

REGULAR MEETING
OF THE PLANNING COMMISSION
CITY OF CULVER CITY,
CALIFORNIA

June 17, 2009
7:00 p.m.

Call to Order & Roll Call

The meeting of the Planning Commission was called to order
at 7:07 p.m.

Present: David Rockwell, Chair
John Kuechle, Vice Chair
Anthony Pleskow, Commissioner
Linda Smith Frost, Commissioner
Linda Shahinian, Commissioner

o0o

Invocation/Pledge of Allegiance

Mayor Weissman led the Pledge of Allegiance.

o0o

Comments for Items NOT on the Agenda

None.

o0o

ACTION ITEMS

Item A-1

**Discussion of Proposed Update of the Citywide Traffic Study
Criteria**

Staff and Barry Kurtz, Traffic Consultant, provided a
summary of the material of record.

Discussion between staff and the Commission included:
changes between different versions of the report;
clarification that analyzing any local street affected by a
development is standard and included in the analysis; the
effects of lower thresholds; different factors that affect
traffic; a tipping point for smaller projects; levels of
congestion; excess mitigation; mitigation measures not
available at all intersections; policies of different
cities; statements of overriding consideration; addressing

issues created beyond the boundaries of the City; increasing mobility in the City as a key objective; regional mobility; lower land-use thresholds in Los Angeles; clarification that traffic capacity is a finite thing; support for lower thresholds to slow down the rate of consumption of remaining mitigation measures; exercising reasonable control to preserve the mobility factor; impacts of establishing a Congestion Management Program (CMP); developer trip fees; cumulative impacts of small projects City-wide; site specific measures paid for by the applicant; thresholds that could require mitigation measures not covered by the CMP program; distribution of trip fees; a resolution of overriding consideration rather than on an individual basis; the CEQA process; the threshold of significance; the genesis of the study; clarification that the CMP imposes a one-time fee but the City can impose its own fees; the nexus study required to impose a fee; and concern with creating a burden for developers.

CHAIR ROCKWELL OPENED THE PUBLIC HEARING.

No speakers came forward.

MOVED BY COMMISSIONER SMITH FROST, SECONDED BY VICE CHAIR KUECHLE, AND UNANIMOUSLY CARRIED TO CLOSE THE PUBLIC HEARING.

Further discussion between staff and the Commission included: a correction to the staff report that indicated the subcommittee recommended lowering the threshold; the 100% increase in intersections with a Level of Service (LOS) rating of E or F; an explanation of how the LOS is determined; slowing the growth of traffic congestion without suppressing development; the traffic study process; the current status of the City as a major, local attraction with sustained demand for new development; an assertion that increased demand enables the City to take a more conservative approach to development; parameters for determining significance of impacts; relevance of other jurisdictions; clarification that existing significant impact thresholds are 20 years old; and finding a realistic balance between development and quality of life.

Additional discussion included: facilitating regional cooperation on traffic mitigation and planning; commonality across jurisdictional boundaries; the standard for review;

staff discretion; the Los Angeles threshold for traffic studies and the relevance of other jurisdictions; costs for traffic studies; additional intersections impacted with lower thresholds and costs of mitigation measures; increases in F rated intersections all over the county; the natural progression given the 1% ambient growth and the City's ability to influence the progression; the effects of the price of gasoline; pass-through traffic and license plate studies; the direct impacts of projects; whether lowering the threshold would significantly affect congestion in the City; the ability of the City to determine guidelines; sustaining the demand for new development vs. congestion; undeveloped lots in the western part of the City; effects of changes on stalled projects; when the level of mitigation becomes so onerous that it defeats the ability to move forward; thresholds for other cities and whether development suffers; whether Culver City is a magnet for development; how much of an impact changing the threshold would have on traffic or development; and the different standard of review for Los Angeles County.

Discussion between the Commission and staff continued regarding: development burdens at Washington/National and concern that the Agency would end up picking up mitigations as requirements; low profit margins at Washington/Centinela and Agency subsidy; issues that could additionally burden the Washington/Centinela project; significant factors that have affected projects on the west side of the City; the cost to developers vs. the cost to the residents; concern that residents have been getting the short end of the deal; a suggestion to create an overlay and treat the west part of the City differently; the trip credit issue; transit served areas; the inevitability of traffic issues and whether the LOS issue would buy the City some time; whether transit is being properly accounted for; using conditions of approval to address traffic issues; the discretion of the City Engineer; Neighborhood Management Traffic Studies; options for dealing with traffic issues that might not have to rise to the level of significant impact; voluntary agreement by developers to mitigation measures; the fact that some projects might not go forward due to excessive impact; slowing down the rate of growth; the time scale of relevancy; trip fees and development impact fees; ways to encourage alternative forms of transportation; the Pedestrian and Bicycle Master Plan; negative consequences to some traffic mitigations focused on moving cars; alternative work schedules to stagger traffic; benefits to

uniformity; clarification that the CMP is based on trips generated by a project not on thresholds that apply to mitigation measures; ITE generation rates; discretion of cities to choose projects that will best improve the transportation infrastructure; and the need for an up-to-date document.

