ATTACHMENT NO. 4

Culver

PLANNING DIVISION

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INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Parking Structure and Commercial Building Site Plan Review, SPR-P2008047 Mitigated Negative Declaration, MND-P2008048		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Jose Mendivil, Associate Planner (310) 253-5757		
Project Location/Address:	8511 Warner Drive Culver City, CA 90232		
Nearest Cross Street:	Hayden Avenue	**APN:**	4205-023-012
Project Sponsor's Name & Address:	Samitaur Constructs 3528 Hayden Avenue, 3rd Floor Culver City, CA 92032 (310) 204-4464		
General Plan Designation:	Industrial	**Zoning:**	Industrial General (IG)
Redevelopment Project Area:	Component Area No. 3		
Overlay Zone/Special District:	East Washington Boulevard Overlay (EW) Zone		

Project Description and Requested Action: *(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)*

Parking Structure with 775 parking spaces, 41,520 square feet of retail, and 10,000 square feet of restaurant. Project will include 2 levels of subterranean parking; 1 level of subterranean parking, retail, and open courtyard; 1 at-grade level with parking and retail/restaurant; and a 2nd level above grade with parking and retail; a total of 5 levels; and a maximum height of 43 feet.

Existing Conditions of the Project Site:

The project site is currently used as surface parking lot with (242 spaces).

Surrounding Land Uses and Setting: *(Briefly describe the project's surrounding)*

West: western parcel occupied by the 31,971 s.f. UCLA School of Art building and Single story commercial beyond Hayden Drive.

East: Single story commercial.

North: Former Los Angeles County Metropolitan Transit Authority (Metro) easement – now City Owned and single story industrial properties.

South: Primarily single story commercial and industrial buildings with school and school gym.

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

City of Culver City Redevelopment Agency

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

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.

José Mendivil, Associate Planner — Date: 5/13/09

NOTE: Following the public review period, the Planning Commission approved the Initial Study/Mitigated Negative Declaration (MND) and Site Plan Review for the proposed project; during the Planning Commission public hearing and prior to adopting the MND, the Planning Commission made revisions to the MND. These changes consist of editorial, typographical, and internal consistency revisions and a revision to a cultural resources mitigation measure that results in a more effective mitigation than the original mitigation measure. Changes to the text are indicated with ~~strikeout~~ and underline notation. The revisions to the MND clarify the initial study and strengthen mitigations that result in more effective protection from potential environmental impacts. Pursuant to CEQA Guidelines Section 15073.5(c)(1) and (4), such revisions do not require recirculation of the MND.

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Responses:

a)- d) *Less Than Significant Impact.* The proposed project will not significantly affect scenic vistas because the project site and surrounding properties are located in an urbanized area with commercial and industrial buildings in the immediate vicinity. Furthermore, there are no scenic vistas or scenic highways in the vicinity of the project. The topography of the project site and surrounding area will not be significantly affected by the project because it is relatively flat and developed with industrial buildings, many of which have been converted to office, design, and educational uses. There are no scenic rock outcroppings or trees on the project site that is currently a surface parking structure or no such resources in the surrounding area. The project's development will not substantially degrade the existing character of the project and its surroundings but will rather enhance it. The site that is currently a surface parking lot will be replaced with a parking structure that incorporates retail/restaurant uses, a unique façade design, and a green roof (that will include vegetation). As a new two story parking structure (with three underground levels) and a retail/restaurant component replacing a surface parking lot, there will be additional light emanating from the site where none existed before. However, the project will be required to be constructed to code and all lighting will be required to not shine or glare onto adjacent public and private properties. Lighting will be conditioned to not be obtrusive nor create a nuisance to adjacent properties. In addition, the project will not exceed the 43 foot height limit set by the Zoning Code for the Industrial General area, thereby ensuring development is within the expected threshold of development. Other nearby structures of comparable height will help to block any potential glare that could affect the nearest residential area.

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?	☐	☐	☐	☒

Responses:

a)-c) *No Impact.* Agricultural resources will not be impacted by the proposed project because surrounding

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properties are not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect for the area. 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?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Responses:

a)- d) *Potentially Significant Impact Unless Mitigation Incorporated*. Future new development in any portion of Culver City may contribute both at the project level and cumulatively, to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. However the South Coast Air Quality Management District (SCAQMD) CEQA Handbook provides thresholds of significance for both the operational and construction phases of a project. Per the SCAQMD CEQA Handbook, the project does not meet operational thresholds of significance (23,000 square feet for a restaurant and 50,000 square feet for a medium sized shopping center) because the restaurant is planned for 10,000 square feet and the retail space is planned for 41,520 square feet. However operational mitigations stated below will ensure that operational-related emissions remain less than significant.

Mitigation Measures

Air-1 *Where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes.*

Air-2 *Heavy-duty trucks shall turn off their engines immediately upon reaching the loading docks in order to limit emissions during idling.*

Air-3 *The project shall be designed and operated to conserve energy as required by Southern California Edison, Southern California Gas Company, and/or other appropriate agencies.*

During construction, air contaminant emissions would result from the use of construction equipment such as bulldozers, trucks, scrapers, loaders, graders, and backhoes, as well as construction workers that would be traveling to and from the project. Project-related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel-powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards; impacts would be less than significant. Also, the project does not reach the threshold of

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significance for construction because at a total of 51,520 square feet for both the restaurant and retail combined, it is below the 975,000 square foot construction threshold for both restaurant and retail uses. The site is 1.71 acres and approximately 2.54 million cubic feet of earth is to be removed for the three underground parking levels. This is below the construction threshold of significance for grading which is 177 acres. The project site is located adjacent to a school and approximately 550 feet from the nearest single-family residences, which are located to the west. As discussed above, construction impacts associated with the proposed project would be less than significant, and because of their short duration, these impacts are not anticipated to add to long-term air pollution problems. Operational emissions resulting from the proposed project would be below the established SCAQMD thresholds, and therefore, impacts would be less than significant.

Overall, construction emissions will be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further, the proposed project will implement standard SCAQMD-approved construction procedures and will comply with applicable provisions of SCAQMD Rule 403. The following mitigation measures will ensure that construction-related emissions remain less than significant.

Mitigation Measures

Air-4 *All exposed soils shall be watered three times daily.*

Air-5 *All inactive soil stockpiles shall be covered with tarps.*

Air-6 *All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.*

Air-7 *General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.*

Air-8 *Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators, to the extent feasible.*

Air-9 *Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.*

Air-10 *All grading operations shall be terminated if wind conditions exceed 25 miles per hour.*

Air-11 *Dust fabric shall be installed to project perimeter fencing.*

Air-12 *Approved Culver City haul routes (and schedules) must be used by all construction vehicles.*

e) *Less Than Significant Impact.* Project construction activities may generate detectable odors from heavy-duty equipment exhaust. However, any impacts to existing adjacent land uses would be short-term and considered less than significant. Long-term odor impacts will also be less than significant because the proposed activity – a parking structure, retail space, and restaurant space – are not uses normally associated with noxious odors. Furthermore, adherence and incorporation of SCAQMD CEQA Handbook control measures would reduce any potential impacts from objectionable odors to a less than significant level.

Mitigation Measure(s): None Required

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IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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) *Less Than Significant Impact.* The proposed project will not affect biological resources because the project site and surrounding area is located in an industrial zone that is fully developed with commercial and manufacturing uses and is further completely surrounded by urban development. As an urbanized built out area, the project site and surrounding area is not known to have special status species, riparian habitat, or federally protected wetlands. The project site and surrounding area is not known to be along the path of migratory wildlife and there is no resident migratory wildlife corridor or wildlife nursery site or adopted Habitat Conservation Plan in the area of the project site.

Mitigation Measure(s): None Required.

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V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Responses:

a) *Less Than Significant Impact.* The project is not expected to cause a substantial adverse change in the significance of a historical resource because there is no identified historical resource on the project site, which is flat surface parking lot, or in the surrounding area which is characterized by industrial buildings and warehouses, none of which have been designated as historical.

Mitigation Measure(s): None Required.

b)- d) *Potentially Significant Impact Unless Mitigation Incorporated*. The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. The potential does exist for fossil resources, burial sites, and other paleontological/anthropological resources to be unearthed during construction activities. There have been ~~Further, although there is no~~ identified archaeological resources at construction sites near the project site~~in the immediate area,~~ and upon excavation for the subterranean ~~three~~ levels, such a resource could surface. This potential impact is considered significant without mitigation and a mitigation requiring a Phase 1 Archaeological/Paleontological Survey prior to Building Permit issuance will be required. ~~,~~ Implementation of the recommended mitigation measure below would reduce the significance of potential impacts to a less than significant level.

Mitigation Measure

CR-1 *Prior to Building Permit issuance, a Phase 1 Archaeological/Paleontological Survey shall be completed and submitted to the Planning Manager and Building Official for review. If the Phase 1 Archaeological/Paleontological Survey indicates the presence of archaeological and/or paleontological resources, then an archaeological and/or paleontological professional(s), approved by the City, shall monitor all phases of the excavation for the project site. In the event that the Phase 1 Archaeological/Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains, or other archaeological/paleontological resources are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and Native American representatives have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.* ~~*In the event that any undetected fossil resources and/or human remains are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and/or native American representative has been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.*~~

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

Responses:

a)- b) *Less Than Significant Impact*. The project site is located in an urbanized area surrounded by existing disturbed land and development. The project area is located in the seismically active southern California region and, therefore, could be subject to strong ground shaking in the event of an earthquake. The region is characterized by numerous active, potentially active, and inactive faults. The project site is not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface rupture hazards. However, the site is located approximately 250 west of an identified fault zone (Newport – Inglewood Fault). Compliance with all applicable City building standards and constructed to meet all Uniform Building Code requirements, including that all buildings are reinforced to comply with City and state seismic standards, would reduce any potential impact to a level of less than significant. In addition, the project site is developed as a surface parking lot and is surrounded by urban development. Construction of the proposed project will therefore not result in substantial soil erosion or the loss of topsoil (where non exists now).

Mitigation Measure(s): None Required

c)- d) *Potentially Significant Impact Unless Mitigation Incorporated*. Geotechnical studies conducted at adjacent properties by Geotechnologies, Inc. found groundwater at depths greater than 50 feet. Groundwater deeper than 50 feet substantially reduces liquefaction hazard potential. However, historic groundwater in the area is shown at 20 feet below ground surface (Geotechnologies, Inc. Letter to Eric Owen Moss, dated September 27, 2004). According to Geotechnologies, Inc., the liquefaction potential at the site remains low due to the underlying clayey soils. Prior to project designs, a geotechnical investigation will be conducted at the site to verify the liquefaction potential. Based on the results of these studies, design features will be incorporated as necessary into the project to minimize liquefaction effects.

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Mitigation Measure

Geo-1 *Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted on the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey, Special Publication 117, Guidelines for Evaluating and Mitigation Seismic Hazards in California, 1997. These measures shall be included in the final project designs and prior to Building Permit issuance in a matter meeting the approval of the Building Official.*

e) *Less Than Significant Impact*. The project site is located in an urbanized area, and existing wastewater infrastructure is in place. The proposed development project would be connected to the existing wastewater system. Since the project would not involve the use of septic tanks or alternative wastewater disposal systems, no impact would occur.

Mitigation Measure(s): 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?	☐	☐	☒	☐

Responses:

a)- b) *Less Than Significant Impact*. The proposed project is unlikely to create a significant hazard to the public or environment through routine transport, storage, and use of hazardous materials. Grading and construction activities may involve the limited transport, storage, use, or disposal of hazardous materials such as

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remodeling or demolition debris. However, these activities would be minimal, short-term, or one-time in nature and would be subject to federal, state, and local health and safety requirements. Long-term operation of the proposed project would not involve the transportation, storage, use or disposal of significant quantities of hazardous materials. The types of uses associated with the proposed project, restaurants, retail, and a parking structure are not known to use, produce, or transport hazardous materials in significant quantities. Therefore, impacts related to this issue are expected to be less than significant.

Mitigation Measure(s): None Required

c) *Potentially Significant Impact Unless Mitigation Incorporated*. The proposed project would require the use of potentially hazardous materials for cleaning and other maintenance uses of the retail and restaurant space. The use of these hazardous materials would be limited and subject to federal, state and local health and safety requirements. Due to these requirements and the general lack of large amounts of such materials on site, the proposed project would not create a significant hazard to the public or the environment through the reasonably foreseeable release of hazardous materials into the environment. However the Willows Community School is located within one-quarter mile of the proposed project site. Nevertheless, as previously stated, the proposed project as a parking structure, retail space, and restaurant use, is not anticipated to emit hazardous waste. Therefore, it is not likely the proposed project would ~~not~~ impact schools located within one-quarter mile. There is a potential for hazardous material to be emitted during excavation. The following mitigation measure would ensure no impact.

Mitigation Measures

Haz-1 *In the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB).*

d) *Less Than Significant Impact*. The proposed project site is not listed as a site containing hazardous waste on any lists compiled pursuant to Section 65962.5 of the Government Code. Additionally, based on the information in the Environmental Data Report (i.e. Phase I Environmental Site Assessment Report) prepared by the project applicant, the project site is not listed on any environmental database, including federal and state databases of known contaminated sites (National Priority List, Cal-Sites, etc.). The proposed project would, therefore, not create a significant hazard to the public or the environment due to location on a hazardous materials site.

Mitigation Measure(s): None Required

e)- f) *Less Than Significant Impact*. The proposed project is not located within two miles of any public or private airstrip that would result in a safety hazard for people residing or working in the project area. The nearest airport to the project site is Santa Monica Airport, located approximately five miles to the west of the project site. Therefore, no impacts would occur.

Mitigation Measure(s): None Required

g) *Potentially Significant Impact Unless Mitigation Incorporated*. The proposed project would not involve the permanent modification of the existing street network surrounding the project site and would not interfere with a current emergency response plan or an emergency evacuation plan for local, state or federal agencies. All emergency procedures would be implemented within local, state, and federal guidelines during the construction and operation of the project. During construction and/or excavation the temporary closure and/or disruption of streets to traffic may be required but impacts to emergency response plans or evacuation plans caused by this temporary disruption will be less than significant with a construction staging and traffic plan mitigation (see Measure **Traffic-5**).

h) *Less Than Significant Impact*. The project site is located in an area with urban uses and is currently developed with a parking lot. There are no wildlands on the project site or in the immediate vicinity of the site. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving

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wildland fires, including where wildland fires are adjacent to urbanized areas. No impact would occur.				
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?	☐	☒	☐	☐
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 construction of the proposed project, grading activities have the potential to temporarily increase the amount of suspended solids from surface flows derived from the project site during a concurrent storm event due to sheet erosion of exposed soil. Stormwater runoff and erosion could result in violation of water quality standards and waste discharge requirements. On-site watering activities during grading activities (utilized to reduce airborne dust) also have the potential to contribute marginally to increased sediment loading of surface runoff during dry weather conditions. However, a Stormwater Pollution Prevention

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Plan (SWPPP) in compliance with the State National Pollution Discharge Elimination System (NPDES) General Construction Permit and the Los Angeles Regional Water Quality Control Board (LARWQCB) requirements regarding construction activities, including erosion control, would be required. As part of these requirements, Best Management Practices (BMPs) would be implemented that would serve to minimize sedimentation, reduce or eliminate other pollutants in stormwater runoff, and reduce or eliminate non-storm water discharges. The implementation of traditional engineering erosion control methods and BMPs (e.g., proper grading techniques, appropriate sloping of the construction site, sand bagging, drainage swales, regular watering of disturbed areas), which constitute standard conditions of grading permit approval, would effectively control fugitive dust and sediment transport during all construction operations and would control the discharge of sediment into the area's storm drain system. Therefore, preparation of the SWPPP, which is required to comply with the State NPDES General Construction Permit and implementation of other City and LARWQCB requirements would reduce any potentially significant water quality impacts on receiving waters to less than significant levels.

Mitigation Measure(s): None Required

b) *Less Than Significant Impact.* The site is currently 100% covered with an impervious paved parking surface and no groundwater extractions are proposed as part of the project during construction or operation. Therefore, the project would not deplete groundwater supplies or interfere with groundwater recharge that would be considered significant. As a result, no significant impacts would occur.

