

Yun, Susan

From: Tim McCormick <tmccormick777@gmail.com>
Sent: December 22, 2015 9:46 AM
To: Yun, Susan
Subject: Ivy Station Transit Oriented Mixed Use Development

Comment: The development should accommodate a clear and ride-able bicycle connection between the Expo bike path sections to the east and west. There are far too many interruptions to the Expo bike path at traffic signals and other locations where riders are expected to dismount and walk their bicycles. Any advantage that the bicycle may provide in terms of travel time is destined to be lost due to the constant interruptions to cycling. The Ivy Station site represents a key linkage between the established portions of the bike path to the east and the new sections to the west. Please accommodate cyclists through the site.

Yun, Susan

From: Sheri Barber <sheribrbr@gmail.com>
Sent: December 22, 2015 5:01 PM
To: Yun, Susan
Subject: Ivy Station

Unless I am very directionally challenged, and that could easily be true, I thought the area you are speaking of was already used for parking. What is the plan entail for this lot that is already often full?

--
~Sheri
Barber

~
Cattaraugus Ave
Culver City 90232

Yun, Susan

From: liz lesan <erlesan@zilchik.com>
Sent: January 08, 2016 10:15 AM
To: Yun, Susan
Subject: Ivy Station Planning Div Hearing

Last night you mentioned that there would be a hearing on the final plans for the Ivy Station project in early February, followed by two additional approval meetings. Would you please confirm date, times and locations for these meetings?

Also, I waited to speak to you and stepped away to discuss a landscape issue with someone else. By the time we were finished a few minutes later, you had gone. I want to raise the issue that several of the traffic questions alluded to. Culver City has multiple active/proposed development projects including several that impact traffic along Washington Blvd. It seems that each one is working on mitigation plans but no one is making sure that all of the plans are integrated and actually coordinate with one another. Everyone needs to be talking and planning together.

This reminds me of disastrous fires in California where each emergency service used a different system or frequency to communicate. The police couldn't directly contact the forest service who couldn't call the fire department. There is no reason to have a mess like that with Culver City traffic--this is the time to get everyone around a table to work out solutions. Once a piecemeal approach is implemented, it will be too late.

Thank you,
liz lesan

Yun, Susan

From: Dennis David <illrgd03@gmail.com>
Sent: January 10, 2016 11:21 AM
To: Yun, Susan
Subject: ivy substation

hi susan,

i am opposed to the development. the city is already over developed and there is too much traffic.

thanks,
dennis david
4165 irving pl

Yun, Susan

From: Ken Mand <kenmand@gmail.com>
Sent: January 11, 2016 11:48 PM
To: Yun, Susan
Cc: Blumenfeld, Sol; Herbertson, Charles
Subject: Mitigated Negative Declaration- Ivy Station

Hello Susan-

This email is in response to the public notification received regarding the Mitigated Negative Declaration for the Ivy Station project.

Many neighbors and I are concerned about the traffic study performed. It became apparent at the Lowe meeting last Thursday that Washington/Cattaraugus and Washington/La Cienega were not studied as part of the reports. As these are two major adjacent intersections on Washington, and those used frequently by our community, we believe that an error was made by not studying these locations in the Traffic Report. The hired Traffic Engineer also stated that Washington traffic would not be negatively affected by the Ivy Station project.

Though we are not traffic engineers, my neighbors and I feel that additional studies need to be performed at these intersections to fully understand the impact of this development, prior to any further approvals being presented to Planning Commission and City Council.

Please advise.

Thank you-
Ken Mand

Yun, Susan

From: Connie Moffatt <artitalia@ca.rr.com>
Sent: January 11, 2016 11:55 PM
To: Yun, Susan
Subject: Traffic

Dear Ms. Yun,

Regarding traffic studies on Washington (or lack thereof), the impact on Cattaraugus-Washington-Venice, will be considerable, as I have seen the increase on this block since the Metro construction began several years ago. Every morning I avoid getting on the freeway at Robertson because of the construction on Washington and the slowdown caused by the new light just west of National Blvd. so does everyone else. Sometimes the traffic is so bad on Cattaraugus that it is backed up from Venice all the way to Washington and even spills out onto Washington, completely grid-locking the street south of Washington.

You need a traffic study of this intersection in light of the new Lowe project

respectfully submitted,

Constance Moffatt
310 204 4749

Sent from Connie's iPad

Yun, Susan

From: turnermark <turnermark@att.net>
Sent: January 12, 2016 6:18 PM
To: Yun, Susan
Subject: Traffic on Cattaraugus

Cattaraugus Ave is a neighborhood street. Since the train construction on Venice blvd. two years ago, Cattaraugus Ave is jammed with traffic cars and trucks morning and evening. You can't cross the street during rush hour, most cars won't stop. Drivers have found Cattaraugus and it's become a very dangerous street to live on. Between Venice to Robertson blvd.

Sent via the Samsung GALAXY S®4, an AT&T 4G LTE smartphone

Yun, Susan

From: Ken Mand <kenmand@gmail.com>
Sent: January 13, 2016 12:15 AM
To: Herbertson, Charles
Cc: Yun, Susan; Blumenfeld, Sol
Subject: Re: Mitigated Negative Declaration- Ivy Station

Thank you all for your assistance with this concern, we really appreciate it.

There are a few more concerns with the traffic study that may be able to be addressed and have more data collected, while they are updating the reports based on data being collected at La Cienega/Washington and Cattaraugus/Washington. These are as follows:

- 1) The current and projected LOS at Washington and National seem to be low. I researched this in response to neighbors' statements that 'traffic is already horrible at this intersection.' The V/C data collected reflects that during peak traffic times, that it will take .68 of a cycle to make it through the light westbound. As it currently stands, based on my personal commute in the mornings, it is often 1-1/2 to 2 cycles of the light to make it through, starting at Helms. It seems that more data of Washington and National is needed.
- 2) The analysis of nearby proposed projects does NOT include the Cumulous Project on La Cienega / Jefferson. This appears to be a mistake and should be part of the calculations and revise the CEQA and Traffic Reports accordingly.
- 3) The Cumulous project's analysis of current conditions of Washington and National in 2015 (Report by Gibson, dated July 2015) had a current LOS (am/pm) of C/D and a projected LOS(am/pm) of F/F just based on their project impacts. Lowe's report has a current LOS(am/pm) determined as B/C in 2014. Maybe the sampling of this intersection could be expanded to include more than two days worth of data as well.

