No sensitive native plants or wildlife are known to inhabit the site. There is no riparian habitat or other sensitive natural community on the site. The project site supports no federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. Because the project site is completely surrounded by development and within an urbanized area, it is not part of a resident migratory wildlife corridor or wildlife nursery site. Development of the proposed project would result in impacts that are less than significant. No mitigation measure is necessary.				
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
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).- d). <u>Less than Significant Impact</u> . Information on existing conditions of the project site per City records and information submitted by the applicant with project application materials indicates no identified cultural resources exist on site and no significant adverse impacts relative to cultural resources are associated with the project. The proposed project is an intensification of the existing building gross square footage on a previously developed and disturbed land. No mitigation measures are necessary.					
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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)(i-ii). <u>Less Than Significant Impact</u>. Based on a review of City records, the site is not located in an Alquist-Priolo zone. The closest active faulting occurs on the Santa Monica Fault Zone, which is located approximately 3.5 miles northwest of the site and the Newport-Inglewood Fault Zone approximately 4.0 miles to the east. As a result, surface rupture is not likely on the site, although the site would be expected to experience ground shaking during a seismic event in the area. In the event of a strong earthquake, there is a potential for structural damage to the building and utilities. A standard code requirement requires the submittal of the geotechnical report to ensure adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans are required to conform to the recommendations in the required geotechnical report in a manner meeting the approval of the City. Compliance with the recommendations in the geotechnical report and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary.				
a)(iii). <u>Less Than Significant Impact</u>. Based on information contained as referenced above, the project site is not located within an area subject to liquefaction. Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading and flow failures. Based on a liquefaction analysis of the soils as part of the required geotechnical report referenced above, the site soils would not be capable of liquefaction. Based on the information noted above, the project will ensure adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. Compliance with the recommendations in the geotechnical report and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary.				
a)(iv). <u>Less Than Significant Impact</u>. The site is relatively level with a slight upward slope in the north portion of the site abutting Higuera Street. Based on the information noted above, the probability of seismically-induced landslides occurring on the site is considered to be low due to the general lack of elevation difference across or adjacent to the site. No mitigation measures are necessary.				
b). <u>Less Than Significant Impact</u>. Soil erosion can occur naturally, and may be accelerated during excavation and construction when vegetation cover is removed and bare soil is disturbed. However, standard code requirements and conditions of approval require the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP) to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with the National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass onto certain areas where impounded water may create hazardous condition. These plans would reduce this impact to a level that is less than significant.				
c). <u>Less Than Significant Impact</u>. See Section VI.a, above. No mitigation measures are required.				
d). <u>Less Than Significant Impact</u>. Expansive soils are generally high in clay content. The standard code requirements and project condition of approval described in Section VI.a, above, will ensure this project complies with applicable engineering standards and that potential impacts are reduced to a level that is less				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
than significant. No mitigation measures are necessary.				
e) <u>No Impact.</u> The project would not involve the use of septic tanks. All wastewater is proposed to be conveyed off-site via City approved connections to the public sanitary sewer system. No mitigation measures are necessary.				
<u>Mitigation Measure(s):</u> None Required.				
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?	☐	☐	☒	☐
<u>Responses:</u>				
a). <u>Less Than Significant.</u> No routine use, transport or disposal of hazardous materials is proposed in connection with the operation of the project. No mitigation measures are necessary.				
b). <u>Less Than Significant Impact.</u> During construction, gasoline- and diesel-powered equipment would be used. In the event of an accident, gasoline or diesel fuel could be spilled. Standard building permit and construction provisions would require the contractor follow proper site maintenance and spill cleanup procedures to				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
minimize health hazards. No mitigation measures are necessary. c). <u>Less Than Significant</u>. No hazardous materials would be used in connection with the proposed project. The site is within 1,400 feet of The Willows Community School, located to the east at 8509 Higuera Street. The only potential hazardous materials present as part of the existing site improvements may be asbestos or lead-based paint in building materials to be demolished and removed. However, since all demolition shall be done in a manner required by all applicable codes related to potential hazardous materials, this reduces this potential impact to a level that is less than significant. No additional mitigation measures are necessary. d). <u>No Impact</u>. The applicant's Phase 1 report of the site and former warehouse use and City records indicate the property is not included on any list of hazardous materials sites. No mitigation measures are necessary. e). <u>No Impact</u>. The project site is not located within a two (2) mile radius of any airport. The nearest airport (Los Angeles International Airport (LAX)) is approximately 3.5 miles south of the site. No mitigation measures are necessary. f). <u>No Impact</u>. There are no private airstrips within the project vicinity. No mitigation measures are necessary. g). <u>Less Than Significant Impact</u>. The proposed project would have no long-term effect on any emergency response or emergency evacuation plan or procedures. Emergency evacuation routes could be affected during construction due to temporary street or lane closures. Implementation of standard City conditions require the preparation and implementation of traffic control plans to ensure construction does not obstruct emergency access. No mitigation measures are necessary. h). <u>Less Than Significant Impact</u>. The project is not located on an urban/wildland edge. Standard building and fire code requirements would reduce this potential impact to a level that is less than significant. No mitigation measures are necessary.				

Mitigation Measure(s): None Required.

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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Responses:

- a). Less Than Significant Impact. During excavation and construction, erosion and siltation could occur resulting in water pollution and a violation of Regional Water Quality Control Board standards if proper steps are not implemented. Standard code requirements and conditions of approval to the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass onto certain areas where impounded water may create hazardous condition. The proposed project also incorporates certain environmentally friendly design elements such as new landscape planter areas and a green roof design. City and State standard code requirements and site design elements would reduce this potential impact to a level that is less than significant. No mitigation measures are necessary.
- b). Less Than Significant Impact. The project would have negligible effect on groundwater supplies or recharge. No wells are proposed as part of the project. The project would replace a developed industrial site with an office use that may result in an increase in stormwater runoff but the amount of new impermeable surfaces (less than 25,000 square feet) would have no measurable effect on groundwater recharge. In addition, the projects' green roof and other landscape irrigation would result in increased groundwater percolation during dry months, offsetting the effect of new impermeable surfaces to some extent. No mitigation measures are necessary.
- c). Less Than Significant Impact. Grading in connection with the project would result in insignificant changes to existing drainage patterns. The proposed project plans include facilities to collect and convey runoff to the storm drain system located in public streets. The standard City and State code requirements for storm water runoff and drainage plans are adequately prepared and ensure that grading and drainage would be done in a manner that does not cause substantial erosion, siltation or flooding. Such requirements would reduce potential impacts to a level that is less than significant. No mitigation measures are necessary.
- d). Less Than Significant Impact. The site is mostly developed with building and limited ground area. However, standard code requirements and conditions of approval to the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP) to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). The construction of the