Mitigation Measure(s): None Required

c)- e) *Potentially Significant Impact Unless Mitigation Incorporated.* There are no streams or rivers in the vicinity of the project other than the concrete lined flood control channel of Ballona Creek that could be affected by any changes to the existing drainage pattern of the project site or project area. Implementation of the proposed project may result in changes to existing drainage patterns or increases in surface water runoff quantities. Project generated surface water runoff would drain into existing storm drains. A grading and drainage plan will be required to ensure proper ~~necessary to determine potential impacts of~~ surface water runoff from the project site into the ~~and the ability of the~~ City's stormwater system during both the construction and operational phases of the project ~~to have sufficient capacity to handle the runoff from the site~~. With mitigations incorporated there would be a less than significant impact to surficial drainage patterns.

Mitigation Measure

Hydro-1 *Prior to issuance of a building permit, a final hydrology and hydraulics report shall be prepared for submitted to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump.*

Hydro-2 *Prior to issuance of any demolition, grading, excavation, and or building permit, proof of that a General Construction Activities NPDES Permit has been obtained from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State, shall be required. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and available for inspection at all times during construction.*

Concurrent with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved.

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

Hydro-3 *Concurrent with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP.*

f)- j) *Less Than Significant Impact.* The proposed project would be required to implement a SWPPP and a Standard Urban Storm Water Mitigation Plan (SUSMP), which would be implemented during the operational life of the project. The SUSMP requires minimizing runoff and reducing pollutants. Compliance with these requirements would avoid any significant impacts on water quality associated with construction or operation of the proposed project. The project site is not located within a 100-year flood plain. However, the project site is located within the inundation area for the Mulholland Dam. The Mulholland Dam is located in the Santa Monica Mountains several miles north of the project. Currently there is no data to demonstrate that the dam is in eminent threat of failure and should it a fail, other government agencies responsible for responding to that failure would be in contact with Culver City first responders to coordinate emergency procedures as appropriate. Failure of the dam and inundation of the project site is an extremely remote possibility. The location within the inundation zone does not pose a significant impact or constraint to development of the site.

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?	☐	☐	☐	☒

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

Responses:

a)- b) *Less Than Significant Impact.* The project site is located within an urbanized area, consisting of light industrial and commercial uses. The proposed uses would be similar to the existing and surrounding uses and would include uses allowed in the Industrial General (IG) zone. Furthermore, the project would be served by existing streets and infrastructure. The project would not physically divide an established community. The proposed project is located within the City of Culver City's Redevelopment Project Component Area No. 3. As required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan Land Use Element. The project's proposed land uses are consistent with both the General Plan and the Redevelopment Plan and no General Plan amendment or Redevelopment Plan amendment is required. The site currently has a General Plan designation of Industrial and is zoned Industrial General (IG). Although there are industrial uses in the areas surrounding the project site, there is a trend in the area to convert traditional industrial uses to light and clean industrial and commercial uses. The proposed project would be consistent with this trend, would be compatible with surrounding uses, and would provide a resource to the nearby community by adding parking spaces, retail space, and restaurant amenities. Such a commercial community serving resource is encouraged in the Industrial description of the Land Use Element. The project as proposed is consistent with the Zoning Code – the height, setbacks, parking, and proposed uses are all allowed in the IG Zone as noted in the code.

Mitigation Measure(s): None Required

c) *No Impact.* There are no applicable habitat conservation plans or natural community conservation plan applicable to the project site or project area. As such, project implementation would not conflict with any habitat conservation plans. Therefore, there would be no impact to any habitat conservation plans or natural community conservation plan applicable to the project.

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) *No Impact.* The project site and its surrounding area are currently developed with urban uses. No mineral resources have been identified on or within the project site. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state.

Mitigation Measure(s): None Required

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XI. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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) *Potentially Significant Impact Unless Mitigation Incorporated.* The proposed project is located in an area consisting of commercial/light industrial uses, with some residential, municipal and open space uses nearby. The nearby residences and the Willows Community School, which qualify as noise sensitive land uses, would potentially be exposed to noise generated from on-site construction activities and operation activities. Vehicular-related operational noise levels would result from parked and/or moving vehicles on the local roadway system and at the proposed project site. Parking lot noise could include occasional car alarm noise, vehicle horns, vehicle doors/trunks opening and closing, and conversation of people using the parking structure. The most disruptive of these noise sources would be associated with car alarm noise and vehicle horns because of their intermittent nature and loudness. However, the majority of the proposed parking would be located in the underground levels and the at-grade and second story parking levels would have their noise levels muted by property line walls. Retail and restaurant operations are not usually associated with high levels of noise and the majority of these activities will be indoors – except for outdoor dining which will be located in an interior open courtyard. Noise attributed to operational activities are not expected to be significant.

Excavation and construction noise levels at and near the project site will fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Most construction activity would be located central to the project site and away from sensitive receptors. However, construction equipment would occasionally travel along the boundary of the project site and within 50 feet of the Willows Community School and the nearest multi-family residence. The City of Culver City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activity to the less noise sensitive daytime hours. The Culver City Noise Ordinance (Chapter 9.07, Section 9.07.035) requires construction to be limited to between 8 AM and 8 PM Monday through Friday, 9 AM and 7 PM Saturday, and 10 AM and 7 PM Sunday. Construction activity hours will be further limited to ensure noise does not significantly impact the sensitive receptors noted above; this will exceed the standards established in the Noise Ordinance. Further mitigation measures provided below would reduce the annoyance of

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construction noise to less than significant.

Mitigation Measures

Noise-1 *Construction hours shall be limited from 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM on Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and the afternoon (4 PM to 6 PM) peak traffic periods.*

Noise-2 *Construction equipment shall be located as far from nearby sensitive receptors, as possible. Stationary source equipment (e.g. compressors) shall be located so as to maintain the greatest distance from sensitive receptors.*

Noise-3 *All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust.*

Noise-4 All *construction equipment shall be properly maintained to minimize noise emissions.*

Noise-5 *All equipment servicing shall be performed so as to maintain the greatest distance from sensitive land uses.*

Noise-6 *The name and telephone number of a contact person shall be posted on-site. The construction contractor shall coordinate construction activities with the Willows Community school to minimize disturbance to classes.*

e)- f) *No Impact.* The project site is not located within an airport land use plan boundary and is not located in the vicinity of a public or private airstrip. Therefore, the proposed project would not expose people residing or working in the project area or people visiting the project site to excessive noise levels from airports. No impact would result, and no mitigation measures are required.

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)- c) *No Impact.* The proposed project is not expected to induce significant population growth and does not include new housing as part of the project. The proposed project will not result in the direct inducement of growth, but rather will respond to regional demand for services. The proposed project will accommodate existing and projected future increased demands for retail and restaurant facilities in the project area. The proposed project, therefore, accommodates rather than induces growth. The project site is currently used as a surface parking lot and no housing currently exists onsite, therefore no residential uses will be affected by

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the proposed project. In addition, the project site is not designated for residential uses. Therefore, implementation of the proposed project would not displace residents or homes and no further evaluation of potential impacts associated with this issue is necessary. No impacts would occur.

Mitigation Measure(s): None Required

XII. 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) *Less Than Significant Impact.* The Culver City Fire Department (CCFD) currently provides fire protection and emergency medical services. The Fire Department maintains three stations and the closest station to the proposed project site is Station No. 1 located at 9600 Culver Boulevard. The estimated response time for Station 1 is three to five minutes. The proposed project involving a parking structure, retail space, and restaurant space will be constructed and operated in accordance with the latest Culver City Fire Department codes and guidelines for construction, access, water mains, fire flows and hydrants. In addition, through internal staff review, standard Fire Prevention conditions of approval will be required. Implementation of these standard conditions will reduce potential impacts to fire protection to less than significant.

Mitigation Measure(s): None Required

a-Police) *Potentially Significant Impact Unless Mitigation Incorporated.* The Culver City Police Department provides law enforcement and police protection services within Culver City. The Police Department is located approximately 0.75 miles from the project site at 4040 Duquesne Avenue. The Police Department Level of Service is periodically evaluated and staff and equipment is increased or decreased as needs dictate and funding allows. According to the Culver City Police Department, the emergency response time anywhere in the City for a top priority emergency is three minutes or less. Demand for law enforcement services is based on the number of residential units in the City, the amount of non-residential space in the City and the number of individuals who pass through or visit the City. Any increase or decrease in either residential or non-residential uses will have a corresponding proportional impact on the demand for police protection services.

For this project construction areas will be secured throughout the course of construction activities as necessary to ensure the safety of the public. Additional security measures that will be provided during operation of the proposed project include on-site security and security lighting during the evening. Despite these operational security measures, the Culver City Police Department may experience an increase in calls-for-service to the proposed project site due to traffic accidents, crimes of opportunity (including auto burglaries or purse snatches), and parking complaints (due to operation of the proposed project). The following mitigation will reduce impacts to Police service to less than significant.

Mitigation Measures

Police-1 *Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security; the proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures.*

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a-Schools) *Less Than Significant Impact*. The Culver Unified School District (CCUSD) serves grades kindergarten through 12 and operates the Culver City Adult School. Since no residential land uses are proposed as part of the project, school services would not be directly affected by the proposed project. Employment opportunities generated by the proposed project would have the potential to generate a small number of students in the CCUSD if new employees choose to relocate to Culver City. The CCUSD, in accordance with California Government Code Sections 53080 and 65995, collects statutory developer fees as a condition of the issuance of building permits. Payment of these fees by the applicant, in accordance with State law, would offset impacts to school services. Therefore, impacts would be less than significant, and no further evaluation of schools is necessary.

Mitigation Measure(s): None Required

a-Parks) *Less Than Significant Impact*. The City's Open Space Element indicates that the City of Culver City has 90.07 net acres of park land divided among 19 sites developed as parks, parkettes, and special facilities. In addition, there is the 101-acre Ballona Creek Flood Control Channel that contains bike and pedestrian paths. School playgrounds, although not designated, can function as outdoor recreation space to the extent available for public use. Based on the City's established park standard of 3 acres per 1,000 population, the City as of the 1996 Open Space Element had a 27 acre deficit in public park lands.

The proposed project would result in approximately 51,520 square feet of retail and restaurant spaces, which would generate additional new employees on-site. The introduction of new employees may potentially affect the provision of park services since these employees may use the City's parks, particularly those within close proximity of the project site (Syd Cronethal Park and Culver City Park). It is likely that the new employees will use the parks during there break times or after work. However, this use is not anticipated to be significant, particularly since the project proposes an open interior courtyard, outside seating areas as part of restaurant operations, and a rooftop passive walkway surrounding a roof top green space. As a result, potential impacts to parks are considered less than significant. Overall, with the one Police mitigation measure, impacts to public services are considered to be less than significant.

Mitigation Measure(s): None Required

XIV. RECREATION –

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

Responses:

a)- b) *No Impact*. The proposed project would not put a demand for new recreational facilities or increase the use of existing recreational facilities because it does not involve new residential uses that could generate an increase in the population. As stated above new employees to the site could use the City park system but because of on-site amenities, such usage is not expected to create a significant impact. There is no condition that requires construction of new park facilities and the project applicant does not propose to dedicate land for recreational facilities construction. Impacts to recreational facilities are expected to be less than significant.

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Mitigation Measure(s): None Required

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC — Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Responses:

a) & e) *Potentially Significant Impact Unless Mitigation Incorporated*. According to the KOA February 23, 2009 Traffic Impact Analysis (Traffic Study) for the proposed project, the project is expected to generate 2,006 Daily Trips, 43 AM Peak Hour trips, and 140 PM Peak Hour trips (Table 4 on Page 39 of the Traffic Study). This estimated future PM Peak trips is above 50 trips and a traffic study was required for the project. The City of Culver City has established guidelines to determine if a project will have significant impact at a specific location in terms of project related increases in volume-to-capacity (V/C) ratio. The threshold criteria is as follows:

Level Of Service*	Final V/C**	Project Related V/C Increase (or threshold of significant impact)
D	0.801 – 0.900	Equal to or greater than 0.040
E and F	0.901 or more	Equal to or greater than 0.020

* LOS D is Fair Traffic Movement; LOS E is Poor Traffic Movement; LOS F is Failed Traffic Movement (tremendous traffic delays).

** Final V/C is the ratio at an intersection, considering traffic from the project, ambient and related project growth, and without proposed traffic mitigations.

Of the 19 intersections studied, only one was determined to be significantly impacted in the AM Peak because of the project related traffic along with traffic from related projects and future growth. The intersection of Hayden Avenue and Warner Drive is expected to have a V/C increase of 0.028 and is further expected to go from LOS E to LOS F. The V/C increase of 0.028 is greater than the 0.020 V/C threshold of significance. (Table 6 on Page 48 of the Traffic Study). None of the 19 intersections are expected to meet or exceed the V/C ratio increase level of significance for the PM peak (Table 7 on Page 49 of the Traffic Study).

Proposed mitigations that are expected to lessen the impact to less than significant includes the following restriping actions: along Warner Drive between Hayden Avenue and the project entrance, installation of a left turn lane into the project site; on westbound Warner Drive, installation of a left turn lane onto south bound Hayden Avenue; on southbound Hayden Avenue, installation of a left turn lane onto east bound Warner Drive; and on north bound Hayden Avenue, installation of a right turn lane onto east bound Warner Drive.

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

These restriping actions would result in a loss of parking spaces as angled parking spaces are replaced with parallel spaces (or removed totally) to accommodate the added lanes. The net loss of parking spaces can be accommodated in the project's parking structure that will have excess parking.

Table 8 of the Traffic Study (Page 50) shows that the restriping mitigations, which will result in a smoother flow of traffic, will also result in a V/C decrease for the AM Peak at the Hayden Avenue/Warner Drive intersection of -0.068 – well below the threshold of significance. The PM Peak V/C decrease result of -0.018 is also below the threshold of significance. In addition to these mitigations, the project applicant will be required to post a bond for the future installation of a traffic signal at the Hayden Avenue/Warner Drive intersection. The Metro Exposition Light Rail Project, expected to be completed in 2010, will include signalization of National Boulevard and Eastham Drive and traffic signal modifications at National Boulevard and Jefferson Boulevard. These traffic enhancements may affect the traffic patterns at the intersection of Hayden Avenue/Warner Drive and therefore after full occupancy of the project, the City will conduct traffic counts at the intersection to determine if a traffic signal is warranted. If warranted the project applicant will be responsible for the design and construction of the signal; if not warranted the bond will be returned to the applicant. With all these traffic mitigations, the impacts due to the increase in traffic will be reduced to less than significant.

During construction inadequate emergency access could occur because of construction related street closures and traffic delays. In order to mitigate this impact to less than significant, the applicant will be required to submit a Construction Staging and Traffic Plan prior to issuance City permits. This plan will include information on staging and local haul routes; number of truck trips such as material evacuation, steel delivery, concrete pour and other deliveries; street/lance closures; pedestrian circulation and traffic control; duration of construction activities/hours of operation; construction parking plan; prohibition of on-street parking by construction workers; and a parking plan.

The following traffic mitigations will reduce traffic related impacts to less than significant.