Again, I am not a traffic engineer and may be missing something in this data, but it appears that more studies are needed before an approval of a Mitigated Negative Declaration be asked of the Planning Commission and City Council.

Please advise, and thank you again for addressing the concerns of our neighborhood.

Ken Mand

On Tue, Jan 12, 2016 at 6:24 PM, Herbertson, Charles <charles.herbertson@culvercity.org> wrote:
Ken:

Our traffic engineer has contacted Lowe's traffic engineer and the studies you have requested will be performed. We will share the results with you when we receive them.

Charles

Public works department

Charles D. Herbertson, P.E. & L.S.
Director of Public Works & City Engineer

☎ (310) 253-5630 6 (310) 253-5626
(charles.herbertson@culvercity.org)

-----Original Message-----

From: Ken Mand [<mailto:kenmand@gmail.com>]
Sent: Monday, January 11, 2016 11:48 PM
To: Yun, Susan <susan.yun@culvercity.org>
Cc: Blumenfeld, Sol <sol.blumenfeld@culvercity.org>; Herbertson, Charles
<charles.herbertson@culvercity.org>
Subject: Mitigated Negative Declaration- Ivy Station

Hello Susan-

This email is in response to the public notification received regarding the Mitigated Negative Declaration for the Ivy Station project.

Many neighbors and I are concerned about the traffic study performed. It became apparent at the Lowe meeting last Thursday that Washington/Cattaraugus and Washington/La Cienega were not studied as part of the reports. As these are two major adjacent intersections on Washington, and those used frequently by our community, we believe that an error was made by not studying these locations in the Traffic Report. The hired Traffic Engineer also stated that Washington traffic would not be negatively affected by the Ivy Station project.

Though we are not traffic engineers, my neighbors and I feel that additional studies need to be performed at these intersections to fully understand the impact of this development, prior to any further approvals being presented to Planning Commission and City Council.

Please advise.
Thank you-
Ken Mand

Yun, Susan

From: Abby Wood <abbywood@gmail.com>
Sent: January 13, 2016 10:03 AM
To: Yun, Susan
Subject: Ivy Station Project

Dear Ms. Yun,

I am writing with my right thumb and holding a newborn in my left arm so I'll keep this short.

I'm writing regarding the impact that the proposed Ivy Station project will have on Washington Avenue. I live in the McManus neighborhood, off Washington Ave., and Washington is our only connection to the rest of Culver City. My preschooler attends HappyLand, on Lafayette, and will go to Lin Howe next. Our family is up and down Washington twice a day, and at rush hour, it's pretty horrendous. Given how much development is happening around CC station, we know it will only get worse. But the fact that the EIR for Ivy Station has not considered traffic impacts on Washington is alarming.

Please, make sure we in McManus aren't further cut off from Culver City. We pay taxes to CC and love living here. We just need to be able to actually GET to the places we love.

Warmly,

Abby Wood
3122 Reid Ave.

Sent from my mobile.

Yun, Susan

From: Cutchin, Lynn [JANUS] <LCutchin@its.jnj.com>
Sent: January 13, 2016 2:15 PM
To: Yun, Susan
Subject: Concerns about CC Washington Blvd projects

Hi Susan,

My name is Lynn Cutchin. I am a homeowner in the Culver City Arts District. I have been reading the reports on the potential traffic impact due to the La Cienega/Washington/ Cattaragus projects and they seem grossly incomplete. I am concerned about the sampling largely because I cannot see how the conclusions are being made that the greatest impact will be to the intersection at National. These projects will make Washington a gridlock.

The corridor from National to La Cienega on Washinton Blvd is already laden with traffic due to the new Metro and the new projects on National and Washington. I am sure that the current projects will improve the area, but any future projects need to be strictly evaluated for their impact on the community.

The purpose of this email is to ask that the surveys be reconsidered and that more information be released on specific strategies that are planned to prevent a complete gridlock of traffic in the CC Arts District.

Thank you for your consideration.

Take care,

Lynn

Lynn Cutchin
Janssen Biotech, Oncology
Executive District Manager, Hematologic Malignancies
lcutchin@its.jnj.com
310-625-5493

Yun, Susan

From: turnermark <turnermark@att.net>
Sent: January 14, 2016 5:20 PM
To: Yun, Susan
Subject: Traffic on Cattaraugus

Traffic on Cattaraugus between Venice and Robertson is terrible since the construction of the expo two years ago. This is a neighbor street, has anyone noticed?

Sent via the Samsung GALAXY S®4, an AT&T 4G LTE smartphone

Yun, Susan

From: Greg Seares <greg@bodegawinebar.com>
Sent: January 16, 2016 5:44 PM
To: Yun, Susan
Subject: Ivy station comments

Hi Susan. I am writing in favor of the proposed Ivy Station project. My family purchased our home on Helms Avenue, between Higuera and National, six years ago and one of the main reasons for choosing this neighborhood was the proximity to all the pending development at Washington & National. We considered the Carlson Park neighborhood but to us it is too suburban - it's a long walk to downtown Culver City, and an even longer one to Washington & National. We wanted to be within a short walk to not only the Expo Line (which at the time was still a few years from phase 1 completion) but also all the amenities that Culver City has to offer - restaurants, Trader Joe's, the movie theater, schools, parks, the Helms Bakery district. Basically, a big reason we moved here is so we could leave our cars at home and walk to most things we needed. Now that we've been here for 6 years and the Expo Line phase 2 is going to open in a few months and both the Platform and Access projects are near completion, the vision that we had is finally coming to fruition. We couldn't be more happy with the way things have turned out.

But there is still more to be done - the surface parking lot at Washington/National is a waste of prime land in the middle of a major metro area like Los Angeles. We as taxpayers have invested money in expanding the Metro system, but in order for public transit to be a success there needs to be a mixed use of amenities near transit stops - a parking lot is the worst thing to have there. The Ivy Station has all the facets of a dynamic development that will attract people at all hours of the day - office, retail, restaurants, hotel, residential, open space and of course public transit.

Culver City is in the middle of one of the largest metro areas in the world. By fighting development and density only pushes growth towards the outskirts of the greater LA area, which just forces people to endure long commutes to get to jobs in the central city. Our city needs to get more dense and directly adjacent to transit stops is the exact place to do it. The eastern part of Culver City is changing and we can either try to fight it and keep our heads in the sand about the direction that every major city is going, or we can embrace it and develop a dynamic, walkable area that allows people to live without cars.