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
proposed office development would not result in a significant increase in runoff during storm events. There are no streams or rivers on or adjacent to the site. All standard City and State code requirements for stormwater runoff and drainage as described in the above sections would substantially reduce this impact to a level that is less than significant. e). <u>Less Than Significant Impact.</u> See Sections VIII. a). - d)., above. The project would be expected to result in an insignificant increase in runoff, which would be conveyed to public storm drains by required drainage improvements. No mitigation measures are necessary. f). <u>Less Than Significant Impact.</u> See Sections VIII. a). - d)., above. There are no other known impacts to water quality. No additional mitigation measures are necessary. g).-h). <u>No Impact.</u> The site is not within a 100-year flood hazard area. No mitigation measures are necessary. i). <u>Less Than Significant Impact.</u> The site is located within the Stone Canyon Dam Inundation Zone. Although the potential for dam failure is low, dam owners are required under Section 8589.5 of the California Government Code to prepare emergency response plans for warning, evacuation and post-flood actions. Due to the distance of the project site from the Stone Canyon Dam and the extent of intervening development, as well as early warning systems in place, impacts associated with exposing people or structures to significant risk as a result of dam failure are less than significant. j). <u>No Impact.</u> The site is not located in an area that is subject to seiche, tsunami or mudflows. No mitigation measures are necessary. 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). Less Than Significant Impact. The project would not physically divide an established community as the proposed office use is of similar types of land use to the existing industrial uses directly to the east and south of the project site. No mitigation measures are necessary.
- b). Less Than Significant Impact. The General Plan Land Use Element designates the property Industrial which permits office development. The property is presently zoned Industrial General (IG) which permits the proposed office use. The proposed office use is consistent with these designations and respects all provisions and development regulations of the Zoning Code and General Plan. The application does not include any request to amend the General Plan or Zoning designations. No mitigation is necessary.
- c). No Impact. The site is not located within a Natural Community Conservation Plan area, or other habitat conservation plan area. No mitigation measures are required.

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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> Current site conditions and City records indicate that there are no mineral resources on or within the project site and no locally important mineral resource recovery areas located in the project area. No Mitigation Measures are necessary.					
Mitigation Measure(s): None Required.					
XI. NOISE --Would the project result in:					
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a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
Responses:					
a). & d). <u>Less Than Significant Impact.</u> There are two potential sources of concern regarding noise: 1) noise generated on adjacent properties during construction, and 2) noise impacts caused by the additional traffic generated by future occupants of the proposed project:					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. <u>Construction Noise.</u> A short-term noise increase during construction would be expected to occur from the use and transport of heavy construction equipment. Pursuant to the City's Municipal Code, any construction adjacent to noise-sensitive land uses shall be limited to the standard restriction hours of 8:00 AM to 8:00 PM, Monday through Friday and 9:00 AM through 7:00 PM on Saturday and 10:00 AM through 7:00 PM on Sundays. However due to residential neighborhoods located near the project site, further limitations to construction hours are at times imposed as part of a project's approval such as this. A condition of approval is placed on the project prohibiting construction on Sundays and on City specified holidays and further limiting construction activity from 8:00 AM to 6:00 PM on Mondays through Friday. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM). Any construction that occurs outside these hours shall comply with the noise limits contained in the Municipal Code. The standard code requirement and conditions of approval further limiting the hours of construction activity would reduce construction noise to a level that is less than significant. 2. <u>Traffic Noise.</u> The proposed project would generate additional traffic on the surrounding street network, which could result in an increase in traffic noise levels. The project would be expected to generate approximately 575 daily trips. This traffic would result in a negligible increase in noise. No mitigation measures are necessary. b). <u>Less Than Significant Impact.</u> A short-term increase in groundborne vibration and noise would be expected to occur during grading and construction. The small size of the project and limitations on allowable hours of construction found in the City's Municipal Code as well as those restrictions that may be imposed through the conditions of approval would reduce this impact to a level that is less than significant. c). <u>Less Than Significant Impact.</u> As discussed in Section XI.a.2 above, the proposed project would generate an insignificant increase in noise levels due to marginal increases in traffic on surrounding streets. No mitigation is necessary. e).-f). <u>No Impact.</u> The site is not located near an airport flight path and there are no private airstrips within the vicinity of the site. No mitigation measures are necessary. 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>No Impact.</u> The proposed project contains no residential uses; therefore it would not induce any population growth. No mitigation measures are necessary.				
b). <u>No Impact.</u> No homes would be displaced by the proposed development. No mitigation measures are necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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c). No Impact. See XII.b, above. No mitigation measures are necessary.

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) *Fire protection?*

Less Than Significant Impact. The project site is surrounded by existing development that is currently served by the Culver City Fire Department and the project would have no significant effect on the long-term demand for fire protection. Temporary impacts on fire protection could occur due to street lane closures during construction. However, standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure construction does not obstruct emergency access. No mitigation measures are necessary.

- b) *Police protection?*

Less Than Significant Impact. The proposed project would not cause a substantial increase in demand for police protection; however temporary impacts could occur due to street lane closures during construction. Standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure construction does not obstruct emergency access. No mitigation measures are necessary.

- c) *Schools?*

No Impact. The proposed project would not generate additional students since it is not a residential use. No mitigation measures are necessary.

- d) *Parks?*

No Impact. The proposed project would not generate additional residents or demand for park usage since it is not a residential use. No mitigation measures are necessary.

- e) *Other public facilities?*

No Impact. The proposed project would have no effect on any other public facilities. No mitigation measures are necessary.

Mitigation Measure(s): None Required.