Mitigation Measures

Traffic-1 *A left-turn lane providing eastbound access to the project's main driveway shall be installed in Warner Drive. Pavement transition striping shall be installed easterly of the project's main driveway to channel vehicular traffic around the left-turn lane. The existing angled parking along the south side of Warner Drive shall be removed to provide the necessary space for the left-turn lane and transition striping. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer.*

Traffic-2. *A left-turn lane and right-turn lane shall be installed on Warner Drive at Hayden Avenue to accommodate westbound traffic on Warner Drive.*

Traffic-3 *An exclusive right-turn lane for northbound traffic and a left-turn lane for southbound traffic shall be installed on Hayden Avenue at Warner Drive. The existing angled parking spaces and landscape fingers along the east side of Hayden Avenue, both north and south of Warner Drive, shall be removed to accommodate both turn lanes. Re-paving of Hayden Avenue in those areas that require the removal of the landscape fingers shall be completed to the satisfaction of the City Engineer. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer.*

Traffic-4 *Based on the approved traffic study as prepared by the KOA Corporation, dated February 23, 2009, a traffic signal is warranted at the intersection of Hayden Avenue and Warner Drive based on the forecast peak hour traffic volumes. However, the Metro Exposition LRT project, which is currently under construction, will install a traffic signal at the intersection of National Boulevard and Eastham Drive. Also, the traffic signal at National Boulevard and Jefferson Boulevard will be modified to allow left turns from Jefferson Boulevard onto National Boulevard. These changes may reduce the traffic volumes at the Hayden Avenue/Warner Drive intersection to an extent that a traffic signal would not be warranted there. Therefore, until the traffic signals at the National Boulevard/Eastham Drive and National Boulevard/Jefferson Boulevard intersections are completed,*

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

and at least a six month period has elapsed for traffic to be acclimated to this installation, the following requirements shall be met:

a. *If any Certificate of Occupancy is requested prior to the Metro Exposition LRT project installing the traffic signal at the intersection of National Boulevard and Eastham Avenue and modifying the traffic signal at the intersection of National Boulevard and Jefferson Boulevard, the ~~applicant~~/owner shall post a bond ~~and agreement~~, in a form acceptable to the City Attorney, for the complete cost of installing ~~of~~ a traffic signal and all appurtenant structures at the intersection of Hayden Avenue and Warner Drive. The cost estimate shall be based on an approved traffic signal plan and specifications as prepared by the applicant/owner's traffic engineer and submitted to the Engineering Division for review and approval. A bond processing fee in the amount of $1,500.00 shall be submitted with the bond ~~and agreement~~.*

b. *At the end of the six month period following the installation of the traffic signal at the intersection of National Boulevard and Eastham Drive and the signal modification at the intersection of National Boulevard and Jefferson Boulevard, and with the project having at least 80% building occupancy, the ~~applicant~~/owner shall enter into a three-party agreement to hire an independent traffic engineer to conduct new traffic counts at the intersection of Hayden Avenue and Warner Drive. The cost of the three-party agreement shall include a 25% fee to cover the cost of the City to administer the contract. The new traffic counts shall be used by the ~~applicant~~/owner's traffic engineer to perform a warrant analysis to determine the need for either a traffic signal or all-way stop control at this intersection. Based on the results of the warrant analysis, if a traffic signal or all-way stop control is not warranted, then no further work is required and the City shall release the traffic signal bond to the ~~applicant~~/owner. However, if a traffic signal or all-way stop control is warranted, the ~~applicant~~/owner shall have six months to install said traffic signal or all-way stop control after receiving an official notification from the City. Failure to install said traffic signal or the all-way stop control within ~~after~~ the six month period, shall give cause for the City to invoke the bond to complete the required construction.*

Traffic-5 *Prior to issuance of any City Permits, a Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department for review and be approved by the City Engineer prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following:*

a. *The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations.*

b. *An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties.*

c. *Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan.*

d. *The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas.*

e. *The location and travel routes of off-site staging and parking locations.*

b), d), f) *Less Than Significant Impact.* The nearest Congestion Management Plan (CMP) arterial monitoring intersections (implemented by the Los Angeles County Metropolitan Transportation Authority) to the project site are the intersections of La Cienega Boulevard/Jefferson Boulevard and Venice Boulevard/Overland Avenue. Based on the incremental project trip generation estimates, the proposed project would not add 150 or more new trips per hour to this location in either direction during morning and afternoon peak hours. Therefore, according to the guidelines set forth in the CMP, there would be no significant impact.

There are no existing hazardous design features such as sharp curves or dangerous intersections on-site or within the project vicinity. Project implementation would not create hazards relative to design features. The project area currently consists of commercial and industrial space, and the proposed project would be compatible with these existing uses. As such, implementation of the project would not create or increase

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

hazards relative to a design feature or incompatible uses. Therefore there would be no significant impacts in relation to hazardous design features.

Per the Zoning Code, the retail portion of the project requires 119 parking spaces and the restaurant portion requires 100 parking spaces. In addition, per a Redevelopment Agency covenant, 242 parking spaces must be made available for lease to surrounding businesses. At a total of 775 parking spaces provided, there is an excess of 314 parking spaces, thereby providing more than the minimum code required parking. In addition, the Traffic Study provided a parking demand study that estimated the peak parking demand for the retail space will be 156 parking spaces and the peak parking demand for the restaurant space will be 154 parking spaces for a total peak parking demand of 310 spaces. At 775 parking spaces provided, the parking demand will yield a surplus of 465 parking spaces. Therefore there would be no significant impacts in relation to parking capacity.

Mitigation Measure(s): None Required

c), g). *No Impact*. The project site is located more than seven miles from Los Angeles International Airport. The project does not propose any uses that would change air traffic patterns or generate air traffic. Therefore, safety risks associated with a change in traffic patterns would not occur, and thus, no further evaluation of this issue is necessary. There would be not significant impact to traffic safety risks associated with air traffic patterns.

The project is located within an established commercial and industrial area. There are a number public transportation bus lines provided by Metro and the Culver City Bus System run near the project area; impacts to public transportation would be less than significant and would not conflict with any adopted plans, programs or policies supporting alternative transportation.

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?	☐	☒	☐	☐

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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) *Potentially Significant Impact Unless Mitigation Incorporated.* With regard to *Wastewater,* Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal services. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City in Playa del Ray. In 1998, the Hyperion Treatment Plant expanded its dry weather capacity to 450 million gallons daily (mgd) and increased secondary treatment to 100 percent of flows. Both the Donald C. Tillman Water Reclamation Plant, in the Sepulveda Basin, and the Los Angeles/Glendale Water Reclamation Plant, in the City of Glendale, alleviates hydraulic pressure to the Hyperion Plant. Recent expansion of the Tillman plant is anticipated to further relieve the need for new sewage treatment capacity beyond currently planned improvements. However, in order to ensure no impacts occur, the following mitigation measure shall be included in the project.

Mitigation Measures

Util-1 *Prior to issuance of a building permit, the applicant/owner shall coordinate with the City to ascertain the existing wastewater capacity of the project site. The applicant/owner will pay for any (fair share) improvements that are required to provide adequate capacity at the project site.*

With regard to *Water, most* of Culver City (including the project site) receives water service from Golden State Water Company (GSWC) which depends on the Metropolitan Water District for its supply with some well water augmentation from the Charnock Well. MWD derives its water supply from the Colorado River and the State Water Project (SWP). GSWC brings water to Culver City via three connections to the MWD supply line. The GSWC conveyance system within the City consists of approximately 475,000 linear feet of cast iron, uncoated steel and concrete pipes of 4-inch, 6-inch, 8-inch and 12-inch diameters. At the time of the 1995 General Plan update, it was estimated that 60 percent of the system needed to be replaced, and the then named Southern California Water Company committed to replace 7,000 feet of pipe per year. In order to ensure adequate fire flow, the applicant must have a Fire Flow Study performed adjacent to the project site, as detailed in mitigation measure **Util-1**. With implementation of mitigation measure **Util-1**, the applicant would ensure adequate fire flow and mitigate any impacts to existing water infrastructure.

Mitigation Measures

Util-2 *The applicant/owner shall pay for a Fire Flow Study to be performed for the proposed project and shall comply with the recommendations of the Fire Flow Study; the applicant/owner shall pay for any necessary (fair share) improvements.*

c), d), e) *Less Than Significant Impact.* The proposed project is not expected to substantially increase storm water runoff in the project area. The proposed project involves the construction of a parking structure, retail space, and restaurant space. Because the project site is currently developed and used for surface parking, the proposed project would not increase the area of impervious surfaces and would not alter the existing drainage patterns. As a result, the existing storm water drainage infrastructure surrounding the project site would be adequate to serve the proposed project. An on-site storm drain system will be constructed as part of the proposed project to collect surface runoff and direct it to the existing drains. The proposed project would, therefore, not require the construction of new storm water drainage facilities or expansion of existing facilities. Impacts to storm water facilities would be less than significant.

As discussed above, the existing water supply infrastructure is anticipated to have adequate capacity to serve the proposed project site without new or expanded entitlements.

As stated above, the proposed project would not exceed the capacity of wastewater treatment infrastructure or facilities. Sewage flows resulting from the proposed project are not anticipated to exceed

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

the capacity of existing wastewater infrastructure; the proposed project should result in a determination by the Culver City Public Works Department that existing infrastructure has adequate capacity to serve the project's projected demand in addition to existing commitments. With implementation of mitigation measure **Util-1** impacts would be less than significant.

Mitigation Measure(s): None Required.

f), g) *Potentially Significant Impact Unless Mitigation Incorporated.* Construction of the proposed project will involve excavation, grading and demolition of asphalt. Some excavated earth materials may be suitable for use as backfill and other compacted fill material, if recycled or retained on site. Depending on the timing of construction of the proposed project (and other projects), it is possible that excavated material could be hauled to the closest development project(s) in the area needing fill material. In the event no such location is available, earth material would be taken to any public or private landfill with existing operation permits. Excavated soils, earth material, and asphalt would be primarily inert and would create no capacity impact at the receiving landfills. Since the daily permitted capacity for inert materials at local landfills is not limited, the depositing of excavated materials at local landfills should be able to be accommodated. However the amount of earth and asphalt do be removed can potentially create cumulative impacts on local landfills and treatment of solid waist. A standard condition of approval for all discretionary projects requires that during construction, inert materials, such as soil, asphalt, concrete, and other recyclable materials, be recycled or re-used on-site to the greatest extent practicable. The additional implementation of mitigation measure **Util-3 below** will further encourage recycling and reuse of inert excavated materials.

This implementation of recycling, composting, or other waste diversion programs once the project becomes operational can incrementally reduce the capacity of countywide landfills. Because solid waste would be disposed of at any one of several landfills within the county and outside of Los Angeles County, it is not possible to determine the impact of the proposed project on a specific landfill. At worst-case, all waste generated by the project (once operational) is assumed to be deposited at a single landfill, thereby reducing the capacity of that specific landfill. According to current regulations, including the County of Los Angeles Solid Waste Management Action Plan and the California Integrated Waste Management Board Model Ordinance, new development projects are required to participate in existing countywide programs and to implement site-specific source reduction, recycling, and reuse programs. The proposed project would be required to reduce the total estimated waste output through reuse in accordance with the Integrated Waste Management Act AB 939. With implementation of mitigation measure **Util-4**, the proposed project would meet requirements of AB939 and the project's environmental impact on solid waste would be less than significant in relation to the applicable statutes and regulations.

Mitigation Measures

Util-3 *In order to avoid the deposition of materials at solid waste landfills serving the County of Los Angeles, the use of suitable private sites that will accept all fill and earth materials for re-use, shall be investigated.*

Util-4 *Prior to issuance of city permits, a solid waste management plan shall be developed for both the construction phase and operational phase. This plan shall be reviewed and approved by the City of Culver City Public Works Department and shall identify methods to promote recycling and reuse of materials, as well as safe disposal of solid waste; further, space shall be allocated on the project site for collection and storage of recyclable materials.*

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EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Responses:

a),b),c) *Less Than Significant Impact.* Based on the analysis contained in this Initial Study, the project site does not contain any threatened or endangered species, sensitive habitats or cultural or historical resources. Therefore, the project does not have the potential to degrade the environment in this regard. Therefore, it is hereby found that the proposed project involves no potential significant impacts to any plant or animal wildlife species. The Initial Study did not identify areas where the proposed project may have potentially significant impacts. Nor were there any impacts found that could be cumulatively potentially significant. Mitigations were identified for various impacts at both the project specific level and the cumulative level, thereby reducing those potential impacts to less than significant. The project would not result in environmental impacts from construction and operation of the project, which could cause adverse impacts on human beings, either directly or indirectly. Mitigations were identified for certain potential impacts, thereby reducing those impacts to less than significant. No further evaluation of potential impacts associated with the environmental effects on human beings is necessary.

Mitigation Measure(s): None Required.

XVIII. EARLIER ANALYSES:

None

MITIGATION MONITORING PROGRAM

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for each of the mitigation measures which indicates that mitigation measures have been complied with and implemented, and fulfills the City environmental and other requirements (Public Resources Code Section 21081.6.) Final clearance shall require all applicable verification as included in the following table. The City of Culver City will have primary responsibility for monitoring and reporting the implementation of the mitigation measures unless otherwise indicated. The mitigation measures have been identified by impact category and numbered for ease of reference.

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Air Quality **Air-1** Where practicable, double paned windows shall be used to reduce thermal loss and reduce energy demand for temperature control purposes. **Air-2** Heavy-duty trucks shall turn off their engines immediately upon reaching the loading docks in order to limit emissions during idling. **Air-3** The project shall be designed and operated to conserve energy as required by Southern California Edison, Southern California Gas Company, and/or other appropriate agencies. **Air-4** All exposed soils shall be watered three times daily. **Air-5** All inactive soil stockpiles shall be covered with tarps. **Air-6** All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. **Air-7** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. **Air-8** Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators, to the extent feasible. **Air-9** Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations. **Air-10** All grading operations shall be terminated if wind conditions exceed 25 miles per hour. **Air-11** Dust fabric shall be installed to project perimeter fencing. **Air-12** Approved Culver City haul routes (and schedules) must be used by all construction vehicles.	Condition of Approval for all Air Quality Mitigations	Plan Check Note and Field Inspection for all Air Quality Mitigations	Prior to Issuance of a Building Permit and On-Going during Construction for all Air Quality Mitigations	Public Works and Building Safety Inspectors for all Air Quality Mitigations

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Cultural Resources **CR-1** *Prior to Building Permit issuance, a Phase 1 Archaeological/Paleontological Survey shall be completed and submitted to the Planning Manager and Building Official for review. If the Phase 1 Archaeological/Paleontological Survey indicates the presence of archaeological and/or paleontological resources, then an archaeological and/or paleontological professional(s), approved by the City, shall monitor all phases of the excavation for the project site. In the event that the Phase 1 Archaeological/Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains, or other archaeological/paleontological resources are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and Native American representatives have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.* ~~In the event that any undetected fossil resources and/or human remains are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist, paleontologist and/or native American representative has been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.~~	Condition of Approval	Plan Check Note and Field Inspection	Prior to Issuance of a Building Permit and On-Going during Construction	Building Safety Division and Building Safety Inspector

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Geology and Soils **Geo-1** Prior to final project design and Building Permit issuance, a geotechnical investigation shall be conducted on the subject property and a report prepared that identifies construction methods and foundation designs applicable for site conditions, pursuant to the guidelines contained in the California Geological Survey, Special Publication 117, Guidelines for Evaluating and Mitigation Seismic Hazards in California, 1997. These measures shall be included in the final project designs and prior to Building Permit issuance in a matter meeting the approval of the Building Official.	Condition of Approval	Plan Check Note and Submission of Study	Prior to Building Permit Issuance	Building Safety
Hazards & Hazardous Materials **Haz-1** In the event that signs of contamination are found during excavation, work shall be stopped and the soil (and any groundwater) evaluated. If contaminants are found above acceptable levels, the site shall be cleaned to levels specified by regulating agencies (Fire Department, DTSC, and/or RWQCB).	Condition of Approval	Plan Check Note and Field Inspection	Prior to Building Permit Issuance and On-Going during Construction	Building Safety Division
Hydrology and Water Quality **Hydro-1** Prior to issuance of a building permit, a final hydrology and hydraulics report shall be prepared for submitted to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump.	Condition of Approval	Plan Check Note and On Grading Plans	Prior to Grading Permit and Building Permit Issuance	Public Works/ Engineering
Hydro-2 Prior to issuance of any demolition, grading, excavation, and or building permit, proof of that a General Construction Activities NPDES Permit has been obtained from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number, which would include filing a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State, shall be required. A copy of the SWPPP shall be provided to the Engineering Division and must also be kept on site and available for inspection at all times during construction.	Condition of Approval	Plan Check Note, On Grading Plans, Field Inspection	Prior to Grading Permit and Building Permit Issuance an On Going during Construction	Public Works/ Engineering and Public Works Inspector