Greg Seares
3630 Helms Avenue

Yun, Susan

From: sylevine1@sbcglobal.net
Sent: January 17, 2016 10:55 PM
To: Yun, Susan
Subject: proposed Ivy Station 200-unit Mixed Use Development

Dear Susan Yun,

My husband and I have been homeowners in Culver City for 15 years and plan to stay here indefinitely. We are concerned with the additional traffic that will be caused by the proposed 200-unit Ivy Station mixed use building. There is already a lot of traffic in downtown Culver City. We belong to Kaiser Permanente and use the hospital on Cadillac and Venice Bl. We are older and if we had an emergency it would be more difficult to travel from our home to the hospital. Also, we like Culver City to have a "small city feel" and not get to be an extension of Los Angeles.

Thank you for your consideration in this matter.

Leslie and Seymour (Sy) Levine

(310) 559-2965

Yun, Susan

From: Circle-5 <circle-5@sbcglobal.net>
Sent: January 17, 2016 11:31 PM
To: Yun, Susan
Subject: Ivy Station Development Projects

Ms. Yun,

As a 24-year resident of Culver City, I am appalled at the scale of local development in this already congested area.

It is clear that the ONLY preoccupation at City Hall is to feed its insatiable appetite for revenue.

Why should local residents have to be punished by still more overdevelopment, just because municipal mismanagement caused an unfunded pension liability that is appallingly high and probably unsustainable? It appears the Planning Dept. has two standards: one for existing property owners, which is based on denying and red tape, and one for large developers, who can seemingly build whatever they want -- provided they throw enough cash in the direction of City Hall.

Culver City residents already pay the highest sales taxes, the highest property taxes, the highest utility taxes, et. al, for the privilege of **not** having this kind of high-density, transient "mixed-use" runaway developments. Transients don't care about their neighborhood, the developers care even less and City Hall apparently doesn't care at all.

It's all about money, as usual. If this Ivy Station monstrosity gets approved (as it has probably been decided already) we will have been betrayed by our own municipal government, once again.

The Planning Department should be ashamed for even considering this disaster.

Regards,

John Aldaz, Culver City resident and taxpayer.

Yun, Susan

From: mark@galanty.com
Sent: January 20, 2016 11:30 PM
To: Yun, Susan
Subject: 5-story, 200-unit Ivy Station Transit Development

Dear Ms. Susan Yun:

The 5-story, 200-unit Ivy Station Transit Development is too tall for the area.

The building should be reduced to a 3 story building, and an appropriate number of units for that size building.

In addition, the street set back should be father back than provided by the developer.

More low income housing should be required and included, with a clear plan provided on how those units will be made available to the public.

Thank you,

Mark

Mark Galanty
10814 Garland Drive,
Culver City, CA. 90232
(310) 451-2525 wk
(310) 749-5534 cell
mark@galanty.com

Yun, Susan

From: kool1940@aol.com
Sent: January 23, 2016 2:11 PM
To: Yun, Susan
Subject: Ivy Station Oriented mixed Use development

Dear Susan,

I know my input to this project is late but I still would like to give my opinion. I have lived and worked in Culver City since 1975. I delivered mail in Culver City and currently in the Art District of Culver City. My concern with the present construction and future is the TRAFFIC on Washington Bl. and Venice BL. It is a daily problem now that will and is only getting worse ! I don't go out of my house between 5 pm and 730 pm due to all the cars on both streets. A normal trip to the market takes 10 to 20 minutes, but after 5 pm it is at least an hour ! So why does everybody want to keep building in this area ? They don't live here , so their lives are not affected by all this traffic. The services or new stores are not needed, we already have what we need nearby . And new housing will only bring more TRAFFIC for an already bad TRAFFIC situation.

Well those are my comments for what it's worth. Thank you

Sincerely

Oscar Reynoso
Resident of S. Sherbourne Dr.
between Washington and Venice

Steven J. Coker
3116 Curts Avenue
Los Angeles, CA 90034

January 19, 2016

City of Culver City, Planning Division
Attn. Susan Yun, Senior Planner
9770 Culver Blvd.
Culver City, CA 90232

Re: Comment on Proposed Mitigated Negative Declaration
Ivy Station Transit Oriented Mixed Use Development
Culver City File No. P2015-0141-CP, etc.

Dear Ms. Yun,

I would like to provide public comment on the Proposed Mitigation Negative Declaration referenced above.

As a matter of disclosure, I am the trustee for a trust which owns real property within 1000 feet of the project location.

Initially I would like to address matters concerning Parking.

Page A-17: Parking and Access

The project intends to provide only the absolute minimum number of parking places required under the Culver City Municipal Code (CCMC). For the Residential Building, the calculation is based on number of units and the size of the units (two bedroom units having twice the requirement of one bedroom units). For the Hotel, the calculation is based on the number of guest rooms, plus the square footage of a meeting room, restaurant, and retail. For the Office space, the calculations is based on square footage.

The CCMC also states that no building or structure with a PD zone may exceed 56 feet in height, except in cases where a height exemption is granted. For this project, the planned heights of the three buildings are 72 feet, 77 feet, and 79 feet, or up to 41% more than the limitation without a height exemption.

It seems reasonable to assume that, when the methodology for calculating the best case, absolute minimum number of parking places was determined and placed into code, that it was considered appropriate for buildings that would stay within the height requirements. It should by no means be given that the calculation is appropriate or was intended to be used if you go outside of the parameters for which it was originally intended.

If the project is to be given leeway in the form of an exemption of the height requirement, then that leeway should extend in both directions, and additional parking places in excess of the absolute minimums be provided. The required parking should be more in line with actual needs of visitors/residents/employees of the site once completed. If additional parking cannot be provided, then the height exemption request should be rejected.

So, what will be the actual need and/or how does it compare to proposed supply?

Page B-124: Parking Standards

The project allocates parking between the Residential Building (300 spaces), the Hotel (268 spaces), the Office Building (490 spaces) and the Metro Station (300 spaces). The spaces "would be clearly segregated with access control". The fact that such segregations has been proposed makes one wonder, why? Segregation is usually only necessary when parking demand exceeds supply, to generate additional revenue for "premium" parking places, or for reasons of proximity (such as handicapped spot designation, to allow shorter walking distances). So though it is not directly stated, this would seem to indicate that parking supply planned for is less than projected or potential demand.