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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).	<u>No Impact.</u> The proposed project would not generate additional residents or demand for recreational facilities since it is not a residential use. No mitigation measures are necessary.				
b).	<u>No Impact.</u> The proposed project does not include recreational facilities, nor would it generate additional residents or demand for recreational facilities since it is not a residential use. No mitigation measures are necessary.				
Mitigation Measure(s): None Required.					
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:					
The following analysis is based on the <u>Traffic Impact Analysis for the Proposed 8665 Hayden Place Office, Culver City, California</u> dated July 23, 2008 and prepared by KOA Corporation:					
a).-b). <u>Less Than Significant Impact.</u> Two separate issues are addressed in this section: 1) Impacts after project completion; and 2) Impacts during construction.					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Impacts After Project Completion Level of Service (LOS) is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. Level of Service is defined on a scale of LOS A to LOS F, where LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, operating speeds beginning to be affected by traffic volumes; LOS C represents stable flow, more restrictions, speed and maneuverability more closely controlled by higher traffic volumes; LOS D represents conditions approaching unstable flow, traffic volumes profoundly affect arterial flow; LOS E represents unstable flow, and some stoppages; and LOS F represents forced flow, many stoppages, and low operating speeds. The proposed office building is expected to generate approximately 575 net new daily trips, including 82 net trips during the AM peak hour, and 77 net trips during the PM peak hour. The traffic study analyzed potential traffic impact on 19 intersections adjacent or in close proximity to the project site. A total of 7 of the 19 intersections studied are located in the City of Los Angeles. According to the traffic study, under the "existing conditions" (2008) summary, 6 of the 19 intersections operate at LOS E or worse during the AM or PM peak hour; while under the "future with ambient growth and related project" (2010) summary, 10 of the 19 intersections would operate at LOS E or worse. This deterioration in level of service is a result of ambient traffic growth and on going and/or proposed development within and near the study area, and is expected to occur whether or not the proposed project is built. In the future (2010) "with" project analysis, the proposed project will generally result in only nominal incremental increases in area intersection operations and is not expected to produce any changes in the forecast "without" project levels of service in any of the listed intersections. Hence, the addition of the proposed project traffic would not have a significant impact on traffic conditions in the near term (2010). No mitigation measures are necessary. 2. Impacts During Construction Short-term impacts would occur due to construction traffic and temporary street lane closures. Standard conditions require that a traffic control plan be prepared to specify measures to minimize travel disruptions and safety hazards. This provision would reduce potential short-term construction traffic impacts to a level that is less than significant. c). <u>No Impact</u>. The project would have no effect on air traffic patterns. No mitigation measures are necessary. d). <u>Less Than Significant Impact</u>. The operations of the project's driveway onto the easement roadway to and from the Hayden Place cul-de-sac was examined to assure that safe operations and adequate capacity is provided to accommodate the anticipated vehicular demands of the project. Access to the project's parking facilities will be provided via the existing easement roadway; and no vehicular site access is to be provided from the emergency fire lane barricaded driveway to/from Higuera Street. The traffic study prepared for the project analyzed and concluded that the proposed parking access will operate adequately, with no external vehicular queuing onto the easement roadway to/from Hayden Place, and no significant internal queuing within the parking area is anticipated to occur. Visibility for drivers entering or exiting the site driveway to/from the roadway easement is also not anticipated to be a concern. Vehicles entering the site's driveway are provided with adequate maneuvering room to/from with the parking row along the easterly edge of the site and the subterranean garage entrance/exit along the same easterly edge; or within the site itself. Site distance and driver visibility of oncoming vehicles at the site parking area and ingress / egress is also acceptable. No structure or fence at any driveway location is anticipated to impact the "eye height" and/or "line of sight" of any vehicle. Loading for the project is proposed via an on-site parking space located along the row of parking at the easterly edge of the site. The standard City code requires the on-site loading zone				

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
to be reviewed and approved by the Planning Manager to ensure no loading impacts will occur and that proper signing and hours of operation are in place if deemed necessary. As mentioned above in Section XV.a,b, the project will be required per the City codes to improve all required roadway and parking surfaces so as to provide a safe, smooth and easy onsite circulation plan. Implementation of these code requirements and site design elements of the proposed project would reduce any potential impacts below the level of the significance. No mitigation measures are necessary. e) <u>Less Than Significant Impact</u>. See Sections XIII.a and XV.a and d, above. The standard code requirements and site design elements discussed in those sections would reduce potential impacts to a level that is less than significant. f) <u>Less Than Significant Impact</u>. The project will provide a total of 181 onsite parking spaces including 9 spaces along the parking row at the easterly edge of the site and the remaining 163 parking spaces within the four (4) levels of subterranean parking. This plan includes standard, tandem [both aisle and blocked] loading and handicapped parking spaces. In accordance with the requirements of the CCMC, the tandem parking spaces require the prior approval of an Administrative Use Permit prior to being constructed. The project meets the current City parking requirements for office type uses. Therefore, no project-related parking shortages or "overflow" parking in the adjacent residential neighborhoods or industrial / commercial areas by the project employees or visitors is anticipated. g) <u>No Impact</u>. Although there are no requirements or policies that apply to the project related to alternative transportation, the applicant provides to permanently make available the use of a "shared" vehicle for onsite tenants that use non-standard vehicle modes of transportation [i.e., walking, bicycling, carpooling, public transit (bus or rail transit)]. No mitigation is necessary. 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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
Responses:				
a),b),&e). <u>Less Than Significant Impact</u> . Culver City maintains its own sewage collection facilities within the city limits and contracts with the City of Los Angeles for treatment service. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City within the City of Los Angeles city limits and which has sufficient capacity to serve the needs of the proposed project. No expansion of the existing facilities is necessary as a result of this project. The proposed project will have less than significant impacts to the waste water system. No mitigation measures are necessary.				
c). <u>Less Than Significant Impact</u> . The City is primarily served by the Los Angeles County Storm Drainage System. The City currently maintains some its own storm drains that connect to the County system. The combined system is adequate to serve the proposed project. No mitigation measures are necessary.				
d). <u>Less Than Significant Impact</u> . Water service for this project site comes from the Golden State Water Company which depends on the Metropolitan Water District for its supply. There is sufficient water supply to the City to serve the proposed project and no expansion to the service is necessary. The proposed project will have less than significant impacts to the water system. No mitigation measures are necessary.				
f). <u>Less Than Significant Impact</u> . Solid waste disposal service for this project site is provided by the City. Disposal sites include the Puente Hills landfill in the City of Industry. Other landfills available for City waste disposal include BKK Sanitary Landfill in the City of West Covina and Bradley West Landfill in the City of Sun Valley. The CCMC requires provision of trash containers for recyclable materials and yard waste to reduce solid waste generation. No mitigation measures are necessary.				
g). <u>Less Than Significant Impact</u> . See Section XVI.f, above. The project could generate solid waste during construction. Standard conditions requiring the contractor to remove and dispose of waste in accordance with applicable statutes and regulations as noted by the Sanitation Division which would reduce this impact to a level that is less than significant. No mitigation measures are necessary.				
Mitigation Measure(s): None Required.				