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Concurrent with the submittal of the site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The LSWPPP shall be approved after SWPPP is approved.				
Hydro-3 Concurrent with the submittal of the site improvement plan and before the building permit is issued, a Standard Urban Storm Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide BMPs that adequately address the pollutants generated during the post-construction stage. The site improvement plans shall note that the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP.	Condition of Approval	Plan Check Note, On Grading Plans, Field Inspection	Prior to Grading Permit and Building Permit Issuance, On Going during Construction, and prior to Certificate of Occupany	Public Works/ Engineering and Public Works Inspector

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Noise **Noise-1** Construction hours shall be limited from 8 AM to 6 PM Monday through Friday, and from 9 AM to 6 PM on Saturdays. Construction shall be prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7 AM to 9 AM) and the afternoon (4 PM to 6 PM) peak traffic periods.	Condition of Approval	Plan Check Note, Field Inspection	Prior to Grading Permit and Building Permit Issuance an On Going during Construction	Public Works/ Engineering and Public Works Inspector for all Noise Mitigations
Noise-2 Construction equipment shall be located as far from nearby sensitive receptors, as possible. Stationary source equipment (e.g. compressors) shall be located so as to maintain the greatest distance from sensitive receptors.	Condition of Approval	Plan Check Note, Field Inspection	Prior to Grading Permit and Building Permit/ On Going during Construction for all Noise Mitigations	
Noise-3 All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust.	Condition of Approval	Plan Check Note, Field Inspection		
Noise-4 All construction equipment shall be properly maintained to minimize noise emissions.	Condition of Approval	Plan Check Note, Field Inspection		
Noise-5 All equipment servicing shall be performed so as to maintain the greatest distance from sensitive land uses.	Condition of Approval	Plan Check Note, Field Inspection		
Noise-6 The name and telephone number of a contact person shall be posted on-site. The construction contractor shall coordinate construction activities with the Willows Community school to minimize disturbance to classes.	Condition of Approval	Plan Check Note, Field Inspection		

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Public Services/Police **Police-1** Prior to Certificate of Occupancy, a security plan shall be prepared that includes on-site security; the proposed plan shall be submitted to the Culver City Police Department and the Planning Division for review and approval. Upon approval, the security plan shall be implemented as part of the project's operational procedures.	Condition of Approval	Plan Check Note, Security Plan Document submission	Prior to Certificate of Occupancy	Police Department and Planning Division
Traffic/Transportation **Traffic-1** A left-turn lane providing eastbound access to the project's main driveway shall be installed in Warner Drive. Pavement transition striping shall be installed easterly of the project's main driveway to channel vehicular traffic around the left-turn lane. The existing angled parking along the south side of Warner Drive shall be removed to provide the necessary space for the left-turn lane and transition striping. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer. **Traffic-2** A left-turn lane and right-turn lane shall be installed on Warner Drive at Hayden Avenue to accommodate westbound traffic on Warner Drive. **Traffic-3** An exclusive right-turn lane for northbound traffic and a left-turn lane for southbound traffic shall be installed on Hayden Avenue at Warner Drive. The existing angled parking spaces and landscape fingers along the east side of Hayden Avenue, both north and south of Warner Drive, shall be removed to accommodate both turn lanes. Re-paving of Hayden Avenue in those areas that require the removal of the landscape fingers shall be completed to the satisfaction of the City Engineer. Where feasible, parallel parking spaces shall be installed in-lieu of the angled parking spaces as determined by the City Engineer. **Traffic-4** Based on the approved traffic study as prepared by the KOA Corporation, dated February 23, 2009, a traffic signal is warranted at the intersection of Hayden Avenue and Warner	Condition of Approval For all Traffic Mitigations	Plan Check Note, Design On Plans, Field Inspection For all Traffic Mitigations	Prior to Building Permit Issuance and On-Going during Construction for all Traffic Mitigations	Public Works, Public Works Inspector, Planning for all Traffic Mitigations

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Drive based on the forecast peak hour traffic volumes. However, the Metro Exposition LRT project, which is currently under construction, will install a traffic signal at the intersection of National Boulevard and Eastham Drive. Also, the traffic signal at National Boulevard and Jefferson Boulevard will be modified to allow left turns from Jefferson Boulevard onto National Boulevard. These changes may reduce the traffic volumes at the Hayden Avenue/Warner Drive intersection to an extent that a traffic signal would not be warranted there. Therefore, until the traffic signals at the National Boulevard/Eastham Drive and National Boulevard/Jefferson Boulevard intersections are completed, and at least a six month period has elapsed for traffic to be acclimated to this installation, the following requirements shall be met: a. If any Certificate of Occupancy is requested prior to the Metro Exposition LRT project installing the traffic signal at the intersection of National Boulevard and Eastham Avenue and modifying the traffic signal at the intersection of National Boulevard and Jefferson Boulevard, the ~~applicant~~/owner shall post a bond ~~and agreement~~, in a form acceptable to the City Attorney, for the complete cost of installing ~~of~~ a traffic signal and all appurtenant structures at the intersection of Hayden Avenue and Warner Drive. The cost estimate shall be based on an approved traffic signal plan and specifications as prepared by the applicant/owner's traffic engineer and submitted to the Engineering Division for review and approval. A bond processing fee in the amount of $1,500.00 shall be submitted with the bond ~~and agreement~~. b. At the end of the six month period following the installation of the traffic signal at the intersection of National Boulevard and Eastham Drive and the signal modification at the intersection of National Boulevard and Jefferson Boulevard, and with the project having at least 80% building occupancy, the ~~applicant~~/owner shall enter into a three-party agreement to hire an independent traffic engineer to conduct new traffic counts at the intersection of Hayden Avenue and Warner Drive. The cost of the three-party agreement	Condition of Approval For all Traffic Mitigations	Plan Check Note, Design On Plans, Field Inspection For all Traffic Mitigations	Prior to Building Permit Issuance and On-Going during Construction for all Traffic Mitigations	Public Works, Public Works Inspector, Planning for all Traffic Mitigations

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
shall include a 25% fee to cover the cost of the City to administer the contract. The new traffic counts shall be used by the ~~applicant/~~owner's traffic engineer to perform a warrant analysis to determine the need for either a traffic signal or all-way stop control at this intersection. Based on the results of the warrant analysis, if a traffic signal or all-way stop control is not warranted, then no further work is required and the City shall release the traffic signal bond to the ~~applicant/~~owner. However, if a traffic signal or all-way stop control is warranted, the ~~applicant/~~owner shall have six months to install said traffic signal or all-way stop control after receiving an official notification from the City. Failure to install said traffic signal or the all-way stop control within~~after~~ the six month period, shall give cause for the City to invoke the bond to complete the required construction.	Condition of Approval For all Traffic Mitigations	Plan Check Note, Design On Plans, Field Inspection For all Traffic Mitigations	Prior to Building Permit Issuance and On-Going during Construction for all Traffic Mitigations	Public Works, Public Works Inspector, Planning for all Traffic Mitigations
Traffic-5 Prior to issuance of any City Permits, a Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department for review and be approved by the City Engineer prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following: a. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. b. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties.	Condition of Approval	Plan Check Note, Document to be Submitted to Public Works and Planning	Prior to Building Permit Issuance and On-Going during Construction	Public Works, Public Works Inspector, Planning for all Traffic Mitigations

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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
c. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. d. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. e. The location and travel routes of off-site staging and parking locations.				
Utilities and Services **Util-1** Prior to issuance of a building permit, the applicant/owner shall coordinate with the City to ascertain the existing wastewater capacity of the project site. The applicant/owner will pay for any (fair share) improvements that are required to provide adequate capacity at the project site.	Condition of Approval For all Utility Mitigations	Plan Check Note, Study to be submitted to Public Work/ Engineering	Prior to Grading and Building Permit Issuance	Public Work/ Engineering
Util-2 The applicant/owner shall pay for a Fire Flow Study to be performed for the proposed project and shall comply with the recommendations of the Fire Flow Study; the applicant/owner shall pay for any necessary (fair share) improvements.		Plan Check Note, Study to be submitted to Fire Department	Prior to Grading and Building Permit Issuance	Fire Prevention
Util-3 In order to avoid the deposition of materials at solid waste landfills serving the County of Los Angeles, the use of suitable private sites that will accept all fill and earth materials for re-use, shall be investigated.		Plan Check Note, Field Inspection	Prior to Building Permit Issuance, On-going during construction	Public Works Engineering & Sanitation
Util-4 Prior to issuance of city permits, a solid waste management plan shall be developed for both the construction phase and operational phase. This plan shall be reviewed and approved by the City of Culver City Public Works Department and shall identify methods to promote recycling and reuse of materials, as well as safe disposal of solid waste; further, space shall be allocated on the project site for collection and storage of recyclable materials.		Plan Check Note, Field Inspection, Document to be Submitted to City Sanitation Division	Prior to Grading and Building Permit Issuance	Public Works Engineering & Sanitation

References Utilized:

1. KOA February 23, 2009 Traffic Impact Analysis (Traffic Study)

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Traffic Impact Analysis for the Proposed Parking Structure at 8511 Warner Drive Culver City, California

February 23, 2009

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Executive Summary

A. Project Description

The project consists of constructing 10,000 square feet of restaurant and 41,520 square feet of retail. Project access would be provided via Warner Drive. A five level parking garage with three subterranean levels and two upper levels of parking will be provided on-site with 775 parking spaces. The proposed Project is anticipated to be in operation by the Year 2010.

B. Study Methodology

In order to document these assumptions, KOA submitted a Memorandum of Understanding (MOU) for this report to the City of Culver City. The development of an MOU is a formal part of the traffic impact analysis process required by City of Culver City for all traffic studies. The list of study intersections is finalized through this process, as are the trip generation assumptions and information on related area projects. The MOU was approved by City of Culver City on January 11, 2008 and is included in this report as Appendix A. The Lucerne Avenue/Duquesne Avenue intersection was added to be consistent with level of effort of the traffic study breadth used to analyze the proposed adjacent 8665 Hayden Place project traffic study.

Intersections within the City of Culver City

1. Robertson Boulevard/Higuera Street and Washington Boulevard
2. National Boulevard and Washington Boulevard
3. La Cienega Boulevard and Washington Boulevard
4. Hayden Avenue and National Boulevard
5. Eastham Avenue and National Boulevard [Stop-Controlled]
6. Hayden Avenue and Warner Avenue [Stop-Controlled]
7. Eastham Avenue and Warner Avenue [Stop-Controlled]
8. Lucerne Avenue and Higuera Street [Stop-Controlled]
9. Hayden Avenue and Higuera Street [Stop-Controlled]
10. Eastham Avenue and Higuera Street
11. Lucerne Avenue and Duquesne Avenue [Stop-Controlled]
12. Jefferson Boulevard and Duquesne Avenue

Intersections within the City of Los Angeles

13. Robertson Boulevard and Venice Boulevard
14. National Boulevard and Venice Boulevard
15. La Cienega Boulevard and Fairfax Avenue
16. Jefferson Boulevard and National Boulevard
17. La Cienega Boulevard and Jefferson Boulevard
18. Jefferson Boulevard and Rodeo Road/Higuera Street
19. La Cienega Boulevard and Rodeo Road

The traffic analysis studied the following time frames, consistent with the guidelines of both Culver City and the City of Los Angeles.

- Existing (Year 2008) Conditions
- Future (Year 2010) with Ambient Growth and Related Projects

- Future (Year 2010) with Ambient Growth and Related Projects and the Proposed Project

The future Year 2010 was selected as the future time frame for analysis to coincide with the planned opening of the project. This traffic study meets the requirements of the Los Angeles County Congestion Management (CMP) Program.

C. Existing Conditions (Year 2008)

Analysis of existing conditions was based on traffic count data collected in May 2008. Level of service D or better is generally considered a good peak hour level of service in the project area by the Culver City Department of Public Works. Thirteen of the nineteen study intersections are forecast to operate at LOS D or better under existing (Year 2008) conditions during the morning peak hour. During the afternoon peak hour, fifteen of the nineteen study intersections are forecast operate at LOS D or better. Those intersections that operated at LOS E or worse during either the AM or PM peak hour are identified below:

6. Hayden Avenue and Warner Drive (AM Peak Hour) (City of Culver City)
13. Robertson Boulevard and Venice Boulevard (AM Peak Hour) (City of Los Angeles)
14. National Boulevard and Venice Boulevard (AM and PM Peak Hours) (City of Los Angeles)
15. La Cienega Boulevard and Fairfax Avenue (AM and PM Peak Hours) (City of Los Angeles)
17. La Cienega Boulevard and Jefferson Boulevard (AM and PM Peak Hours) (City of Los Angeles)
19. La Cienega Boulevard and Rodeo Road (AM and PM Peak Hours) (City of Los Angeles)

D. Forecast No Project Conditions

In order to develop traffic forecasts for the future Year 2010, existing peak hour intersection traffic volumes were factored up by an ambient growth rate consistent with the Los Angeles County Congestion Management Program data and in consultation with the City of Culver City Public Works Department. Forecast traffic volumes for 41 planned projects within an approximate 1.5-mile radius of the project site were then added to these volumes. Traffic forecasts for the 41 "related projects" were developed either based on traffic studies prepared for those projects or on trip generation rates provided in the Institute of Transportation Engineers *Trip Generation, 7th Edition.*

To account for changes in the roadway capacities between the Year 2008 and Year 2010, planned area roadway improvements were identified. Specific roadway improvements were identified as part of the proposed Exposition Light Rail Line. Roadway improvements associated with the Exposition Light Rail were obtained from Metro's *"Los Angeles Mid-City Westside Transit Corridor Mid-City Exposition Light Rail Transit Project - Final Environmental Impact State/Environmental Impact Report - Volume 1"*, October 2005. The following summarizes these improvements:

- National Boulevard and Venice Boulevard (City of Los Angeles): Add an eastbound and westbound exclusive left-turn lane and a right-turn lane. Both approaches would then provide two left-turn lanes, three through lanes and one right-turn lane.

- National Boulevard and Jefferson Boulevard (City of Los Angeles): Add a northbound left-turn lane, the approach would then provide a left-turn lane and dual right-turn lanes; add an eastbound right-turn lane. The eastbound approach would then provide one through lane, one shared through/right-turn lane and one right-turn lane.

- La Cienega Boulevard and Rodeo Road (City of Los Angeles): Add a westbound exclusive left-turn lane. The westbound approach would then provide two left-turn lanes, two through lanes and one right-turn lane.

Forecast levels of service at some of these intersections in the future, even with the addition of ambient and related project traffic, improves in the future as a result of these planned improvements.

Under future with ambient growth and related project conditions, the following is the list of intersections operating at poor levels of service (LOS E or worse) during either the AM or PM peak hours for future Year 2010 "No Project" Conditions:

3. La Cienega Boulevard and Washington Boulevard (AM and PM Peak Hours) (Culver City)
6. Hayden Drive and Warner Drive (AM Peak Hour) (City of Culver City)
11. Lucerne Avenue and Duquesne Avenue (AM and PM Peak Hours) (City of Culver City)
12. Jefferson Boulevard and Duquesne Avenue (AM Peak Hour) (City of Culver City)
13. Robertson Boulevard and Venice Boulevard (AM and PM Peak Hours) (City of Los Angeles)
14. National Boulevard and Venice Boulevard (PM Peak Hour) (City of Los Angeles)
15. La Cienega Boulevard and Fairfax Avenue (AM and PM Peak Hours) (City of Los Angeles)
17. La Cienega Boulevard and Jefferson Boulevard (AM and PM Peak Hours) (City of Los Angeles)
19. La Cienega Boulevard and Rodeo Road (AM and PM Peak Hours) (City of Los Angeles)

E. Forecast Project Traffic

With the application of pass-by and internal capture trip credits the project would generate approximately about 2,006 "net" daily trips of which 43 and 140 "net" trips would occur during the morning and afternoon peak hours, respectively.

Project trip distribution was based on the geographic distribution of population from which the employees of the proposed development would originate or terminate as well as knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows.