That said, I would like to propose one possible mitigation. Allow the Office Building and Residential tenants to "rent out" their parking spaces when not in use. For example, much of the Office Building space might not be in demand by tenants on the weekends. At the same time, the heaviest use of the existing parking lot has been on Saturdays during USC football games. So allow and/or encourage absent office workers to rent out their parking spots to weekend football fans.

However, the above would probably be of minor mitigation. Since the developers have stated in public presentations that they are unable to further expand on-site underground parking, the most effective mitigations would seem to be to either scale down the building heights at the project, or to obtain additional off-site parking in adjacent neighborhoods, such as the commercial area north of Venice Blvd. between Robertson and National Blvds.

Page EC-2: Existing Conditions

As for parking segregated for the MTA station portion of the site, the statement "because the Expo Line will no longer terminate in Culver City, riders originating from the Westside will have additional stations options west of (the) Culver City to park, which will reduce the current parking demand at the Culver City Metro Station" appears to be somewhat misleading. Omitted is the fact that when the westbound route opens for service, there will be NEW demand by first time station users wishing to travel west.

Although the following is an overly simplified analysis, I use it to make the point that a projected decrease in parking demand seems extremely unlikely.

Given the four compass points (N-S-E-W), it would seem to make sense that currently the station's parking spots are almost exclusively used by people coming from the north, west, and south. Most people coming from the East are likely using existing Expo line stations to the east. So let's say of the existing 600 parking spaces, demand is evenly distributed. 200 are used by people to the west, 200 by those to the north, and 200 by those to the south.

When the westbound stations open, the 200 spaces for people to the west would (as stated) no longer be needed, as those riders would walk or drive to the new stations. That still leaves 400 parking places needed for the people to the north and south, for whom the Culver City station will remain the closest station. Now, when the westbound portion of the line opens and passengers can go in not one but two directions, the demand by people to the north and south should double. So the necessary 400 parking places now becomes 800.

Again, this is a simplistic analysis. But the difference between a 50% decrease in parking demand from 600 to 300 vs. and a 33% increase in parking demand from 600 to 800 is indeed significant.

Just as MTA was mistaken in its projected ridership level of the Expo line (the ridership in 2014 was a level not expected to be reached until 2020), I believe MTA also made a gross underestimation in the projected demands of riders when it requested "only" 300 parking spots for the completed project. That error in judgment should be corrected for while the opportunity still exists.

Also omitted from the original statement is the fact that, as the MTA continues to add routes long term, demand at some stations should not stay static, but continue to increase. For example, once the currently under construction Crenshaw line is completed, that should also increase parking demands at the Culver City station as riders use the Expo and Crenshaw lines jointly to travel to LAX.

Page A-19 thru A-23: Open Space

The project includes a Great Lawn (11.3k sf), Great Lawn Terrace (3.5k sf) and Central Plaza (5.6k sf). Potential programs mentioned for these areas include craft/art markets, farmers markets, and other recreational activities. Yet, the parking space recap on page A-17 appears to allocate none of the 1,555 parking spaces for either the vendors (and their vehicles needed to haul goods for sale) nor guests driving to attend only those events.

Page A-25: Mobility Features, item 5

The opportunity for "designated parking for low-emission/zero emission vehicles, carpools, shared-ride vehicles, and car sharing services such as ZipCar and/or Car2Go" is mentioned. Yet, the parking space recap on page A-17 appears to allocate none of the 1,555 parking spaces for that purpose.

Other Parking issues

There is no mention in the Declaration of staffing levels or parking needs or provisions for employees of both the Hotel and the Residential building. Both will apparently have staff on site 24 hours a day.

Of far greater concern is no mention of how the parking supply/demands of the project will affect surrounding neighborhoods, especially adjacent residential neighborhoods. Parking in certain areas has already been affected, as traffic mitigation measures have eliminated parking places used by nearby local residents and businesses. The residential area to the northeast has seen users of the station parking adjacent to their homes during times when all 600 MTA spaces on the existing lot are full. In addition, the owner of the Helms Bakery complex to the east of the project apparently felt the need to request and was granted 2 hour parking limitations on Venice Blvd to the east of National Blvd. Given his standing as a savvy real estate professional extremely familiar with the neighborhood, I believe he is expecting overflow parking demand from the Ivy Station.

If the number of MTA spaces is reduced to only 300, many expect the problem to be far worse. They also expect that, when these spots change from being free of charge to being fee-based, visitors to the project shall seek out free parking in the adjacent residential areas.

One possible mitigation would be for the residential areas to request permit only parking. To the best of my knowledge, one Culver City area and one Los Angeles area have each already initiated the process of submitting applications.

The next comments concern traffic.

Page B1-125: Neighborhood Traffic Assessment

Though the report specifically mentions Higuera Street and the residential area to the southeast of the project, the report makes no mention of the residential area to the northeast of the project. That area includes the 3100 blocks of Curts Ave., Ivy St., Vera Ave. Helms Ave. and additional streets to the northeast. (Known as the Helms Neighborhood.) The nearest residence on Curts is about 350 feet from the project location. During past and present construction and station usage, that area has been impacted by cut-through traffic detouring from westbound Venice Blvd. as traffic approaches the intersection of Venice and National Blvds. The westbound traffic generally turns right at the traffic light at Venice/Helms onto Helms Ave., then left onto Regent St., and then travels westbound down Regent to National Blvd. (Some detour onto Vera or other streets instead of Helms, but they all end up on Regent St.) This detoured traffic ends up avoiding the intersection of Venice/National entirely (thus bringing into question the results of the study of that intersection), creates noise, congestion, and a nuisance in a residential area, and ends up at National/Regent, an intersection not studied as part of the report.

Another nearby residential neighborhood that has already been impacted by increased congestion is to the east, south of Washington Blvd., between Helms Ave. and Scentley Ave. (Commonly referred to the McManus Neighborhood.) There eastbound traffic is detouring along Jacob St. to avoid eastbound Washington Blvd. congestion.

Many nearby property owners and/or residents feel these impacts need to be studied, and mitigations made. None of the mitigations proposed for Higuera Street would seem to provide any mitigation for these additional residential areas.