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)?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Responses:				
a) <u>No Impact.</u> The project will not degrade the quality of the environment nor have any significant impacts to any plant or animal wildlife species because the site itself is currently developed with no significant vegetation. The proposed project will be a significant aesthetic improvement to the site and revitalize the surrounding area by activating the site with new office uses. Also, the project will introduce new and enhanced landscaping and vegetation where currently there is minimal to none.				
b) <u>Less Than Significant Impact.</u> The project would contribute to short-term cumulative impacts in the areas of air quality, noise and traffic during the construction period. The project's contribution to these cumulative impacts would be substantially reduced by the standard City code requirements and proposed conditions of approval, and hence the incremental impacts of the project would be less than significant.				
c) <u>Less Than Significant Impact.</u> The project does not have the potential to cause adverse effects on human beings, either directly or indirectly. The proposed project's design features, standard City code requirements and conditions of approval described herein reduced any potential impacts to a level that is less than significant.				
Mitigation Measure(s): None Required.				

XVIII. EARLIER ANALYSES:

None

References Utilized:

1. CEQA Air Quality Handbook by SQAMD, 1993 update.
2. City of Culver City General Plan Program EIR, November 1995.
3. Culver City Redevelopment Plan Amendment and Merger EIR, November 16, 1998.
4. Traffic Impact Analysis prepared by KOA Corporation, July 23, 2008.



Culver CITY

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

Attachment 10

(310) 253-5710

FAX (310) 253-5721

PROPOSED NEGATIVE DECLARATION

Project Title and File No.: Site Plan Review (SPR) -P2007183; Height Exception (HTEX) P20008111; Tentative Tract Map (TTM) -P2007184; and Administrative Use Permit (AUP) - P2008110.

Project Location: 8665 Hayden Place Culver City, CA 90232 (at Higuera St.),

Project Sponsor: Rethink Tara Green LLC – Greg Reitz
4262 Lincoln Avenue, Culver City, CA, 90232

Project Description: Proposed four (4) story 63,615 square foot office building measuring between 32 and 61 feet in height with a total of 181 parking spaces provided at the surface and subterranean level. This request also includes a Tentative Tract Map to subdivide the property for commercial condominium purposes.

Environmental Determination:

This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this **NEGATIVE DECLARATION** based on the following finding:

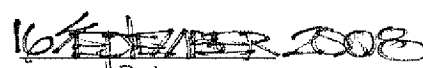
- ☒ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- ☐ The Initial Study identified potentially significant effects, but:
1. Revisions in the project plans or proposals 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.

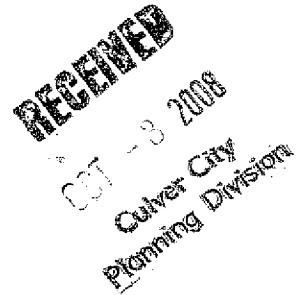
A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this **NEGATIVE DECLARATION** may be obtained at:

City of Culver City, Planning Division
9770 Culver Boulevard, Culver City, CA 90232

The public is invited to comment on the proposed **NEGATIVE DECLARATION** during the review period, which ends **Wednesday, October 8, 2008.**


Joseph Montoya
Associate Planner


Date



October 3, 2008

Dear City of Culver City Planning Commission,

A petition has recently been submitted relating to our project at 8665 Hayden Place. The petition to which people have been asked to sign their names has several factual inaccuracies. There is no way to know how many signatures would have been collected had the individuals been given accurate, factual information about our project. Below is a summary of the inaccuracies in the petition and cover letter.

- 1) **4 stories.** The building has four (4) stories of office use. The claim that the building is five (5) stories is incorrect.
- 2) **Demolition.** Demolition is more likely to be completed in two weeks, not 4-6 months as claimed.
- 3) **Green Belt.** Our project proposal will *enhance* the landscaped area in the setback adjacent to our building and the City parkway by adding trees and landscaping and result in rehabilitation of the existing street trees. (There are no old-growth trees on or near our property.)
- 4) **Emergency Vehicles.** Our project will not impede the access of emergency vehicles to the neighborhood.
- 5) **Traffic, noise, pollution.** There is no data to support claims of increased noise or pollution. On the contrary, we believe the existing use when we purchased the property (warehouse storage and truck transport of electronics and photographic chemicals) contributed more pollution and noise to the neighborhood than will the proposed building. According to the traffic study no significant traffic impacts are created by our project.
- 6) **Traffic Study.** An extremely thorough traffic study has been conducted, made public, and is available at the public counter.
- 7) **Environmental Review.** The project review conforms to CEQA guidelines. An environmental review by City staff has been conducted and will be made public.
- 8) **Signatures on Petition.** Please note that pages 13 and 16 of the submitted petition are from a petition from a different project (4043 Irving) and there are irregularities in the many of the other signatures collected.

We have been making an effort to educate the neighborhood with the facts regarding the project over the past year and in response to the petition submitted. However, one can't "un-ring a bell". We are concerned that a great number of residents now have heightened concerns about our project that are unfounded.

Sincerely,

Greg Reitz
Principal, RETHINK Development



Culver CITY

PLANNING DIVISION

Attachment 1Q

(310) 253-5710

FAX (310) 253-5721
planning@culvercity.org

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

HEIGHT EXCEPTION SUBMITTAL REQUIREMENTS

Pursuant to Section 17.300.025.C.1 of the Culver City Municipal Code (CCMC), "the Council, after consideration of recommendation by the Commission, may by resolution establish a maximum building height for new construction in the Redevelopment Project Area Component Areas 1 through 3, consistent with the Design for Development established by the Redevelopment Agency."

Defined herein is the process and criteria for consideration of a height exception in connection with a new or existing Design for Development.

PROCESS

Any application for a height exception shall include the following:

1. Pro forma – A pro forma to determine whether the proposed project is financially feasible without the additional height requested.
2. Market Analysis – A market analysis to determine whether the resulting project is demanded by the market.
3. Public Participation Plan – A public participation plan identifying the number, location, and scope of outreach meetings to adequately present the project to the community outside of the public hearing process.
4. Traffic Study – A traffic study of the additional traffic generated by the additional development (resulting from the granting of a height exception) and identifying methods to mitigate additional traffic.
5. Design Studies – Design studies (shade/shadow, line-of-sight and a visual simulation) to identify potential impacts of additional height as determined by staff.

If a height exception is sought for a project and the granting of a height exception does not result in additional building floor area, requirement Nos. 3 and 5 above shall apply only.