F. Forecast with Project Conditions

Under future with ambient growth and related project conditions, the following is the list of intersections operating at poor levels of service (LOS E or worse) during either the AM or PM peak hours for future Year 2010 "With Project" Conditions:

2. National Boulevard and Washington Boulevard (PM Peak Hour) (City of Culver City)
3. La Cienega Boulevard and Washington Boulevard (AM and PM Peak Hours) (City of Culver City)
6. Hayden Drive and Warner Drive (AM Peak Hour) (City of Culver City)
11. Lucerne Avenue and Duquesne Avenue (AM and PM Peak Hours) (City of Culver City)
12. Jefferson Boulevard and Duquesne Avenue (AM and PM Peak Hours) (City of Culver City)
13. Robertson Boulevard and Venice Boulevard (AM and PM Peak Hours) (City of Los Angeles)
14. National Boulevard and Venice Boulevard (PM Peak Hour) (City of Los Angeles)
15. La Cienega Boulevard and Fairfax Avenue (AM and PM Peak Hours) (City of Los Angeles)
17. La Cienega Boulevard and Jefferson Boulevard (AM and PM Peak Hours) (City of Los Angeles)
19. La Cienega Boulevard and Rodeo Road (AM and PM Peak Hours) (City of Los Angeles)

G. Project Significant Impacts per the Traffic Study Guidelines

The traffic analysis shows that the project is expected to have significant impact at the Hayden Avenue/Warner Drive, based on City of Culver guidelines. This impact can be mitigated through intersection restriping that would add a southbound left-turn lane, northbound right-turn lane, and restripe the westbound intersection approach to provide an exclusive left-turn lane and an exclusive right-turn lane.

H. Traffic Signal Warrant Analysis

KOA Corporation performed peak hour traffic signal warrant analyses at the Hayden Avenue/Warner Drive intersection with the addition of project traffic. The warrant thresholds were not met in either case.

The City of Culver City has informed the project proponent that the Metro Exposition LRT project, expected to be completed in the Year 2010, will signalize the intersection of National Boulevard and Eastham Drive, and it will modify the traffic signal at the National Boulevard/Jefferson Boulevard intersection to allow full access, including left turns from northbound Jefferson Boulevard to westbound National Boulevard. These measures are expected to change traffic patterns at the intersection of Hayden Avenue and Warner Drive, which may affect the results of the traffic signal warrant calculations.

The City has stated that after the National Boulevard/Eastham Drive is signalized, the National Boulevard/Jefferson Boulevard traffic signal is modified and the project is fully occupied, it will conduct new traffic counts at the Hayden Avenue/Warner Drive intersection. The new traffic counts will be used to perform a traffic signal warrant analysis to determine the need to signalize the intersection. The project proponent shall be responsible for the costs of this future study.

The City has requested that the project proponent be required to post a bond to finance the installation of the traffic signal upon completion of construction of the project, but before issuance of a Certificate of Occupancy. The project proponent agrees to this request but maintains the opinion that if such a signal be required, that the fair way to finance it would be to apportion costs equitably between the subject project and other development projects that may have occurred or are about to occur in the area.

I. Street Segment Analysis

Culver City requested a street segment analysis on of Higuera Street west of Hayden Avenue and Lucerne Avenue south of Higuera Street. The City stated that they wanted to quantify the percentage increase in traffic that could be expected as a result of the project. The City stated that an increase of 8% in daily volume would constitute a significant street impact.

The project does not meet the 8% daily traffic increase threshold for a significant impact.

J. Construction Impacts

It is likely that there will be short-term adverse traffic and parking impacts in the area during construction of the proposed project. It is City policy and procedure that developers submit a formal construction staging and traffic plan to the City for review and approval prior to the issuance of any construction permits. The applicant will be required to submit a plan, which includes information on

staging and local haul routes, number of truck trips such as material evacuation, steel delivery, concrete pour and other deliveries, street/lane closures (if any), pedestrian circulation and traffic control, duration of construction activity and hours of operation. In addition, a construction parking plan will also be required that clearly delineates where construction workers will park. The plan must clearly denote on-street parking in the project vicinity for construction workers shall be prohibited.

The Applicant and the construction contractor shall be required to submit a parking plan to the Culver City Planning Division for approval prior to issuance of any grading or building permits.

K. Parking Adequacy

The proposed parking supply for the Project would adequately meet City of Culver City parking code requirements. Similarly, the proposed 775-space parking garage would meet the peak parking demand rate published in ITE.

L. Recommended Roadway Striping Improvements

To facilitate access to the site and to mitigate project impacts, it is recommended that parking be removed on the south side of Warner Drive west of the project driveway so that an eastbound left-turn can be striped for traffic entering the project site from the west. This striping change will allow for the striping of a westbound left-turn lane at the Hayden Avenue/Warner Drive intersection. It is also recommended that a southbound left-turn lane and northbound right-turn lane be striped at the Hayden Avenue/Warner Drive intersection to reduce delay at that stop-sign controlled intersection.

1. Introduction

This report documents the traffic study prepared for the proposed retail and restaurant development at 8511 Warner Drive in the City of Culver City. KOA Corporation was retained to study the potential traffic impacts of the proposed project.

The following sections examine the impacts of the project on traffic operations at selected study area intersections during a weekday morning and afternoon peak periods. The scope and methodologies used for this traffic study were developed in consultation with the City of Culver City Department of Public Works. The Project study area, as defined through consultation with staff, encompasses nineteen (19) roadway intersections. The original scope of work identified eighteen (18) study intersections. The intersection list was expanded to nineteen (19) intersections, by adding the Lucerne Avenue/Duquesne Avenue intersections, to match the scope breadth of the recently completed 8655 Hayden Place traffic study. The same traffic count data was used in the 8655 Hayden Place traffic study and this traffic study as were the same assumptions regarding study time horizons and related project-generated traffic volume forecast assumptions. Key tasks undertaken for this traffic analysis include: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the planned project land use, 4) assignment of Project-generated trips to the study area roadway system and, 5) evaluation of the impact of project traffic at the study intersections.

A. Project Site Location

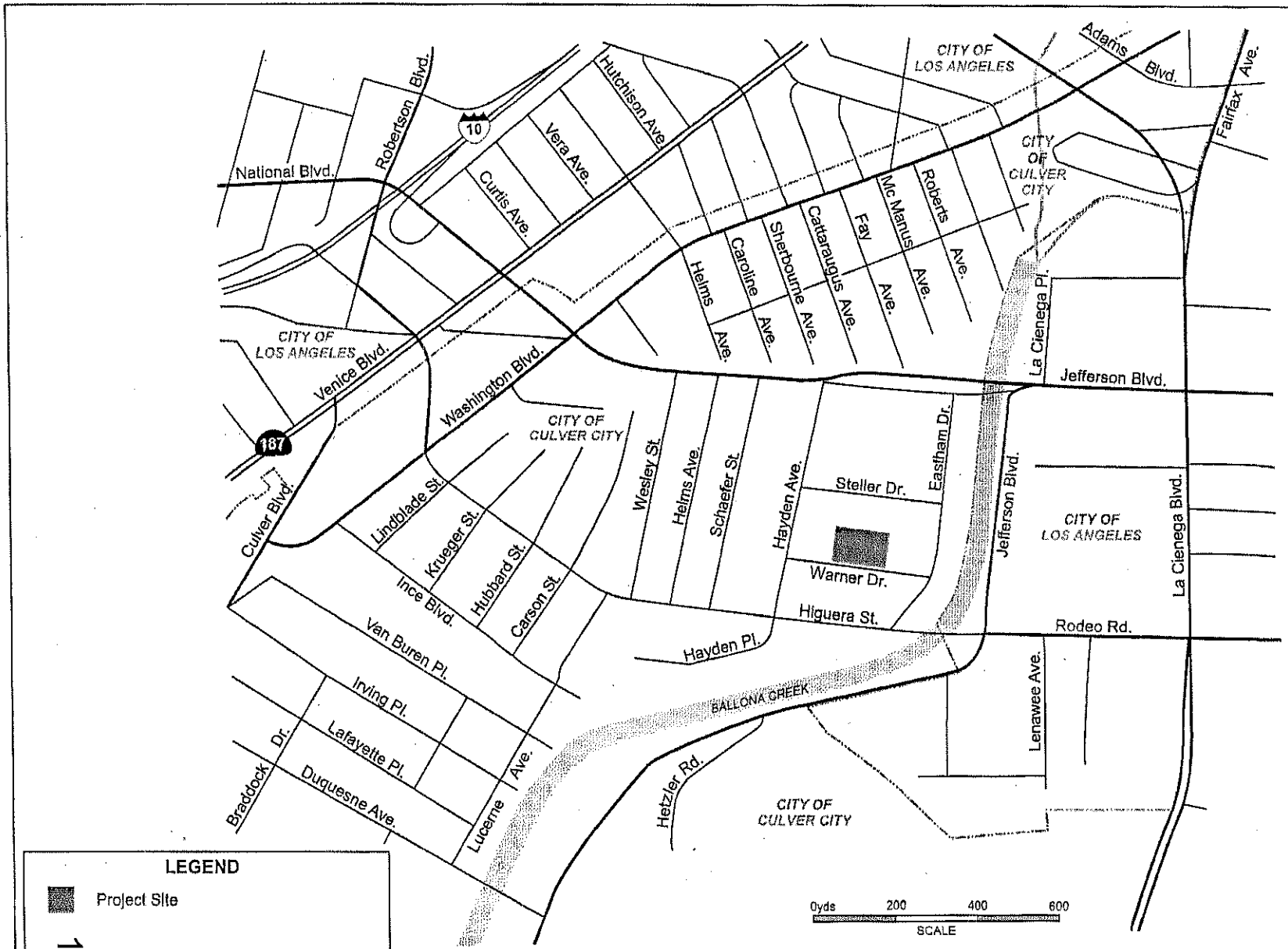
The proposed project site would be located at 8511 Warner Drive within the City of Culver City. Figure 1 illustrates the study area and the site location in relation to surrounding street system. As shown on Figure 1, regional access to the site is primarily provided via the I-10 Freeway on the north.

B. Project Description

As shown in Figure 2, the project consists of constructing 10,000 square feet of restaurant and 41,520 square feet of retail. Project access would be provided via Warner Drive. A five-level parking garage with three subterranean levels and two upper levels of parking will be provided on-site with 775 parking spaces. The proposed Project is anticipated to be in operation by 2010.

C. Project Study Area

In consultation with the City staff, twelve locations within the City of Culver City and seven locations within the City of Los Angeles were defined as study intersections for this traffic analysis. A total of nineteen intersections are analyzed in this study of which thirteen intersections are controlled by traffic signals and the remaining six study intersections are stop-controlled locations. The following is the list of the study intersections:



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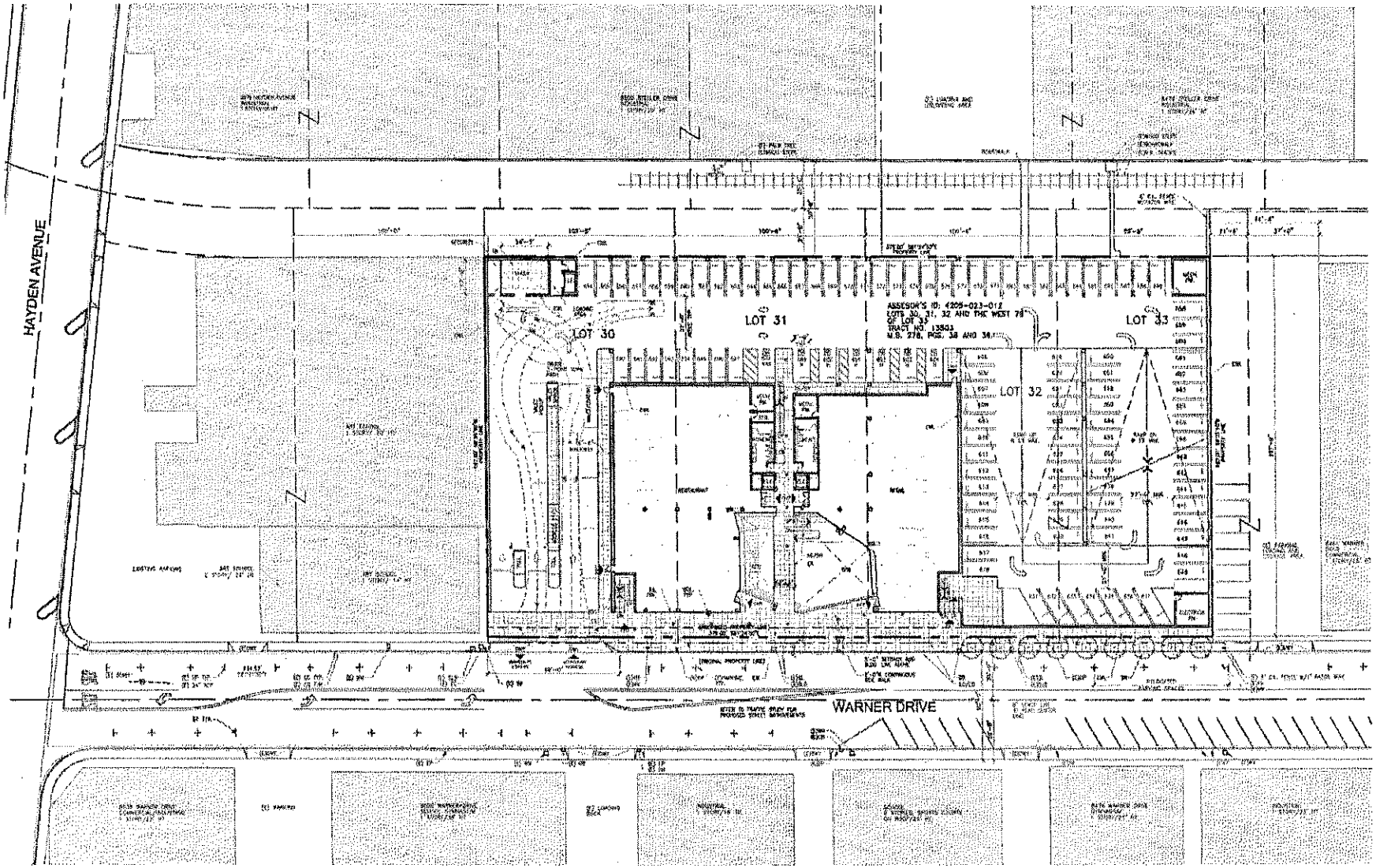
Parking Structure - 8511 Warner Drive

Figure 1
Project Location



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Parking Structure - 8511 Warner Drive

Figure 2
Project Site Plan

Intersections within the City of Culver City

1. Robertson Boulevard/Higuera Street and Washington Boulevard
2. National Boulevard and Washington Boulevard
3. La Cienega Boulevard and Washington Boulevard
4. Hayden Avenue and National Boulevard
5. Eastham Avenue and National Boulevard [Stop-Controlled]
6. Hayden Avenue and Warner Avenue [Stop-Controlled]
7. Eastham Avenue and Warner Avenue [Stop-Controlled]
8. Lucerne Avenue and Higuera Street [Stop-Controlled]
9. Hayden Avenue and Higuera Street [Stop-Controlled]
10. Eastham Avenue and Higuera Street
11. Lucerne Avenue and Duquesne Avenue [Stop-Controlled]
12. Jefferson Boulevard and Duquesne Avenue

Intersections within the City of Los Angeles

13. Robertson Boulevard and Venice Boulevard
14. National Boulevard and Venice Boulevard
15. La Cienega Boulevard and Fairfax Avenue
16. Jefferson Boulevard and National Boulevard
17. La Cienega Boulevard and Jefferson Boulevard
18. Jefferson Boulevard and Rodeo Road/Higuera Street
19. La Cienega Boulevard and Rodeo Road

The locations of the study intersections are illustrated in Figure 3.