Pages B-85 - B-93: Construction Noise

It appears that the LAMC does not allow any construction on Sundays (pg B-93). However, the CCMC does allow construction on Sundays from 10am to 7pm (pg B-86). It appears that construction indeed is planned for the site on Sunday (page B-94) despite the fact that a portion of the project site is situated within the City of Los Angeles.

Also not mentioned is the affect that the of the Surfas site directly across National Blvd. to the east of the Ivy Station site will have on noise. This site/development is within the same Washington/National TOD as the Ivy Station. Given that they are proposing construction of two five story buildings, including subterranean parking, during approximately the same 2 year construction period (2017 and 2018) as the Ivy Station's construction, was this second project considered in the projections? Will the overall noise increase be higher than projected for just the single Ivy Station project?

Page B-96 - B-97, Operational Noise

Assuming the figures in columns two and three are accurate, two of the figures in the fourth column (Project Increment) seem to be in error. In the second line, Venice Blvd. between Robertson and National the figure should be -0.2 instead of 0.1. In the sixth line, National Blvd. between Robertson and the I-10 EB on-ramp, the figure should be 1.0 instead of 0.0. The later correction would make the Project Increment for that location the highest of any studied.

The Roadway segments studied do not include any sections of the Interstate 10 freeway located .15 mile north of the the project. Of specific interest is the effect on the I-10 eastbound onramp and merging lane, which runs between National Blvd. and Cattaraugus Ave. There are about 24 residences in a proximity of 100-120 feet of that roadway. Of specific interest is the nighttime incremental effect of the project, specifically commercial vehicles providing delivery and other support services. As the trustee for one of those 24 residences, I request that a study of the above mentioned roadway be made.

Page B-98: Parking Facility

Noise from the on-site parking facility is mentioned, but not mentioned is the noise effect of vehicles which park (or attempt to) in adjoining neighborhoods when on-site parking at the site has reached it's segregated or total capacity.

Next, I would like to comment on the Aesthetics determinations.

Page B-1, Item 1a: Scenic Vista

The Declaration includes the following statements. "The topography surrounding the project site is flat with no notable ocean, mountain or other scenic vistas that would be affected by the project. In addition, although the project proposes building heights up to six stories, the immediate surrounding area consists of a range of one- to five-story buildings...the proposed buildings would not substantially obstruct views not already obscured or blocked by other buildings and structures in the area."

In reality, there are hills approximately 2/3 mile to the south of the project site. Those hills are visible and scenic to many homeowners in the residential area to the northeast of the project site. The hills include the Baldwin Hills Scenic Overlook, where years prior it's meeting room was designed and built to not protrude from the crest or hillside, so as to maintain scenic views towards the hills. Photos are attached showing views from street level. The actual views are often much better, as many of the single family residences are two story buildings and most of the buildings in the immediate area are no more than two or three stories tall. Visible in both photos the tops of the Landmark project, which is nearing completion. In one photo you can see the actual rail line right of way. Page B-2 gives the height of the tracks and station facilities as "up to approximately 50 feet".

The proposed height of the Office Building, Residential Building and Hotel are stated as 72 feet, 79 feet and 77 feet. When the stated 8 foot tall screenings (per page B-5) are added, the actual heights become 80', 87', and 85'. These compare with the maximum allowed height within a PD Zone of 56'. These heights and the 6 story maximum would place these building above the height of any surrounding building in existence or planned. These heights, combined with the planned lengths, orientation, and minimum setbacks along National Blvd. of the buildings, would most likely partially or completely remove the scenic views from the residential properties.

In addition, the Declaration states "While long-range views from the Metro Platform and Expo Line would be obstructed by the project's proposed structures, these City views are typical of other areas along the route with any obstruction to the field of view caused by the project being limited." This is untrue.

The typical view along the Expo line is street level, often with screens to entirely block any view at all. Only at three points on the existing route is the line above street level. Those three points are the La Brea, La Cienega, and Culver City stations. Those stations offer scenic views of the Santa Monica mountains, which include such landmarks as the Hollywood Hills, the Hollywood sign and the Griffith Park observatory. Between stations, the

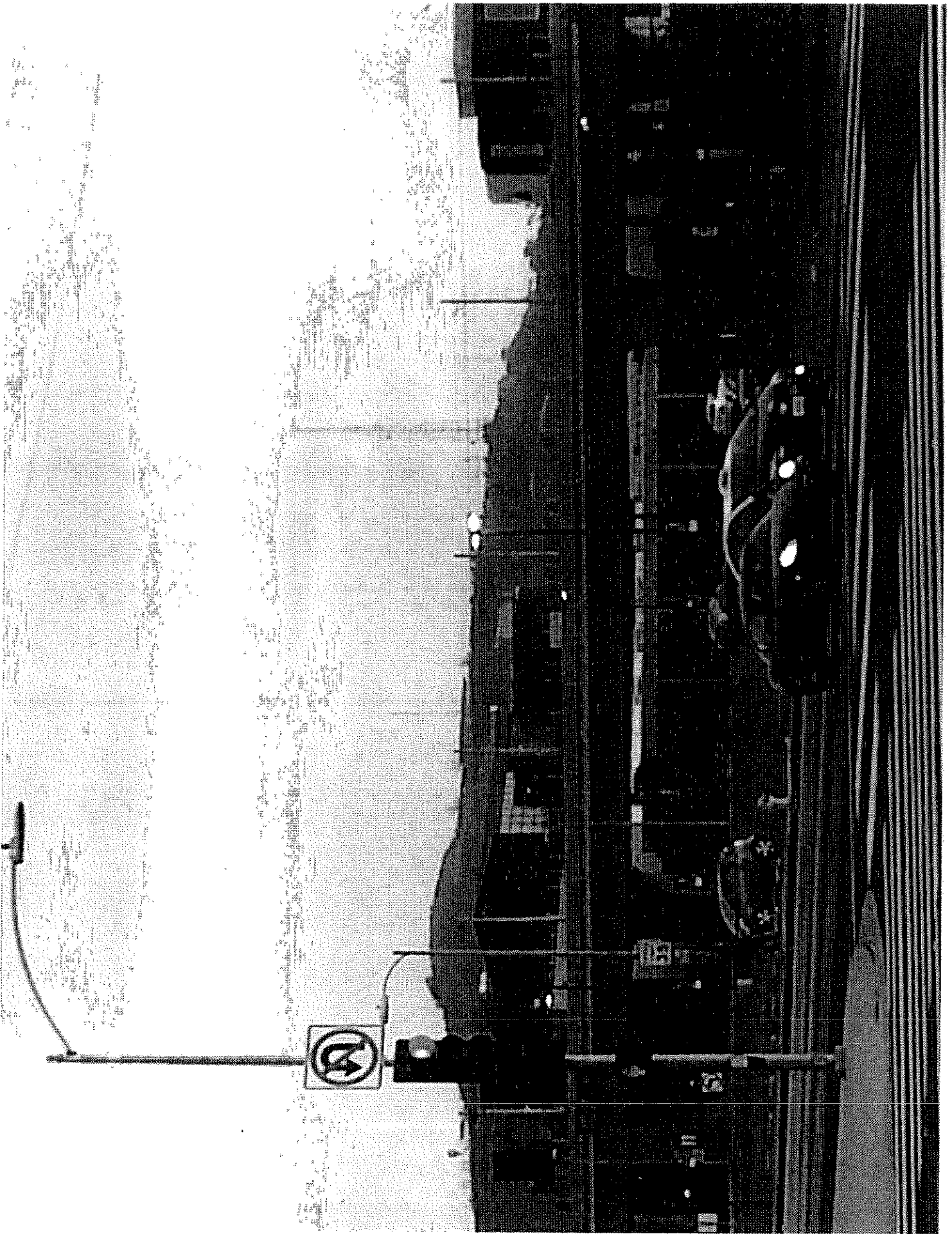
line drops down to street level. Already, adjacent to the La Cienega station, development that will include one building at least 20 stories tall and multiple smaller buildings of about 80' in height have been proposed. Thus, few scenic vistas along the line exist, and fewer are expected to remain in the future. Given our local economy's significant reliance on the tourism industry, removing a rare scenic vista from a line likely to be frequently used by tourists would seem to be counter-productive.