Brian & Jacy Gross
Resident
9037 Lucerne Ave.
Culver City, CA 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

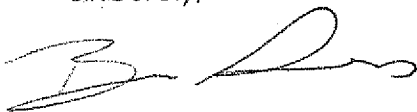
Dear Culver City Planning Commission, City Council, Residents and Businesses,

The existing building at 8665 Hayden Place is one of the last blighted areas of our Rancho Higuera neighborhood. We love our neighborhood. The beautiful building that RETHink Development has proposed will dramatically improve the corner of Higuera and Lucerne and enhance the neighborhood in general. The stepbacks of the upper floors create a nice transition to the residential neighborhood. We also appreciate that the developer has agreed to maintain the street trees along Higuera and further enhance the landscaped area.

The traffic in the Rancho Higuera residential neighborhood must be reduced, and the parking situation on Lucerne corrected. However, this problem existed before the proposed project at 8665 Hayden Ave was even introduced. Yes, the 8655 Hayden development will add to the current traffic, but perhaps the city could use the all important tax dollars this development will bring to the community to help solve the traffic issue. We believe the current traffic problem is not a direct result of the Hayden Tract businesses anyway. Upon reading the most recent traffic report, it is clear that the Lucerne / Higuera pass is being used by thru traffic as a short cut. We feel a less residential route like National Blvd. would be more appropriate. Perhaps turning the Hayden roundabout into a cul-de-sac would be an easy, inexpensive solution. This is not a responsibility of the new development. It is our responsibility to work with the city to correct problem.

The project should be approved as proposed, but I urge the Planning Commission to begin working on solutions to the traffic problem in our residential neighborhood right away. I support any plans to reduce traffic along Higuera and Lucerne.

Sincerely,



Adam O'Neill
Resident
3318 Fay Ave
Culver City, CA 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

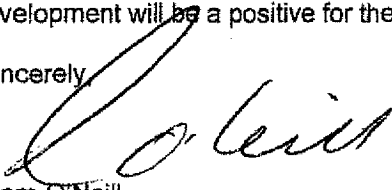
I would like to offer my support of the project at 8665 Hayden Place. As a resident of Culver City near the proposed project and a couple hundred yards from another group of proposed projects at Washington and National, I anticipate the project will enhance my neighborhood and the area.

The proposed green office building is a much better fit than the former industrial use for the area. With the Expo Line arriving, the Hayden Tract's creative office reputation, and the much improved downtown the project makes sense. Although the building will add some traffic to the area, I believe the benefits will outweigh the impact of a few additional cars from a net gain of an additional 37,000 square feet of building added to the area. I have been pleasantly surprised by the effort REthink has made to talk to the neighbors and work to respond to reasonable concerns. The manner in which they changed the building over time in response to concerns was well done and has made it less visually impactful.

Additionally, I commend them on their efforts to build a LEED Gold certified building close to future mass transit. If we as a society are going to try to control global warming we need to start to think differently, get out of our cars, and work and live in environmentally friendly buildings that don't require us to commute across LA County. Rethink's project addresses these issues head on.

All in all, I have been impressed with the changes that have occurred in Culver City over the past 5 to 10 years. It is becoming a more vibrant and interesting place with a unique cross section of residents and businesses. REthink's proposed project ensures this course will continue. I believe the proposed development will be a positive for the city, my family, and property values and offer it my support.

Sincerely,



Adam O'Neill
Phone #310-346-3359

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

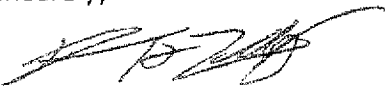
Dear Culver City Planning Commission, City Council, Residents and Businesses,

I would like to offer my support of the project before you at 8665 Hayden Place. My wife and I have been residents of Culver City for almost 4 years. We currently live on Van Buren Street, a few blocks away from the proposed project site, as well as a couple hundred yards from another proposed project on Irving Place. I anticipate that the project on Hayden Place will enhance our neighborhood as the proposed office building is a better fit for the community than the former industrial building. The project will replace an ugly concrete warehouse, which has been served by noisy, polluting trucks, with a well designed "green" office building. Although the building will add some traffic to the area, I believe the benefits of a revitalized neighborhood will far outweigh the impact of a few additional cars during morning rush hour. While I appreciate the fact that the building is currently empty and any increase in it's use will have an impact on the neighborhood, I have always understood that the site, and others like it, would have a better future use. Even though the changes that have happened in Culver City over the last few years may have been a difficult adjustment for some residents, I believe the results are now enjoyed by everyone.

If we as a society are going to try to save the world from climate disaster, we need to get out of our cars, or at least spend less time in them, and work and live in environmentally friendly buildings. We don't "ruin" neighborhoods by building an office project within walking distance of light rail, but we do detract from the common good of all of Los Angeles by having people live an hour from where they work and drive through places like Culver City to get there. If Culver City is to be on the cutting edge of urban planning, we need buildings like this as well as smart development of dense residential units. This project is a great location for an office close to the Expo Line, Downtown, and in the middle of the West Side. Hayden Place will be a leading green building and a great example of smart development.

I have been more than impressed by the effort REthink has made to talk with neighbors and to provide shadow studies and excellent renderings of what the building will look like from the street. I believe the proposed development will be a positive for the Culver City, my family, and property values and I offer Hayden Place my support.

Sincerely,



Dave Zigal

4083 Van Buren Street

Culver City, CA 90232

(650) 207-2680

10/22/2008

James Bancroft
4289 Jasmine Ave.
Culver City, CA. 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission,

I was planning to attend this evening's meeting but my scheduled babysitter canceled at the last minute. Please accept this letter in place of my appearance.

I have been a homeowner in Culver City for over five years and currently work at Sony Pictures Imageworks, located just across Ince Blvd. from the Culver Studios. I feel fortunate to live and work in a community that continues to attract high quality businesses. The positive changes I have witnessed since moving here have visibly increased the quality of life in Culver City. Although this change has resulted in some increased traffic, it is an expected price to pay for gaining access to the growing list of amenities Culver City offers. This development has made Culver City a much more desirable place to live, and has held property values up in an otherwise depressed market.

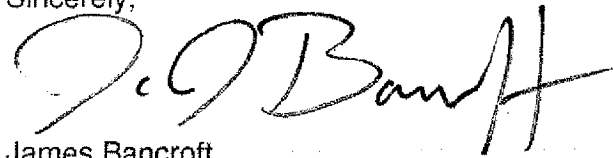
The project proposed by REthink Development continues the positive trend. I am usually wary of developers. I certainly oppose developments like the one proposed at 4043 Irving, especially when they do not respond to the concerns of the neighbors. The new 4 story building at Culver Studios, across from my work, is also one that I do not think fits.

This project and this developer are very different. REthink has listened to the concerns of neighbors and made great strides to address them. I am grateful that Culver City has attracted such a forward thinking developer who is willing to listen to the residents and incorporate good design and green building measures in the building. Public process is critical and I appreciate the effort they have made.