Discussion between staff and the Commission on how to proceed included: a suggestion to keep the current threshold and revisit the issue when the economy rebounds; an observation that it has been two years since the original proposal to examine the threshold was brought forward and concern it will be two more years before the issue is brought up again; implementing other changes but keeping the current threshold; a suggestion to add specific economic indicators to trigger a review of the threshold; adding a provision to the criteria requiring annual review of the traffic threshold; and an observation that now is an interesting time to see how development affects increased traffic as development has currently stalled.

o0o

Recess

Chair Rockwell called a brief recess at 10:33 p.m.

o0o

Reconvene

Chair Rockwell called the meeting back to order at 10:43 p.m. with all Commissioners present.

o0o

Item A-1 (continued)

Discussion of Proposed Update of the Citywide Traffic Study Criteria

Discussion between staff and the Commission included: acknowledgement of the hard work by staff and the subcommittee; questions regarding technical issues with the document; clarification that legal staff had not thoroughly reviewed the document and a suggestion that they do; clarification that any project that generates 500 trips

requires a traffic study; credits for Transit Oriented Development (TOD); the automatic 10% internal trip capture credit for all mixed use projects; related project lists and horizon years; traffic levels on different days of the week; giving a development credit because a project calls itself mixed use; the implications of giving extra credits; concern with approving projects with large traffic impacts; the need to protect the City; the authority of the City Engineer to give credit, and an observation that other jurisdictions generally give higher credits; credits for the Fox Hills Mall which is considered a transit station; trip credits for existing uses; trip credits vs. trip reductions; traffic studies conducted by a traffic engineer hired by the developer; concern with limiting the discretion of the City Engineer; next steps in the process; and agreement to bring back the item for a final vote at the June 30 meeting.

Additional discussion of the Traffic Criteria by the Commission included: the possibility of penalty fees; after the fact monitoring; making the document clear enough for anyone to understand; significant impacts at LOS C; and excluding religious holidays or other days when there is a lower traffic flow.

o0o

Consent Calendar

Item C-1

Secretary's Report

MOVED BY VICE CHAIR KUECHLE, SECONDED BY COMMISSIONER SHAHINIAN, AND UNANIMOUSLY CARRIED THAT THE PLANNING COMMISSION RECEIVE AND FILE THE REPORT OF THE SECRETARY REGARDING POSTING OF THE AGENDA FOR THIS MEETING.

o0o

Item C-2

Meeting Minutes

This item was deferred to the next meeting.

o0o

Items from Staff

Thomas Gorham, Planning Manager, reminded everyone that the joint study session on Wednesday, June 24 starts at 6 p.m.

Heather Baker, Deputy City Attorney, requested that Commissioners R.S.V.P. for training scheduled for June 18 at 6 p.m. in Council Chambers and noted that while people could satisfy the AB1234 requirement by taking the training online, the training provided by the City would encompass a broader overview and go into more detail on Brown Act issues, conflict of interest and meeting management.

o0o

Items from Commissioners:

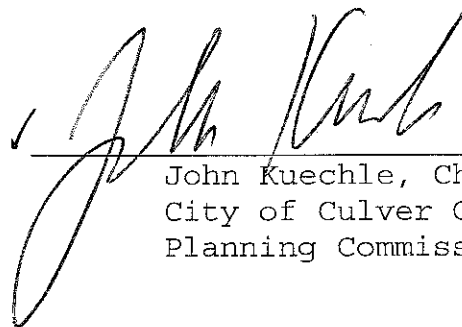
None.

o0o

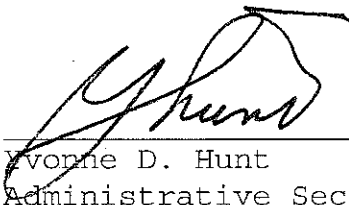
Adjournment

There being no further business, at 11:55 p.m. the Culver City Planning Commission adjourned to the next regular meeting on Wednesday, June 24, 2009, at 6:00 p.m. in the Mike Balkman Council Chambers.

o0o



John Kuechle, Chair
City of Culver City
Planning Commission


Yvonne D. Hunt
Administrative Secretary