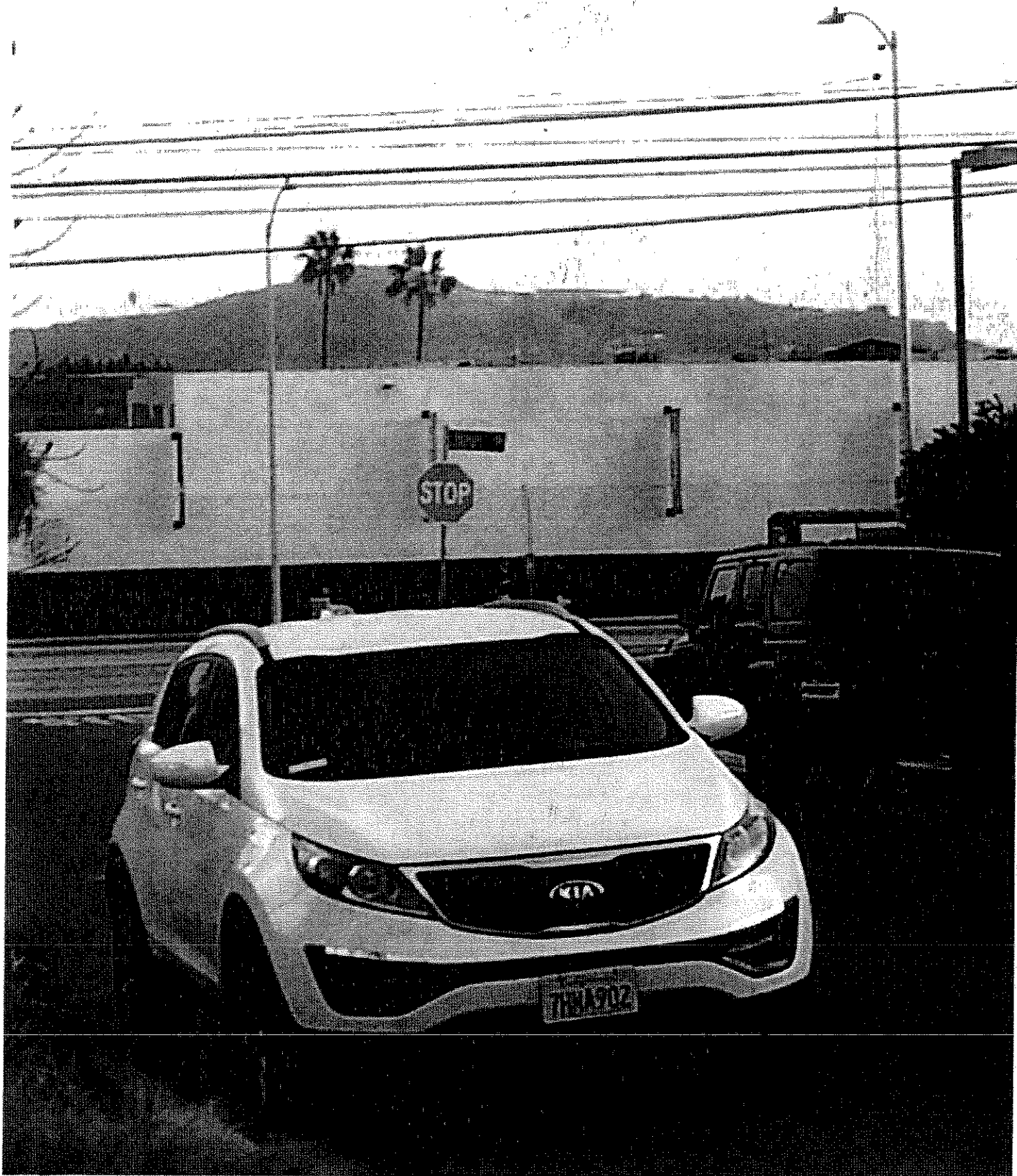
Thank you for the opportunity to provide comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven J. Coker", with a long horizontal flourish extending to the right.

Steven J. Coker





Yun, Susan

From: Eric Bruins <eric@la-bike.org>
Sent: January 04, 2016 5:02 PM
To: Yun, Susan
Cc: Herbertson, Charles; Sahli-Wells, Meghan; Culver City Bicycle Coalition; Jim Shanman
Subject: Ivy Station Transit Oriented Mixed Use Development

Dear Susan,

LACBC and our local chapter, the Culver City Bicycle Coalition, have long been interested in encouraging bike access to and through the Expo station area. At present, the phase I bike path ends on the east side of the subject development (across Washington/National), while the phase II bike path ends on the west side of the development (across Venice/Robertson), with no concrete solution to close this gap with a high-quality, all-ages bicycle facility.