The building they have proposed will be a great addition to our City. It will give others the same opportunity as me to live within walking or biking distance of work. If this project is not approved, another office building will be built just outside the borders of Culver City instead. Traffic will still cut through our city but we will not have the opportunity for locals to walk to work nor will the City get the benefits of the tax revenues.

Finally, the building is a beautiful design that will attract creative businesses from the industry I work in. Having a good home for the creative businesses we work with at Imageworks will be great for our business and great for the long-term economy of Culver City. I urge you to approve the project as proposed.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bancroft". The signature is fluid and cursive, with a large initial "J" and a stylized "Bancroft".

James Bancroft

10-22-08

James Wood
4043 1/2 Lincoln Avenue
Culver City, CA 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

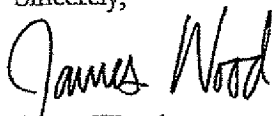
Dear Culver City Planning Commission:

I have been a resident of Culver City for three years and have enjoyed how the city has evolved since joining the community. The REthink Development project proposed for 8665 Hayden Place would be another great addition to Culver City.

Culver City depends on the businesses that are located in the city to provide the tax revenues that allow for key services that help keep our community running smoothly. This project will attract the creative industries that will ensure the Culver City business climate continues to remain strong.

The plans for the new building at the corner of Lucerne and Higuera represent a beautiful design and a welcome change to what is currently there. The green building features are very important for our city and our planet's future. Furthermore, this type of building will only enhance the business and community environment in Culver City. I support this project and I ask that you support it as well.

Sincerely,


James Wood

Morgan Pasco
Resident
5379 Dobson Way
Culver City, CA 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

I would like to offer my support of the project at 8665 Hayden Place. I am a resident of Culver City and a real estate broker in the area. I have been involved in over 40 residential transactions in Culver City over the last couple of years. The transformation of Culver City both downtown and in the Hayden Tract has done a lot to propel residential real estate values upward and keep them up in these tough times unlike other areas of California.

The addition of the proposed project will continue this transformation and help add to it by bringing a leading green office building to the area that is also architecturally striking. The type and quality of tenants attracted to this building will further help push residential real estate values upwards as creative industry employees in a green building will strive to live close to work. The nexus of a leading green building, the future Expo Line, and great downtown have this residential pocket's real estate values set to take off once the real estate market settles down.

As both a real estate agent and a resident I have been very impressed by the effort the developer has put out in responding to neighborhood concerns. Many developers that I have run into in the business would not be so compromising and would rather pay consultants and lawyers to fight the City and its residents. The set backs and step backs made on the building very much reduce its impact on the surrounding neighborhood. The existing and planned landscaping also helps soften the building and beautify the area.

Overall, I believe the proposed development will be another positive for the city, its residents, businesses and property values. It is a good example of smart environmentally friendly development. I very much encourage you to support this project.

Sincerely,


Morgan Pasco

Phone: 310.621.2008

10/2/08

Jason Kay
Former Co-Founder
Flektor, Inc.

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

I would like to offer my support for the proposed 8665 Hayden Place Project.

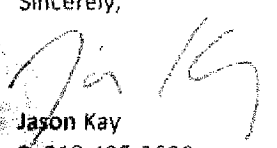
As a tenant in the Hayden Tract on multiple occasions, I've chosen to put my media and technology startups in this part of Culver City because of the great office environment, convenient location, excellent fiber infrastructure and affordable office space and parking. When I start my next company, I expect that the Hayden Tract will again my first choice for office space. The ongoing light rail project will only make that decision easier for me.

The proposed project at 8665 Hayden Place represents the next phase in an ongoing and inevitable re-gentrification of the Hayden Tract. While Culver City in general and the Hayden Tract specifically benefits from a central location, good transportation infrastructure and a growing amenity base, outdated manufacturing and warehouse uses are simply no longer functional in this area nor are they compatible with the neighborhood's transformation.

As a member of the arts and media community, I've selected the Hayden Tract because of its burgeoning creative office market and the synergies which it allows. This in mind, we are excited to see the tract continue to re-invent itself as a center of technology, entertainment, design and advertising.

Furthermore, we were very happy to hear that the project will be a LEED Gold Certified building. It's encouraging to see that private developers are taking up the cause of sustainability.

Sincerely,



Jason Kay
P: 310-435-3686

9/25/08

Rob Barber
Owner of Stellar Hardware Building
Former owner of Stellar Hardware

RE: 8665 Hayden Place

Dear Culver City Planning Commission, City Council, Residents and Businesses,

Unfortunately, I am not able to attend the first planning commission meeting as I will be out of town. But in lieu of my presence, I would like to offer my support of the project before you at 8665 Hayden Place. Being a long time business owner in Culver City with Stellar Hardware I have welcomed and enjoyed the change that has occurred in Culver City over the past 10 years. It has made Culver City a more vibrant, functional, and enjoyable city. The quality development and change in downtown and in the Hayden Tract has been unique and exciting. I have great hope that it continues.

The proposed development continues down this quality, unique and exciting path further making Culver City a distinct and special place. It will offer business owners an option to own high quality office space in the Hayden Tract while furthering the reputation of the area as a creative office and business enclave. It is well located with close proximity to downtown and the new Expo line terminus. To this end, it will further support downtown by providing new patrons for existing and future businesses and will support the use of alternative transportation with the new Expo line. And from what I understand it is going to be a great example of green building. It makes sense to build a building such as this in this location with all the nearby attributes and benefits.

Additionally, I feel the development team has gone out of their way to push and pull the building in places to make it less impactful on its neighbors when there was no need to do so according to the property's zoning rights. I am also pleased that the development will integrate some of the film history that happened on the location many years ago.

All in all, I believe the proposed development will definitely be a positive for Culver City and is a good example of how quality development should be done.

Sincerely,



Rob Barber

Phone Number:

310 383 7545

10/18/08

Oscar Castillo
ImageWorks
9050 Washington Blvd
Culver City, CA 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

I would like to offer my support for the proposed 8665 Hayden Place Project.

As a member of the Culver City's arts and media community, REthink's development has the opportunity to bridge the rich history of entertainment industry in Culver City and its future as a focus of creative office space and creative capital within the Los Angeles metropolitan area. Hayden Tract, along with the Jefferson Blvd corridor and downtown Culver City, has become a unique and burgeoning creative office market. There exists opportunity to marry the City's physical amenities – central Westside location, proximity to transit and underused manufacturing or warehouse uses – with a cultural identity of creative development.