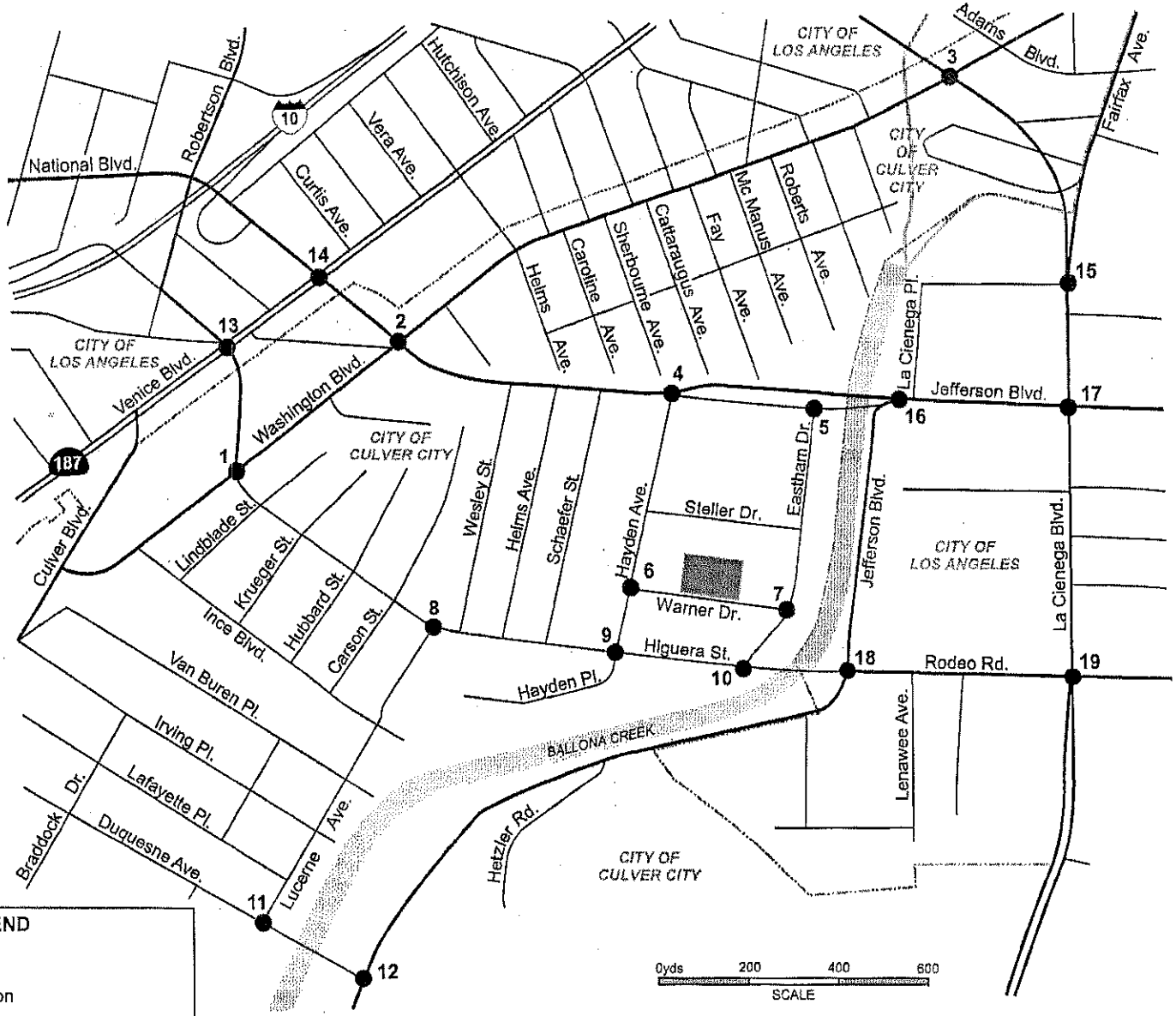
D. Analysis Methodology

Project Scoping

In order to document these assumptions, KOA submitted a Memorandum of Understanding (MOU) for this report to the City of Culver City. The development of an MOU is a formal part of the traffic impact analysis process required by City of Culver City for all traffic studies. The list of study intersections is finalized through this process, as are the trip generation assumptions and information on related area projects. The MOU was approved by City of Culver City on January 11, 2008 and is included in this report as Appendix A.

Signalized Intersection Level-of-Service Definitions

The following level-of-service definitions were used in this analysis. These definitions are consistent with the traffic study guidelines of the City of Culver City and City of Los Angeles.



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Parking Structure - 8511 Warner Drive

Figure 3

Location of Study Intersections

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.00	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Unsignalized Intersection Level-of-Service Definitions

Unsignalized intersection level of service is reported for the major street and minor street (generally, left-turn movements). The method assesses available and critical gaps in the traffic stream, which make it possible for side street traffic to enter the main street flow. The *2000 Highway Capacity Manual* describes the detailed methodology. It is not unusual for an intersection to have Level of Service E or F conditions for the minor street left-turn movements. It should be understood that, often, a poor level of service is experienced by only a few motorists and that the intersection as a whole operates acceptably.

The unsignalized levels of service definitions are described in the following table.

Level of Service	Expected Delay	(Seconds/Vehicle)
A	Little or no delay.	0-10.0
B	Short traffic delay.	>10.1 – 15.0
C	Average traffic delays.	>15.1 – 25.0
D	Long traffic delays.	>25.1 – 35.0
E	Very long traffic delays.	>35.1 – 50.0
F	Extreme delays potentially affecting other traffic movements in the intersection.	>50

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

Study Scenarios

Weekday peak-hour traffic operations were evaluated at the study intersections for each of the following traffic scenarios:

- Existing (Year 2008) Conditions
- Future (Year 2010) with Ambient Growth and Related Projects
- Future (Year 2010) with Ambient Growth and Related Projects and the Proposed Project

The TRAFFIX software and CALCADB software (developed by LADOT) packages were used by KOA to perform the analysis of Level of Service at the study intersections.

Existing Period Conditions

In order to define existing traffic conditions at the study intersections, peak hour turning movement counts were collected at the study intersections on a weekday during the hours of 7:00 AM to 9:00 AM, 4:00 PM to 6:00 PM. The traffic counts were collected on Wednesday, May 14, 2008, and Thursday, May 15, 2008. All traffic count data is included in Appendix B of this report.

Fieldwork within the Project study area was undertaken to identify the condition of major roadways, to identify traffic control and approach lane configuration at each study intersection, and to identify the locations of on-street parking and transit stops.

Existing Level of Service at each of the study intersections is discussed in Section 2 of this report.

Future Period Conditions

In order to define regional traffic growth that would affect operations at the study intersections during the Project year (Year 2010), an ambient/background traffic growth rate was defined. This annual growth rate was defined based on the Los Angeles County Congestion Management Program document, and verified with City Staff. The chosen annual rate of 1% was utilized to increase existing (Year 2008) traffic volumes to future (Year 2010) base traffic volumes.

Future Area Development Projects

In addition to future ambient growth, traffic from area related projects (approved and pending) was considered before examining significant traffic impacts from the proposed Project. KOA researched

information from City of Culver City and Los Angeles Department of Transportation (LADOT) pertaining to area projects that would add measurable volumes to the study area intersections. Daily and peak hour trips that would be generated from each of the related projects were computed based on the Institute of Transportation Engineers book *Trip Generation, 7th Edition*, published in 2003.

Level of Service for future conditions at the study intersections with traffic from related projects is discussed in Section 3 of this report.

Project Trip Generation and Distribution

Forecast Project trip generation was mainly derived from the Institute of Transportation Engineers *Trip Generation, 7th Edition*. In order to calculate trip generation totals, trip rates per unit established within the *Trip Generation* book were applied.

The methodology utilized for Project trip distribution calculations is discussed in Section 4 of this report.

Level-of-Service Analysis and Impacts

KOA quantitatively assessed weekday morning and afternoon peak hour traffic impacts at 19 study intersections. As defined by City Staff, significant impacts of a proposed project at study intersections must be mitigated to a level of insignificance.

The Level of Service for future conditions with related project traffic and Project traffic at the study intersections is discussed in Section 5 of this report

Level-of-Service Methodology

The Intersection Capacity Utilization (ICU) method of intersection analysis, per the direction of the City of Culver City, was used to determine the intersection volume-to-capacity ratio (V/C) and corresponding Level of Service (LOS) based on the turning movements and intersection characteristics at the signalized intersections. The ICU method is a procedure that incorporates the effects of geometry and traffic signal operation and develops a v/c ratio for each separate movement, identifies those movements that are critical, and then totals them to define the total v/c ratio for the intersection. The analytical base for this method is the understanding that each signalized intersection has a combination of conflicting movements which must be accommodated. The output from this method is a volume/capacity (v/c) ratio and a Level of Service for the intersection as a whole.

The v/c ratio for the intersection corresponds to a LOS value, which describes the intersection operations. The Levels of Service vary from A through F, with A representing the best possible conditions, free flow, and F representing forced flow or failing/jammed conditions. Generally, LOS D or better is considered acceptable in urban areas.

All signalized intersections within the City of Los Angeles were analyzed using Circular 212 Planning or Critical Movement Analysis (CMA) method per City of Los Angeles Department of Transportation (LADOT) guidelines. The CMA analysis method for evaluating signalized intersections involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movements on a critical lane basis is used to determine the total intersection volume to capacity ratio (V/C) and corresponding Level of

Service. This volume/capacity ratio value is based upon volumes by lane, signal phases, and approach lane configuration.

Under existing conditions, all of the signalized study intersections within the City of Los Angeles are controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system and are part of the Smart Corridor ATSAC system. In accordance with LADOT procedures, a capacity increase of 7% (0.070 v/c adjustment) was applied to reflect the benefits of ATSAC control at these intersections.

Under future conditions, these intersections would be equipped with Adaptive Traffic Control System (ATCS). ATCS is the latest enhancement to ATSAC and uses a personal computer-based traffic signal control software program which provides fully traffic adaptive signal control based on real-time traffic conditions. The ATCS system will automatically adjust traffic signal timing in response to current traffic demands by allowing ATCS to simultaneously control all three critical components of traffic signal timing, namely cycle length, phase split and offset. In accordance with LADOT procedures, a capacity increase of 3% (0.030 v/c adjustment) will be applied to reflect the benefits of ATCS control at these intersections.

It should be noted that the City of Culver City has not officially adopted guidelines in determining significant impact criterion for stop-controlled intersections. However, for this study they have directed that significant impacts for stop-controlled intersections were to be determined by analyzing these intersections as signalized locations and obtaining a v/c ratio for both with and without project conditions. The difference in the v/c ratio is the increase due to the project. Using this project v/c increase and Level of Service based on the Highway Capacity Manual definitions for stop-controlled intersections, significant impacts for the stop-controlled intersections were identified. Thus, all stop-controlled intersections were analyzed as signalized intersections for the purpose of determine potential project significant impact.

2. Existing Conditions (Year 2008)

This section documents the existing conditions in the study area. The discussion presented here is limited to specific roadways in the project's vicinity. Figure 4 depicts the lane configurations and traffic control at the study intersections.

A. Existing Roadway System

Significant freeways and roadways within the study area are described below. The discussion on roadways discussed here are roadways that form the study intersections.

I-10 (Santa Monica Freeway) is an east-west freeway that provides regional access within the study area. It is about three quarters of a mile from the site. The freeway can be accessed via several interchanges at Robertson Boulevard, National Boulevard, La Cienega Boulevard, and Fairfax Avenue.

Robertson Boulevard is classified as a Primary Arterial that runs in a north-south direction within the northern end of the Project study area. The roadway primarily provides four travel lanes. Ramps leading to and from the I-10 Freeway are linked to Robertson Boulevard in the northern center of the study area. On-street parking is generally prohibited along the roadway. The posted speed limit is 35 miles per hour (mph).

Higuera Street is a Neighborhood Feeder street that runs in an east-west direction. Traffic calming measures have been implemented along this roadway to discourage cut through traffic between Jefferson Boulevard and the Santa Monica Freeway and Venice Boulevard and Washington Boulevard corridors. Limited on-street parking is provided along some segments of the roadway. From Hayden Avenue to Jefferson Boulevard, Higuera Street is classified as a Secondary Arterial roadway; the roadway cross-section widens to provide four travel lanes, a striped two-way left turn median, and on-street parking on the north side of the street. The land uses along this segment are primarily industrial. The posted speed limit is 25 mph.

Hayden Avenue is a local north-south Secondary Arterial that leads directly to the project site which provides one travel lane per direction. On-street parking is provided on both sides of the street. On-street parking spaces are provided in both parallel and angled configurations between National Boulevard and Higuera Street. The posted speed limit is 25 mph.

Hayden Place is a local street that is approximately 1,200 feet long which begins at the southern end of Hayden Avenue at Higuera Street and ends at the cul-de-sac. The roadway provides one lane in each direction. It is a direct access to the project site which is located at the end of the cul-de-sac. On-street parking is provided on both sides of the street.

Eastham Drive is a local north-south roadway east of the proposed site. The roadway provides two travel lanes with no medians. On-street parking is provided throughout the stretch of the roadway from National Boulevard to Higuera Street.

Jefferson Boulevard is a Primary Arterial that runs in a north-south direction south of National Boulevard, and in an east-west direction from the intersection of Jefferson Boulevard and National Boulevard. The land uses along the street are primarily offices and light industrial uses, excluding Baldwin Hills Regional Park near Higuera Street/Rodeo Road. The roadway provides four travel lanes and has a striped two-way left-turn median. On-street parking is generally permitted on both sides of the street. The posted speed limit ranges from 35 mph to 40 mph.

La Cienega Boulevard is a Primary Arterial that runs in a north-south direction across the eastern edge of the study area. The roadway provides six travel lanes and has a striped two-way left-turn median. On-street parking is generally prohibited on both sides of the roadway. The posted speed limit is 35 mph.

Fairfax Avenue is a Primary Arterial that runs in a north-south direction across the eastern portion of the study area. The southern end of Fairfax Avenue terminates at La Cienega Boulevard north of Jefferson Boulevard. The roadway provides four travel lanes and has a striped two-way left-turn median. On-street parking is generally available on both sides of the roadway. The posted speed limit is 35 mph.

Venice Boulevard is a six-lane divided Primary Arterial that runs in an east-west direction across the northern portion of the study area. On-street parking and bicycle lanes are provided on both sides of the street along the segments within the study area. The posted speed limit is 35 mph.

Washington Boulevard is a four-lane Primary Arterial that runs in an east-west direction across the northern portion of the study area. The roadway has a striped two-way left-turn median on the western portion of the study area and a raised landscaped median on the eastern portion of the study area. On-street parking is generally provided along most segments within the study area. The posted speed limit is 35 mph.