It is incumbent upon this development to accommodate a clear and ride-able bicycle connection between the Expo bike path sections to the east and west. As a transportation facility, this bike path should provide continuous and efficient design for through riders, with an easy connection to the planned Bike Center on the west side of the station site. This project should not cause an interruption to the continuous flow of the Expo bike path, and bicyclists should not be asked to dismount and walk. The Ivy Station site represents the key linkage between the established portions of the bike path to the east and the new sections to the west.

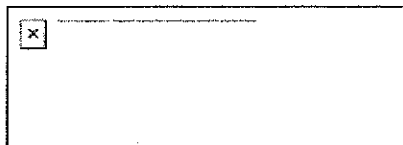
We understand that this gap requires coordination among both the cities of Culver City and Los Angeles Departments of Public Works and Transportation, respectively, to address potential alignments and intersection improvements in both jurisdictions. We respectfully request that you coordinate a meeting of the appropriate agencies to move this conversation forward and select a preferred approach before this project is entitled.

Sincerely,

--
Eric Bruins
Planning & Policy Director
Los Angeles County Bicycle Coalition

634 South Spring Street, Suite 821, Los Angeles, CA 90014
eric@la-bike.org | (213) 629-2142 ext. 127
www.la-bike.org | [Facebook](#) | [Twitter](#) | [Instagram](#)

Help make L.A. County a healthy, safe, and fun place to ride a bike:
[Become an LACBC member today!](#)





Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

January 20, 2016

Susan Yun
Culver City
9770 Culver Blvd.
Culver City, CA 90232

Subject: Ivy Station Transit Oriented Mixed Use Development
SCH#: 2015121083

Dear Susan Yun:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 19, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

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JAN 25 2016

Culver City
Planning Division

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015121083
Project Title Ivy Station Transit Oriented Mixed Use Development
Lead Agency Culver City

Type Neg Negative Declaration
Description Demolition of all existing uses and development of three buildings (up to 79 feet) to include a total of 148 hotel rooms, 200 residential units, approx. 185,000 sq. ft. of office use, 36,200 sq. ft. of retail use, and 16,100 sq. ft. of restaurant use.

Lead Agency Contact

Name Susan Yun
Agency Culver City
Phone 310-253-5755 **Fax**
email
Address 9770 Culver Blvd.
City Culver City **State** CA **Zip** 90232

Project Location

County Los Angeles
City Culver City, Los Angeles, City of
Region
Lat / Long
Cross Streets Venice Blvd. and National Blvd.
Parcel No. 4312-014-270 thru 4312-014-281; 4213-014-900 thru 4213-014-920; and 4213-031-900 and
Township 4213-031-901
2S **Range** 14W **Section** **Base** SB

Proximity to:

Highways I-10, I-405, SR-187
Airports
Railways Metro Expo Line
Waterways Ballona Creek
Schools Several
Land Use GPD: Commercial - General Corridor Studio; Zoning (Culver City): Planned Development 11 (PD-11);
GPD: Limited Manufacturing; Zoning (City of Los Angeles): Manufacturing (M1-1)

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Geologic/Seismic; Noise;
Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil
Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality;
Vegetation; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Regional Water Quality Control Board, Region 1; Department of Fish and Wildlife, Region 5;
Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services,
California; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality
Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

Date Received 12/21/2015 **Start of Review** 12/21/2015 **End of Review** 01/19/2016

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
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Governor's Office of Planning & Research

January 13, 2016

JAN 19 2016

STATE CLEARINGHOUSE

Ms. Susan Yun
 City of Culver City Planning Division
 9770 Culver Blvd
 Culver City, CA 90232

Re: Ivy Station Transit Oriented
 Mixed Use Development
 Vic: LA-010,187/PM 4.409
 IGR#151245ME -MND

Dear Ms. Yun:

The California Department of Transportation (Caltrans) has reviewed the Mitigated Negative Declaration (MND) for the proposed Ivy Station Transit Oriented Mixed Use Development Project.

The project would include a stand-alone 5-story office building with retail and restaurant uses on level 1 and office uses on levels 1 to 5. In addition, two interconnected 5 to 6-story buildings atop a single-level podium are proposed that would include a 200-unit residential building and a 148-room hotel building, both of which would have retail and restaurant uses on the ground level.

To assist in evaluating the impacts of this project to State Transportation Facilities, please consider the following comments:

- An encroachment permit will be required. Any project work proposed in the vicinity of the Caltrans Right of Way, would require an encroachment permit and all environmental concerns must be adequately addressed.
- The project proposes dual left-turn lanes for the northbound approach along State Route-187 (Venice Blvd at National Blvd.) This improvement has already been completed.
- The portion of Venice Boulevard inside the project limits falls within Caltrans Jurisdiction. Please revise the Traffic Impact Analysis (Table 1- Study Area Intersections) to reflect this.
- The project did not consider the impact at the Eastbound I-10 Freeway off-ramp to Exposition Blvd and at the Westbound I-10 Freeway on-ramp from Robertson Place.

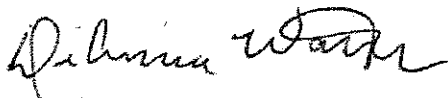
- The results of the LOS Analysis for year 2014 (Table 3) existing conditions conflicts with the results of the traffic report provided by Gibson Transportation Consulting, Inc. Furthermore, the Gibson traffic report indicates a Peak Hour LOS of F for Future Year 2018 at the intersections of :
 - Culver Blvd at Venice Blvd
 - Robertson Blvd at Venice Blvd
 - National Blvd at Venice Blvd
 - La Cienega Blvd at Venice Blvd
 - Fairfax Ave at Washington Blvd
 - Washington Blvd at National Blvd
 - Jefferson Blvd at National Blvd

(Refer to the Jefferson and La Cienega Project DEIR; State Clearinghouse #2015031047).

- Location 13 should be Fairfax Ave. and not Fairfax Blvd.
- Include the Jefferson and La Cienega Project; State Clearinghouse #2015031047 to the list of related projects (Table 6).