The proposed project at 8665 Hayden Place is a natural progression for the City. Current manufacturing and warehouse uses are no longer an efficient use of space. Their footprint, however, is an opportunity to shoehorn creative office spaces into an underused environment of Culver City. Use of these spaces can support the growth of the City in a focused fashion through a familiar industry and support of the City's restaurant scene and sustainable efforts.

I believe the proposed development will be a positive for the neighborhood and the City much like the arrival of the Expo Line and the resurgence of downtown. I believe the City is on the right track with smart progressive development such as this. I enjoy being a part of this progressive community and sending my son to school in Culver City.

I endorse the proposed 8665 Hayden Place project.

Sincerely,



310-815-5368

310

Devin Burke
CEO
Universal Cargo Management Inc
10825 Washington Blvd
Culver City, CA 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

- Unfortunately, I am not able to attend the first planning commission meeting as I will be out of town.
- I am a business owner and property owner in Culver City. My company is head quartered at 10825 Washington Blvd in Culver City which I also own.
- Being a business and property owner in Culver City I have welcomed and enjoyed the change that has occurred over the years. It has made Culver City a bigger player in the region. The development and transformation in downtown and in the Hayden Tract has been unique and exciting. I hope it continues and spreads westward.
- The proposed project with its central location in the middle of the Westside, closeness to educated workers and entertainment and creative industries, along with its proximity to the future Expo Line makes it a great location for creative office uses.
- The project is a good example of smart development with its location, proximity to mass transit, projected LEED Gold certification among other things.
- If we are to accommodate California's projected population and economic growth while reducing our impact on our environment it is imperative that project such as this are built. We need to start looking out of our own backyards and at the context of the larger community and region around us.
- I believe the proposed development is allowed per zoning code, should be allowed, and is good for the area.
- I offer my support for the proposed project.

Sincerely,



Devin Burke
CEO of Universal Cargo Management
Owner: 10825 to 10899 Washington Blvd
Phone Number: 310-216-4024

October 22, 2008

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for proposed 8665 Hayden Place project

Dear Culver City Planning Commission,

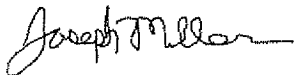
I am writing you to share my thoughts on the public outreach process that REthink has conducted on their Hayden Place proposal. As a developer myself, I have been very impressed with the amount of outreach and public input that has been solicited and considered by REthink. Many times, developers listen to community input, but I believe that this developer has gone above and beyond average efforts to accommodate the community's concerns.

Among other modifications, REthink has reduced the height of the building along the residential boundary as a response to resident's concerns. The resulting building design requires a height exception. REthink believed this change and additional expense was worth it to deliver a project that would be more appealing in the neighborhood than the project they could have done by right. Most developers would have stuck to a project with as few modifications as possible to ensure easy approval.

The City would like to encourage more public input to the development process. This project is an example of a real collaboration between residents and property owners. While you can never make everyone happy, reasonable residents should applaud the result.

In making your decision tonight, I hope that you seriously consider REthink's efforts to change their plans to accommodate the community's concerns.

Sincerely,



Joseph Miller

Weina Dinata
Owner
PUMP : Positive Design
11043 Braddock Dr.
Culver City, CA 90232

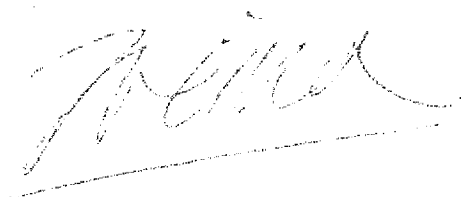
Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

As an owner of a Culver City-based creative business, I appreciate many aspects of the REthink project proposed at 8665 Hayden Place. First, there are very few opportunities for small and medium sized businesses to own quality office space in the area. Opportunities to own a green, healthy building are nonexistent. The REthink project gives businesses like mine such an opportunity. In addition, I appreciate that their project that honors the creative history of Culver City. The project is being built on the site of the former set of the Tara Ranch in Gone with the Wind and many other famous productions. The REthink project will honor this significant history by integrating it into their new development in a creative way. In a city that often discards the limited history it has, they are to be commended for their effort to preserve it. Finally, in general, I like the way that Culver City has evolved over the past several years and I believe this is a good continuation of that trend. The building is beautiful, "green", and situated in an ideal location for people to take the Expo line to work and for locals to walk or bike. I encourage you to approve this project.

Sincerely,



Gorham, Thomas

From: Steven Rose [ssssteve@culvercitychamber.com]
Sent: Wednesday, October 22, 2008 3:58 PM
To: Gorham, Thomas; Cole, Martin
Cc: Greg Reitz
Subject: FW: Hayden Ave.

--
Steven Rose
President/CEO
Culver City Chamber of Commerce
4249 Overland Avenue
Culver City, CA 90230

310-287-3855 phone
310-287-1350 fax

ssssteve@culvercitychamber.com

<http://www.culvercitychamber.com>

----- Forwarded Message

From: Steven Rose <ssssteve@culvercitychamber.com>
Date: Wed, 22 Oct 2008 15:54:15 -0700
To: <Thomas.gorham@culvercity.org>, <marti>, "Cole, Martin"
<martin.cole@culvercity.org>
Cc: Greg Reitz <greg@rethinkdev.com>
Subject: Hayden Ave.

Dear Planning Commission,

After reviewing the many modifications to the Rethink development in the "Bask 40" that most people call the Hayden Tract incorrectly! The "Back 40" is really on 26 acres... I personally believe that this project and the changing in economy of the world and Culver City fits the best purposes of all of Culver City.

I personally support the revised plan and urge you to pass the proposal as presented.

Thank you for your hard work.

--
Steven Rose

Julie Lugo Cerra

4022 Lincoln Avenue, Culver City, CA 90232
310 838-0215

To: Planning Commission
From: Julie Lugo Cerra, as an individual
RE: New construction – 8665 Hayden
DATE: October 22, 2008

APPROVED
OCT 22 2008
Culver City
Planning Division

Commissioners:

I would like to commend the owners who are building their project at the above address for their sensitivity to the environment. To aspire to build "LEED gold" is certainly impressive and good for our community.

We are lucky to have ReThink, a company with a proven "green" record as the developer.

I am delighted that they also recognize the history of the property. The fact that this project will be built on a portion of the "40 Acres" studio backlot offers an interesting and positive identity here in Culver City, the Heart of Screenland.

There is a concern, however that the city is referring to that area as part of the Hayden Tract, which lacks accuracy, since its western boundary was Higuera St.. Sam Hayden came from New York, enlisted the help of the Culver City Chamber president A. Steller, to build the Hayden Tract a post WWII development of the first industrial tract in the city. And the rest is history.....