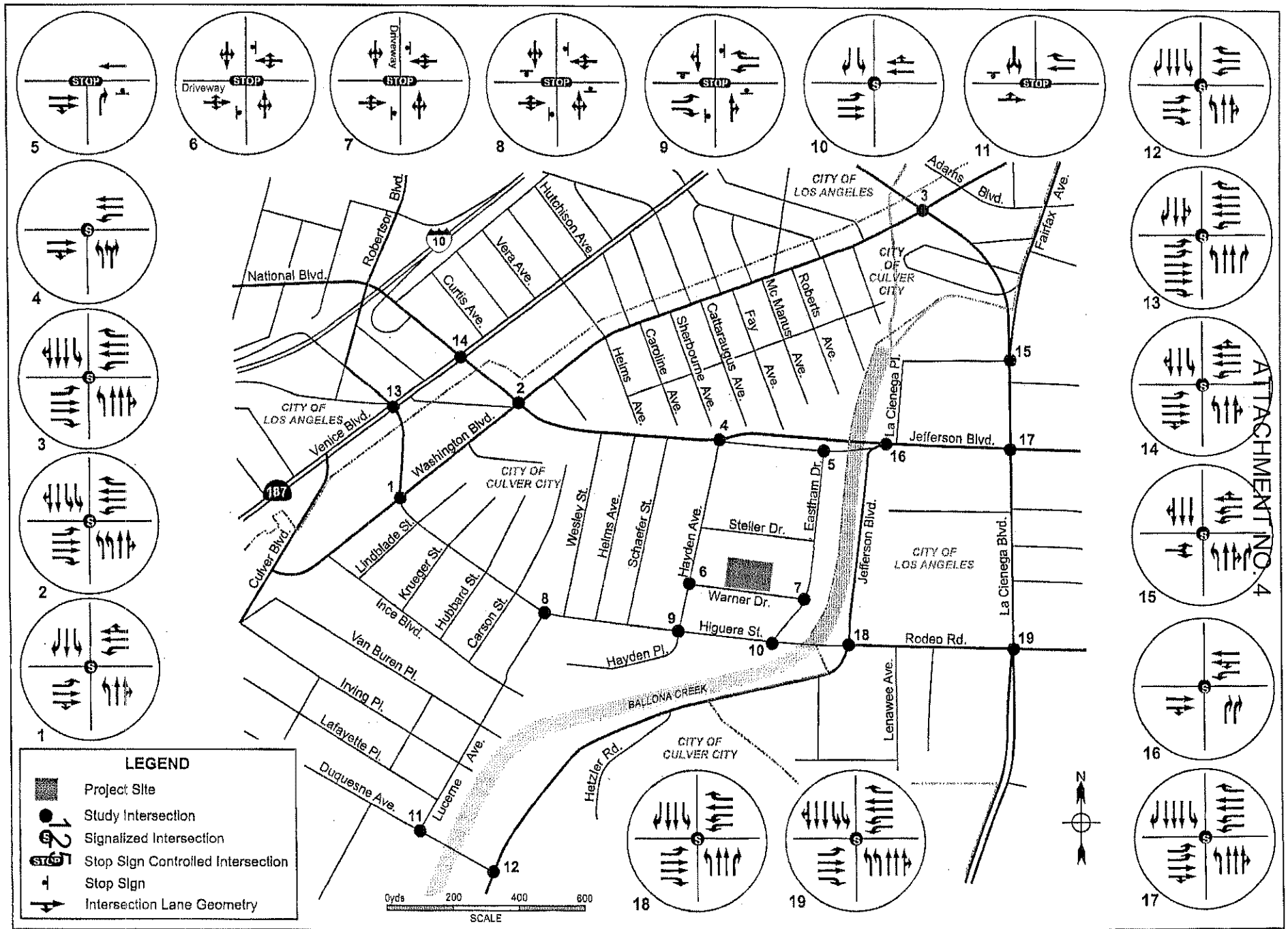
National Boulevard is a four-lane Secondary Arterial that runs in an east-west direction north of the project site. The roadway has a striped two-way left-turn median on certain segments. On-street parking is provided along most segments within the Project site. The posted speed limit is 35 mph.

Warner Drive is a local street within the Hayden Tract area that runs in an east-west direction along the north side of the Project site. The roadway provides one travel lane in each direction. On-street parking (both parallel and angled) is provided along the street.

Rodeo Road is a six-lane Primary Arterial that runs in an east-west direction within the study area. The roadway begins where Higuera Street ends at Jefferson Boulevard. The roadway provides a two-way left-turn median. On-street parking is prohibited along most segments within the study area. The posted speed limit is 35 mph.

Lucerne Avenue is a two-lane Neighborhood Feeder that runs in a north-south direction south of the project site. On-street parking is generally permitted within the study area. The fronting land uses are primarily residential. The posted speed limit is 25 mph.

Duquesne Avenue is a two-lane Secondary Arterial that runs in a northwest-southeast direction and is located to the south of Higuera Street. On-street parking is provided within the study area. The land uses along the street are primarily residential, excluding the City civic center uses near Braddock Drive and industrial uses at the eastern end of the roadway near Jefferson Boulevard. The posted speed limit is 35 mph.



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Parking Structure - 8511 Warner Drive

Figure 4
Intersection Geometry

B. Existing Transit Service

The Project study area is served by bus transit lines operated by Culver City Bus Lines and the Los Angeles County Metropolitan Transportation Authority (MTA). Figure 5 illustrates the routes of the following transit services that serve the Project study area.

Culver CityBus Lines

Culver CityBus Line 1 is a local east-west bus route that mainly travels along Washington Boulevard through the study area. This line provides service between the West Los Angeles Transit Center and Venice Beach. The line runs Monday through Friday at a peak frequency of 12 to 15 minutes. This line also operates on weekends at a frequency of 15 to 40 minutes.

Culver CityBus Line 4 is a local east-west bus route that mainly travels through the study area. This line mainly travels along Fairfax Avenue, La Cienega Boulevard, and Jefferson Boulevard. This line runs Monday through Friday at a peak frequency of 60 minutes. This line does not operate on weekends or holidays. The northern terminus is the West Los Angeles Transit Center. The southern terminus is Fox Hills Mall and travels through the West Los Angeles College campus.

Culver CityBus Line 5 is a local east-west bus route that mainly travels along Higuera Street through the project site vicinity. This line primarily serves Venice High School, Culver City High and Middle School, Civic Center, and Hayden Tract area. The line runs once in morning in the westbound direction and twice in the afternoon in the eastbound direction when Culver City Schools are in session. This line does not operate on weekends or holidays. The eastern terminus is Blair Hills. The western terminus is Venice High School.

Culver CityBus Line 7 is a local east-west bus route that mainly travels along Higuera Street. This line provides service between Venice and Culver Boulevard and Marina Del Rey. The line runs Monday through Saturday at a peak frequency of 40 minutes. This line also operates on Saturday.

MTA Bus Lines

MTA Line 33/333 is a local east-west bus route that provides service between downtown Los Angeles and Santa Monica/Venice area. The line travels along Venice Boulevard within the study area. The service on Venice Boulevard provides an approximate frequency of 10 to 12 minutes in the weekday and weekend peak periods. The eastern terminus includes a turnaround at Union Station. The western terminus is nearby the Santa Monica Pier.

MTA Line 105/705 is a local east-west bus route provides service between the City of Vernon and West Hollywood. This line travels primarily along Rodeo Road and La Cienega Boulevard within the study area. The line runs every day, including holidays, and provides a frequency of 15 to 20 minutes during peak periods. The eastern terminus is the Vernon Metro Blue Line Station. The western terminus is the West Hollywood Civic Center.

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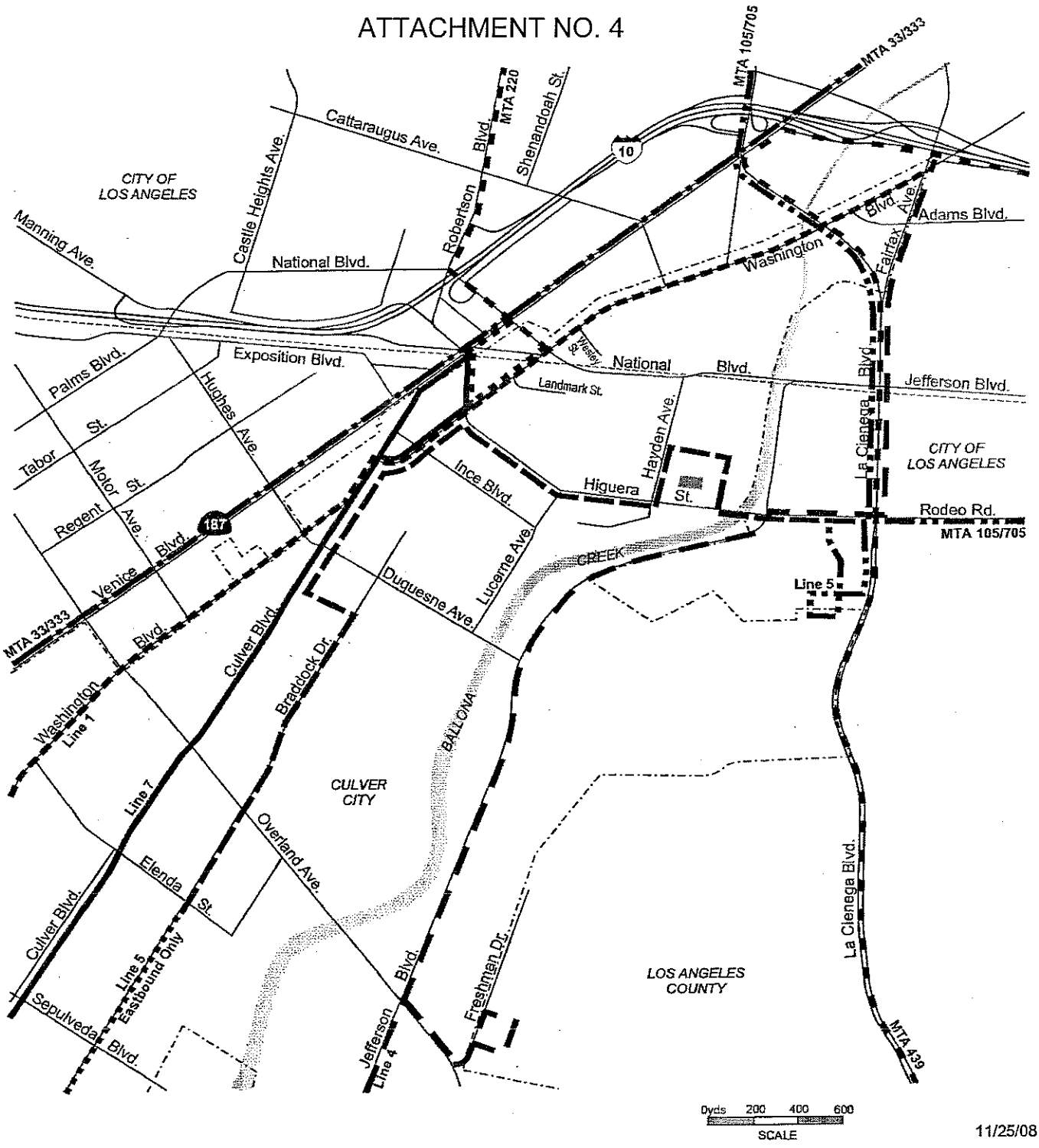

LEGEND

- Project Site
- City Boundary

MTA 33/333	Culver City Line 1
MTA 320	Culver City Line 4
MTA 105/705	Culver City Line 5
MTA 439	Culver City Line 5 EB
	Culver City Line 7

N

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Parking Structure - 8511 Warner Drive

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Figure 5
Area Transit Lines

MTA Line 220 is a local north-south bus route that provides service between the City of West Hollywood and City of Culver City via City of Beverly Hills. This line travels primarily along Robertson Boulevard, National Boulevard and Washington Boulevard within the study area. The line runs Monday through Saturday; the service doesn't operate on Sundays and holidays. The service provides a frequency of 40 minutes during peak periods. The northern terminus is the Pacific Design Center. The southern terminus is the Venice Boulevard and Culver Boulevard.

MTA Line 439 is a north-south bus route provides service between Metro Green Line Station (Aviation / I-105 Station) and West Los Angeles Transit Center. This line travels primarily along La Cienega Boulevard within the study area. The line runs every day, including holidays, and provides a frequency of 40 minutes during weekday peak periods and 60 minutes during weekends and holidays.

C. Existing Intersection Levels of Service

From the traffic counts at the study area intersections, a volume-to-capacity ratio and corresponding level of service (LOS) was determined for the weekday peak periods. Table 1 provides the volume/capacity ratios or delay (seconds) and LOS values for each study intersection for existing (Year 2008) conditions during the weekday morning and afternoon peak periods.

Table 1 – Summary of Intersection Performance
Existing (Year 2008) Conditions

Intersection	Weekday Morning Peak		Weekday Afternoon Peak	
	V/C or *Delay*	LOS	V/C or *Delay*	LOS
City of Culver City				
1. Robertson Boulevard & Washington Boulevard	0.586	A	0.545	A
2. National Boulevard & Washington Boulevard	0.631	B	0.671	B
3. La Cienega Boulevard & Washington Boulevard	0.894	D	0.811	D
4. Hayden Avenue & National Boulevard	0.603	B	0.668	B
5. Eastham Drive & National Boulevard [a]	*10.0*	A	*12.5*	B
6. Hayden Avenue & Warner Drive [a]	*36.1*	E	*14.0*	B
7. Eastham Drive & Higuera Street [a]	*9.6*	A	*9.9*	A
8. Lucerne Avenue & Higuera Street [a]	*13.9*	B	*9.7*	A
9. Hayden Avenue & Higuera Street [a]	*17.6*	C	*10.5*	B
10. Eastham Drive & Warner Drive	0.433	A	0.384	A
11. Lucerne Avenue & Duquesne Avenue [a]	*30.9*	D	*23.0*	C
12. Jefferson Boulevard & Duquesne Avenue	0.882	D	0.798	C
City of Los Angeles				
13. Robertson Boulevard & Venice Boulevard	0.906	E	0.829	D
14. National Boulevard & Venice Boulevard	0.917	E	0.998	E
15. La Cienega Boulevard & Fairfax Avenue	0.981	E	0.926	E
16. Jefferson Boulevard & National Boulevard	0.491	A	0.635	B
17. La Cienega Boulevard & Jefferson Boulevard	0.997	E	0.915	E
18. Jefferson Boulevard & Higuera Street/Rodeo Rd	0.717	C	0.630	B
19. La Cienega Boulevard & Rodeo Road	1.089	F	1.054	F

Note:
[a] Unsignalized intersection controlled by stop signs. Indicates average vehicle delay in seconds rather than V/C ratio.

Table 1 indicates that thirteen of the nineteen study intersections operate at LOS D or better under existing (Year 2008) conditions during the morning peak hour. During the afternoon peak hour, fifteen of the nineteen study intersections operate at LOS D or better. Those intersections that operated at LOS E or worse during either the AM or PM peak hour are identified below:

6. Hayden Avenue and Warner Drive (AM Peak Hour) (City of Culver City)
13. Robertson Boulevard and Venice Boulevard (AM Peak Hour) (City of Los Angeles)
14. National Boulevard and Venice Boulevard (AM and PM Peak Hours) (City of Los Angeles)
15. La Cienega Boulevard and Fairfax Avenue (AM and PM Peak Hours) (City of Los Angeles)
17. La Cienega Boulevard and Jefferson Boulevard (AM and PM Peak Hours) (City of Los Angeles)
19. La Cienega Boulevard and Rodeo Road (AM and PM Peak Hours) (City of Los Angeles)

The traffic analysis worksheets for existing conditions are provided in Appendix C of this report. The existing (Year 2008) morning and afternoon peak-hour turn movement volumes at the study intersections are provided in Figures 6 and 7, respectively.