If you have any questions, please feel free to contact Ms. Miya Edmonson, the project coordinator, at (213) 897-6536 should you have any questions. Please reference IGR/CEQA No. 151245ME.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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FEB 08 2016

Culver City
Planning Division

January 28, 2016

Susan Yun
City of Culver City
Planning Division
9770 Culver Blvd
Culver City, CA 90232

RE: Ivy Station Transit Oriented Mixed Use Development-City of Culver City- Mitigated Negative Declaration

Dear Ms. Yun:

Thank you for the opportunity to comment on the proposed Ivy Station Transit Oriented Mixed Use Development located at 8824 National Blvd. Culver City, CA 90232. The project would include a standalone 5-story office building with retail and restaurant uses. In addition, two interconnected 5-6 story buildings atop a single-level podium are proposed that would include a 200-unit residential building (up to 79 feet tall) and a 148-room Hotel Building (up to 77 feet tall). These three buildings would be built over a 3-level subterranean parking structure.

This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro bus lines 33, 533, 534 operate on National Boulevard and Venice Boulevard and line 220 operates on Washington Boulevard adjacent to the proposed project. One Metro bus stop on the corner of National Blvd./Venice Blvd. and one Metro bus stop on the corner of Washington Blvd./National Blvd. are directly adjacent to the proposed project. The following comments relate to bus operations and the bus stop:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stop must be maintained as part of the final project.
2. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus Operations. Full ADA access to the existing or relocated stops must be maintained during construction. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus operations may also be impacted and should be included in construction outreach efforts.

3. LACMTA encourages the installation of bus shelters, benches and other amenities that improve the transit rider experience. The City of Culver City (City) should consider requesting the installation of such amenities as part of the development of the site.
4. Final design of the bus stop and surrounding sidewalk area must be Americans with Disabilities Act (ADA) and California Building Code compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.

It is noted that the southern boundary of the site of the project is adjacent to Metro Expo Light Rail Line, along which Metro Expo Light Rail trains operate on a Railroad Right-of-Way (ROW). Additionally, the proposed project is in close proximity to the Culver City Station. The following concerns related to the project's proximity to the ROW should be addressed:

1. The project sponsor is advised that the Metro Expo Light Rail currently operates weekday peak service as often as every five minutes in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW proximate to the proposed project.
2. Considering the proximity of the proposed project to the railroad ROW, the Metro Expo Light Rail will produce noise, vibration and visual impacts. A recorded Noise Easement Deed in favor of LACMTA is required, a form of which is attached. In addition, any noise mitigation required for the project must be borne by the developers of the project and not LACMTA. The easement recorded in the Deed will extend to successors and tenants as well.
3. The project sponsor should notify LACMTA of any changes to the construction/building plans that may impact the use of the ROW.
4. Considering the proposed project's proximity and the constrained space at this location, the project sponsor should be advised that construction activities will not be allowed to impact LACMTA property and equipment. Permits for special operations including the use of a pile driver or any other equipment that could come into close proximity to the OCS or support structure must be obtained at least one week prior to the start of construction. In addition, any future work affecting the south side of the proposed project, including but not limited to signage/advertisement installation, or any other maintenance work within ten feet of the OCS will require a track allocation permit. Permits allowing for single tracking or a power shutdown must be obtained at least two weeks prior to the start of construction. The contractor should contact the following people regarding track allocation and/or special operation permits: Chol Kim, Rail Operations Assistant Manager at 323-563-5010. Or, the On-Duty Rail Operations Control Center Floor Manager at 323-563-5022.
5. During construction, a protective barrier of acceptable material (subject to Metro review and approval) shall be constructed to cover the full height of the building to prevent objects, material, or debris from falling onto the Metro ROW or contacting the electrified OCS and support structures.
6. The cross span wires, attached directly to the pole, will not require additional electrical clearance because they will be properly insulated from the contact wire over the tracks.
7. Prior to the City issuing a building permit within 100 feet of the Metro Rail construction area, clearance shall be obtained from LACMTA. LACMTA will need to review engineering drawings

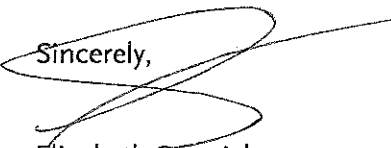
and calculations. Please refer to the attached LACMTA "Design Criteria and Standards, Volume III - Adjacent Construction Design Manual" (attached) for more details regarding submitting drawings and calculations to LACMTA for review. Please note that LACMTA requires an Engineering Review Fee for evaluation of any impacts based on adjacency and relationship of the proposed building to the Metro existing structures. For more information, please contact Aspet Davidian at 213-922-5258 / DavidianA@metro.net or Than Win at 213-922-1405 / WinT@metro.net.

8. LACMTA staff shall be permitted to monitor construction activity to ascertain any impact to the ROW.
9. The project sponsor should be advised that LACMTA may request reimbursement for costs incurred as a result of project construction/operation issues that cause delay or harm to Metro service delivery or infrastructure.

In addition to the comments contained within, Metro has transmitted to the City detailed comments on the 30% level schematic drawings in accordance with the Option Agreement for Perpetual Easement entered into on September 29, 2011 by LACMTA and the City. Metro is also working with City staff to seek clarifications on certain technical questions pertaining to the Initial Study/Mitigated Negative Declaration that were conveyed under separate cover.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to continued collaboration with the City and the Developer in effectuating this project.

Sincerely,



Elizabeth Carvajal
Transportation Planning Manager

Attachment

- Noise Easement Deed
- Adjacent Construction Design Manual
- Operating Systems Interface Section

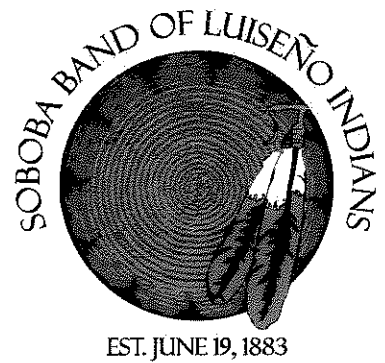
January 19, 2016

Attn: Susan Yun, Senior Planner
City of Culver City
Planning Division
9770 Culver Boulevard
Culver City, CA 90232

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JAN 21 2016

**Culver City
Planning Division**



RE: Ivy Station Transit Oriented Mixed Use Development

The Soboba Band of Luiseno Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between the tribes, project proponents, and government agencies.

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseno Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band wishes to defer to Gabrieleño Tribal Consultants, who are closer to the project area. Please feel free to contact me with any additional questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "JOE", followed by a long horizontal line.

Joseph Ontiveros
Cultural Resource Director
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of Culver City. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseno Indians.