Lund Smith
Resident
4122 Higuera Street
Culver City, CA 90232

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RECEIVED

OCT 20 2008

Culver City
Planning Division

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

I would like to offer my support of the project before you at 8665 Hayden Place. I acknowledge that several of my fellow neighbors are opposed to the project, but I believe that their concerns and fears of the project are unfounded, and that the positives of 8665 Hayden Place far outweigh the negatives. ReThink Development has done an exceptional job at reaching out to neighbors in the area. Specifically, they have gone door to door hearing and engaging the neighbors in the process, and have voluntarily held public presentations on the project to inform the public and let the residents voice their opinions. For a project of this size, ReThink Development has gone above and beyond what I have seen other Developers do.

Since purchasing my home on Higuera Street a number of years ago, I have seen many improvements in Culver City that have enhanced the quality of life, and spurred economic growth and brought excitement to the area. I anticipate that the proposed project will enhance my neighborhood and complement the previous developments in the neighborhood and downtown. In addition, it will improve the transition from a residential neighborhood to the Hayden Tract Area. The green office building will replace an ugly concrete warehouse served by noisy, polluting trucks, and it will hopefully set the stage for more green building on the street. Both the initially proposed and the revised plan for the office building at 8665 Hayden Place offer a much better alternative to the industrial building that currently sits there.

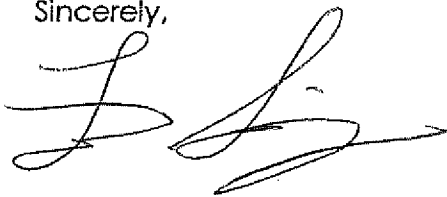
In regards to the zoning on the site, the current zoning allows for a building of 43 feet with an additional 5 foot parapet. ReThink Development's original proposal conformed to the height requirements, but they have modified their design in response to the neighbors concerns by placing stepbacks to make it appear more in scale with the residential neighborhood. I also believe their modified design is a creative solution to the problem, and that a height variance should be granted for the portions of the building in which they are requesting a height limit to exceed the 43 feet + parapet. It makes sense to design the building this way because I believe the purpose behind the zoning is to not obstruct or take away from surrounding buildings or streets. In their

modified design, the portions of the building that exceed 43 feet back up to other industrial buildings. This should be ideal in my opinion.

The biggest concern for most of my neighbors is the traffic, and this is a legitimate concern. Traffic is an unfortunate consequence of growth. As you are well aware, Culver City is now a go to destination for many consumers and businesses so the residents on Higuera Street and Lucerne have seen traffic increase rather dramatically in the last few years. This proposed project at 8665 Hayden Place has become the primary avenue for the residents surrounding the site to complain to city officials about the traffic in the area. They are unduly putting the blame on the future development of this site. The building may add some traffic to my street, but I would rather have a few extra cars a day than a couple extra large trucks. Perhaps the city can find a solution to redirect the traffic on our street or somehow reduce the thru traffic that goes down Higuera Street and Lucerne to the Hayden Tract. This is the real issue, not the few extra cars generated by this project.

As a resident of Culver City I have enjoyed the change that has occurred over the past several years. It has made Culver City a better place to live. Overall, I believe the proposed development will be another positive for the city and is a good example of quality development. I encourage you to support this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lund Smith', with a stylized, flowing script.

Lund Smith



10/15/08

Hedy and Samy Kamienowicz
Owners of Samy's Camera, Inc
4411 Sepulveda Blvd
Culver City, CA 90230

Culver City Planning Commission
City of Culver City - City Hall
9770 Culver Blvd.
Culver City, CA. 90232

RE: Support for Proposed 8665 Hayden Place Project

Dear Culver City Planning Commission, City Council, Residents and Businesses,

We are business owner in Culver City and a former property owner. We have a Samy's Camera located on Sepulveda Blvd in Culver City and had a warehouse in the Hayden Tract. We moved out of the Hayden Tract warehouse over a year ago because it did not meet our warehouse and distribution needs. We needed a bigger building in an area more suited to those uses which the Hayden Tract no longer represents.

The proposed development at 8665 Hayden Place is an appropriate use for the Hayden Tract. With a reputation already preceding it, the Hayden Tract has become quite a creative office center in which well known creative companies thrive. The proposed development will further this reputation; allow new businesses to come to Culver City, and start to push the area green. The Expo Line expansion to the area further demonstrates the need for more people based businesses and buildings to be located there. When looking at the Hayden Tract in a more regional context buildings such as the one proposed should be encouraged not discouraged by cities, business, and residents alike.

I support the project and believe it smartly meets the needs of business in the area while reducing the impact on its surroundings as compared to the existing distribution warehouse use.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hedy and Samy'.

Hedy and Samy Kamienowicz

CAMPBELL WELLMAN
PROPERTIES

October 2, 2008

To: Culver City Planning Commission
City of Culver City – City Hall
9770 Culver Blvd.
Culver City, CA 90232

RE: Support for proposed 8665 Hayden Place Project

From: David Smith, Realtor, Campbell Wellman Properties
4747 Coolidge Ave.
Culver City, CA 90230

To City Planning Commission,

I am writing to indicate my support for the proposed development at 8665 Hayden Place. As a resident of Culver City as well as a Realtor, it is my opinion this project will have a positive affect on local property values, both those within the commercial zone that the property resides as well as the surrounding residential area. This is exactly the type of development this area needs to fulfill its potential from a property value perspective, the start of what I anticipate to be a wave of interest in modernizing the local Real Estate stock. Precedent for this modernization has been set with the recent and ongoing developments in the downtown Culver area. Further, a project of this type which will meet the United States Green Building Council Leadership in Energy and Environmental Design(LEED) standards to receive a Gold rating, would be a feather in the City's cap, one which will inspire Commercial/Residential developers to build to a similar level of quality and energy conservation in future projects.

As stated above, clearly this project will be a great benefit in positively influencing property values within the commercial zone as the proposed development will be superior in quality and use from the existing structure. To address residential property values and the proposed height of the structure, in my visits to the site and reviewing the proposed structures drawings, sufficient care has been taken in setback distance as well as using the existing tree cover that there will be little change from the current physical state for local Residential properties. The surrounding Residential property values can only be helped by projects of this type, an office complex which will bring an affluent work force to the area, heightening demand for local housing stock. As a Culver City resident and business person I vigorously support Environment-friendly development of this type and implore you to as well.

Respectfully,



David B. Smith, Realtor