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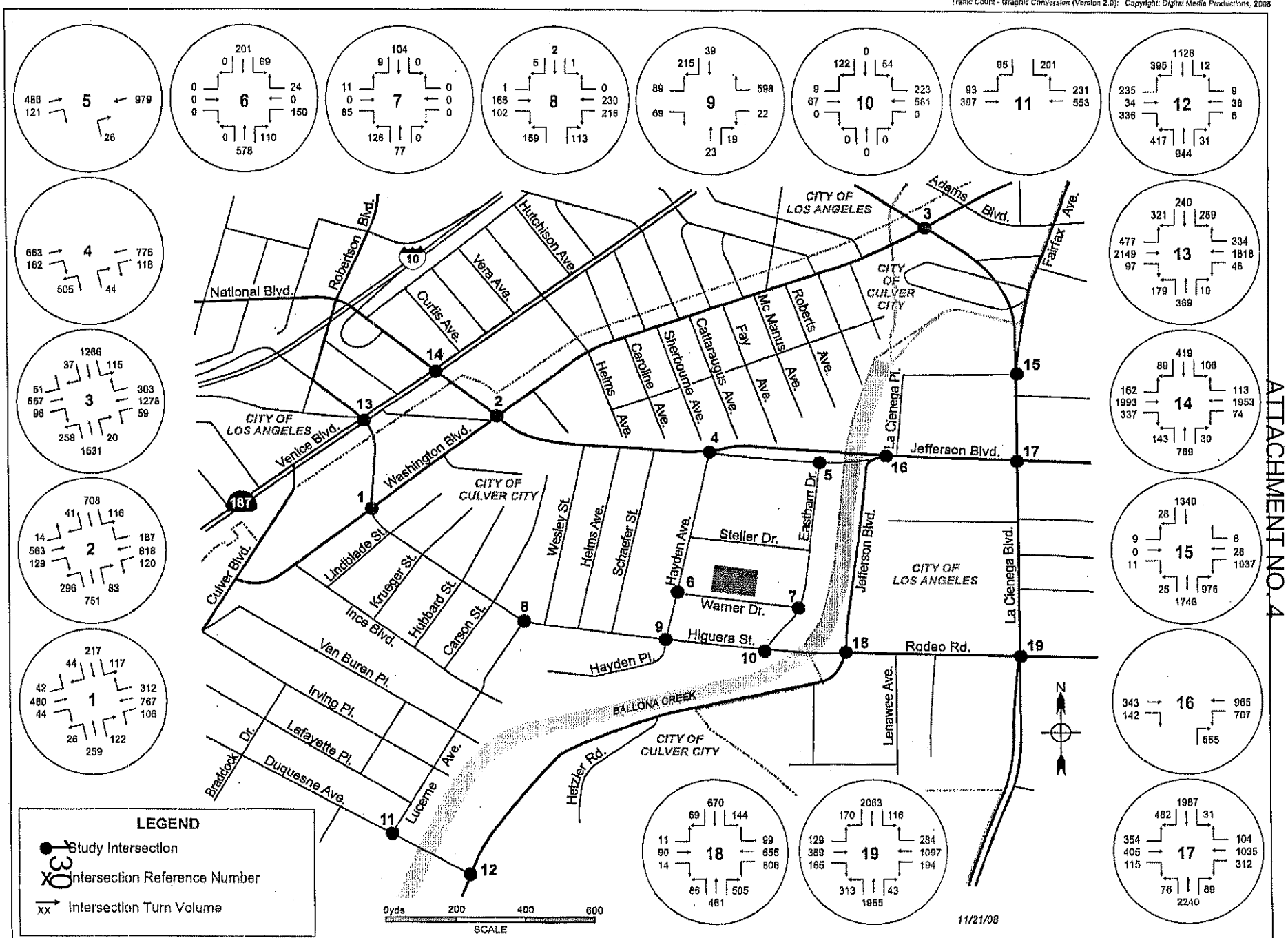

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Parking Structure - 8511 Warner Drive — Figure 6

Existing (Year 2008) Morning Peak-Hour Turn Volumes

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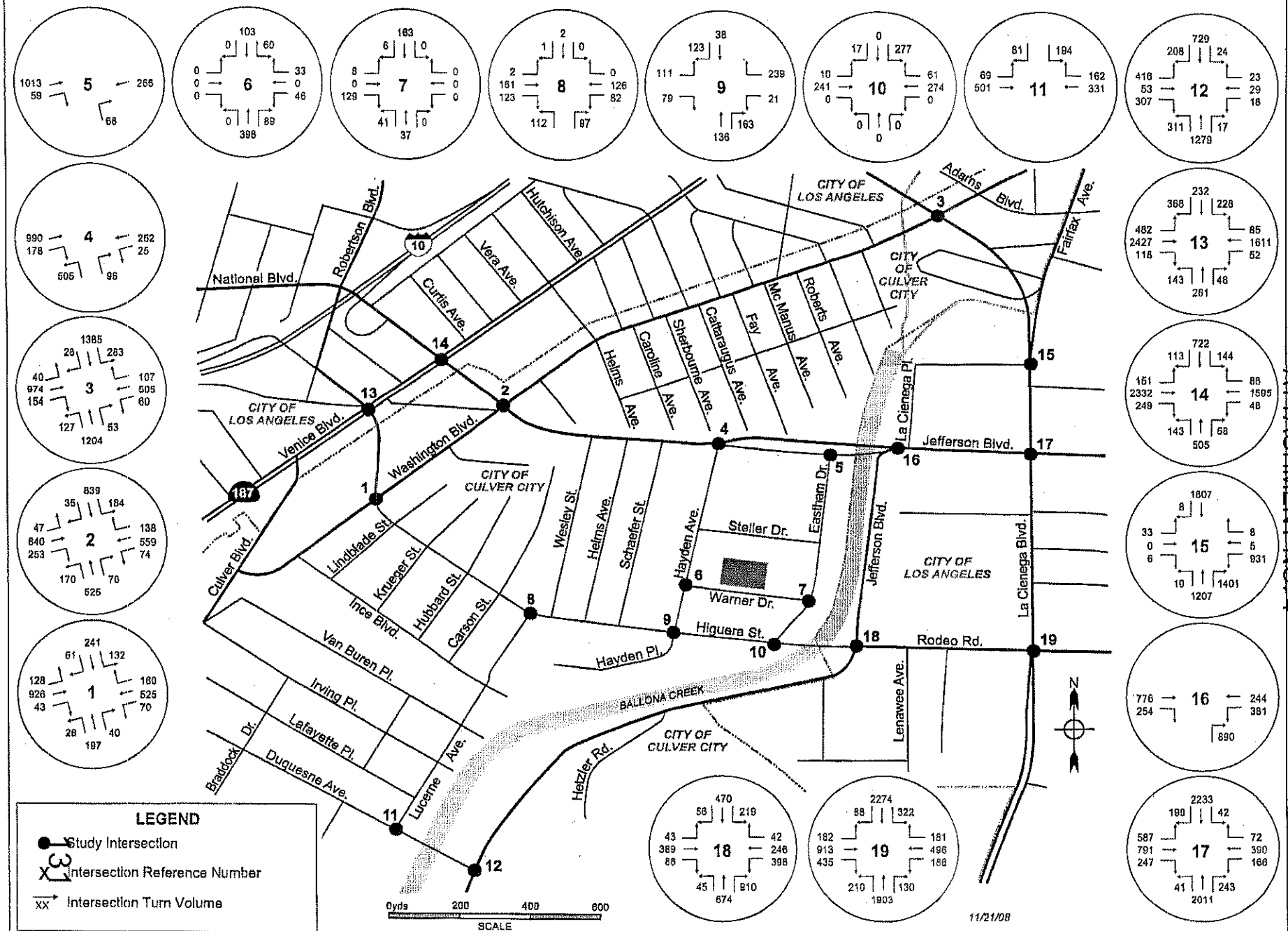

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Figure 7

Existing (Year 2008) Afternoon Peak-Hour Turn Volumes

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ATTACHMENT NO. 4

3. Future (Year 2010) with Ambient Growth and Related Projects Conditions

This section provides an analysis of future traffic conditions in the study area with ambient growth and area related projects added but without the proposed Project. The Year 2010 was selected for analysis based on the anticipated completion date of the Project.

A. Ambient Growth

For the analysis of background traffic during the study year, an annual traffic growth rate factor of 1% was utilized to provide for increases in traffic from the existing traffic counts. This annual rate was discussed and verified with City of Culver City staff and included in the proposed methodologies and assumptions submitted during the scoping of the project.

To apply this ambient growth rate to existing (Year 2008) volumes, a factor of 1.02 was utilized. This factor simulates a 1% annual increase over the two-year period between existing conditions and future (Year 2010) conditions.

The future (Year 2010) with ambient growth peak-hour turn movement volumes analyzed in this scenario are provided in Figures 8 and 9 for the morning and afternoon peak hours, respectively.

B. Related Projects

An area of influence, defined by an approximate 1.5-mile radius from the Project site, was utilized in order to capture specific locations of other approved and pending projects. Based on list of area related projects was compiled. These projects were considered to potentially contribute measurable traffic volumes to the study area during the future analysis period. Figure 10 illustrates the locations of the related projects. The project location/description and trip generation of each are described in Table 2.

Information provided by the City of Culver City and LADOT related projects database provides total peak-hour trips, compiled from environmental documentation and/or other traffic studies. The peak-hour trips in/out trip generation ratios applied to the related projects were based on ITE's *Trip Generation*. Trip generation estimates for the related projects not included in the database were developed using trip generation rates in ITE's *Trip Generation* (7th Edition). Table 2 indicates that the related projects are expected to generate approximately 80,018 daily trips of which 8,047 and 8,661 trips would be during the morning and afternoon peak hours, respectively.

For the purposes of analysis, the related area projects were separated into zones that could be included in the TRAFFIX model used in the preparation of this analysis. The related project traffic was added to the surrounding street system using similar distribution and assignment methodology applied for project trips, with some adjustments for related projects near the edges of the study area.

Figures 11 and 12 illustrate the related projects trip assignment by turning movement during the morning and afternoon peak hours, respectively.

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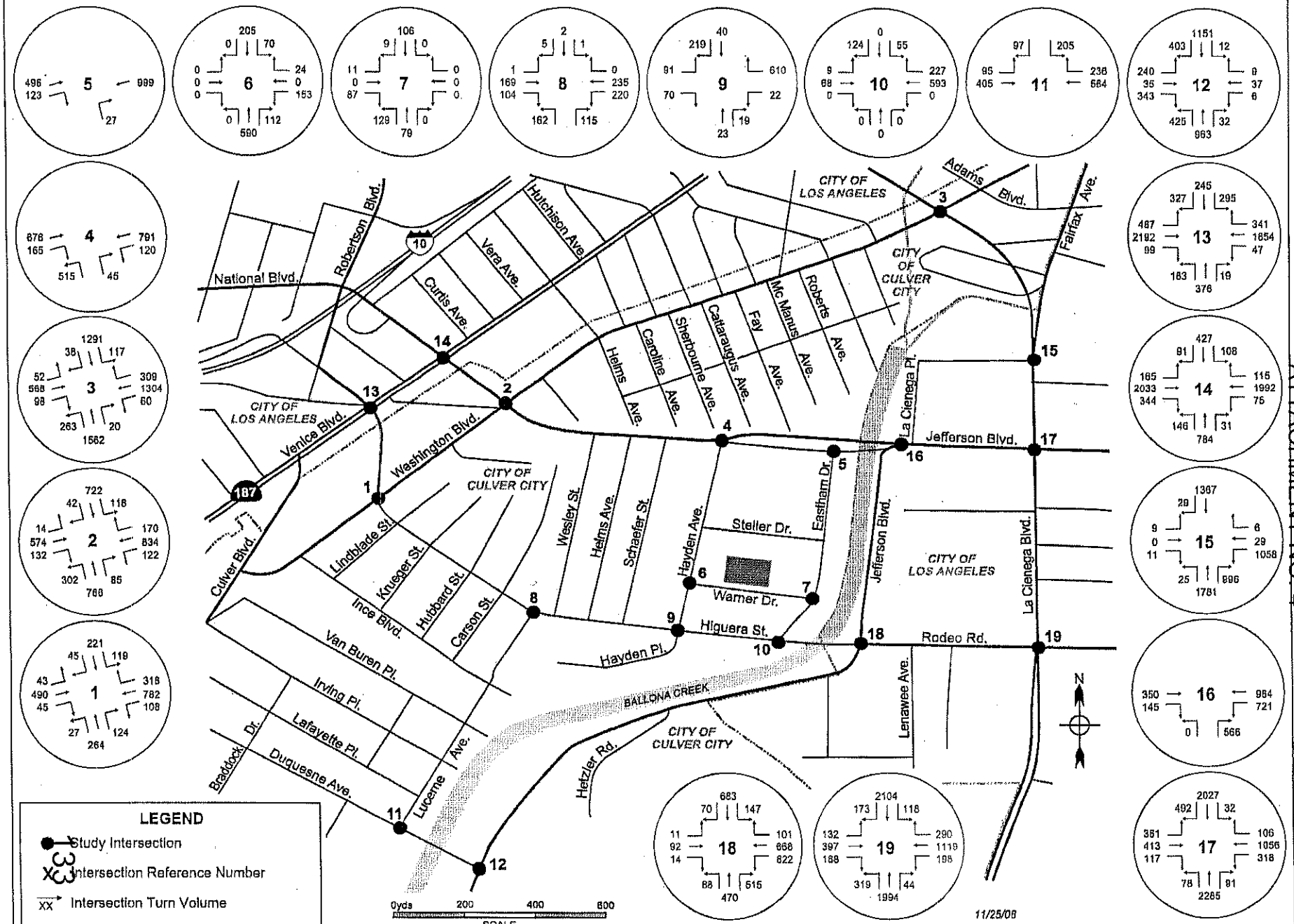

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Parking Structure - 8511 Warner Drive

Figure 8

Future (Year 2010) With Ambient Growth Morning Peak-Hour Turn Volumes

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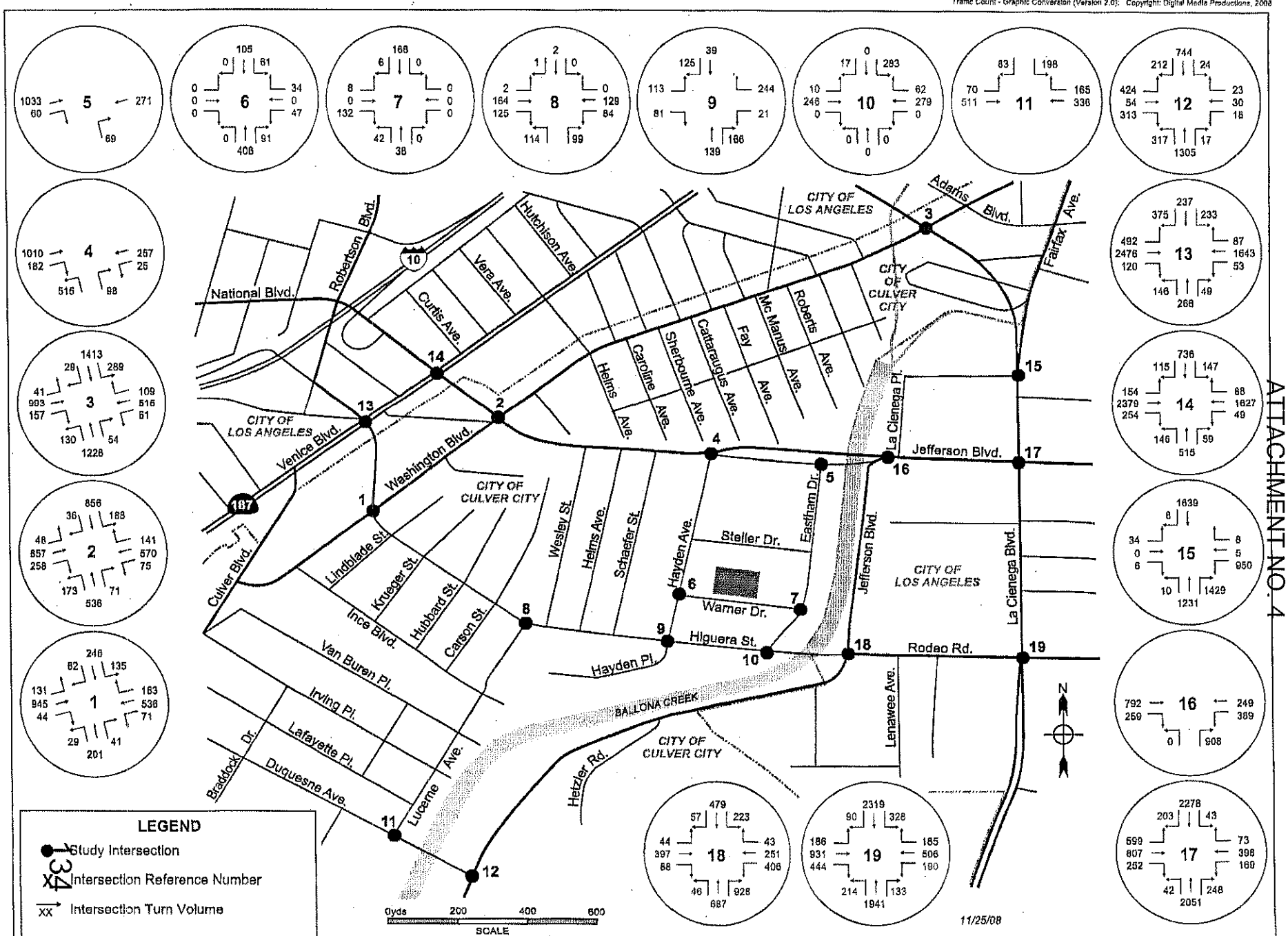

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Figure 9

Future (Year 2010) With Ambient Growth Afternoon Peak-Hour Turn Volumes

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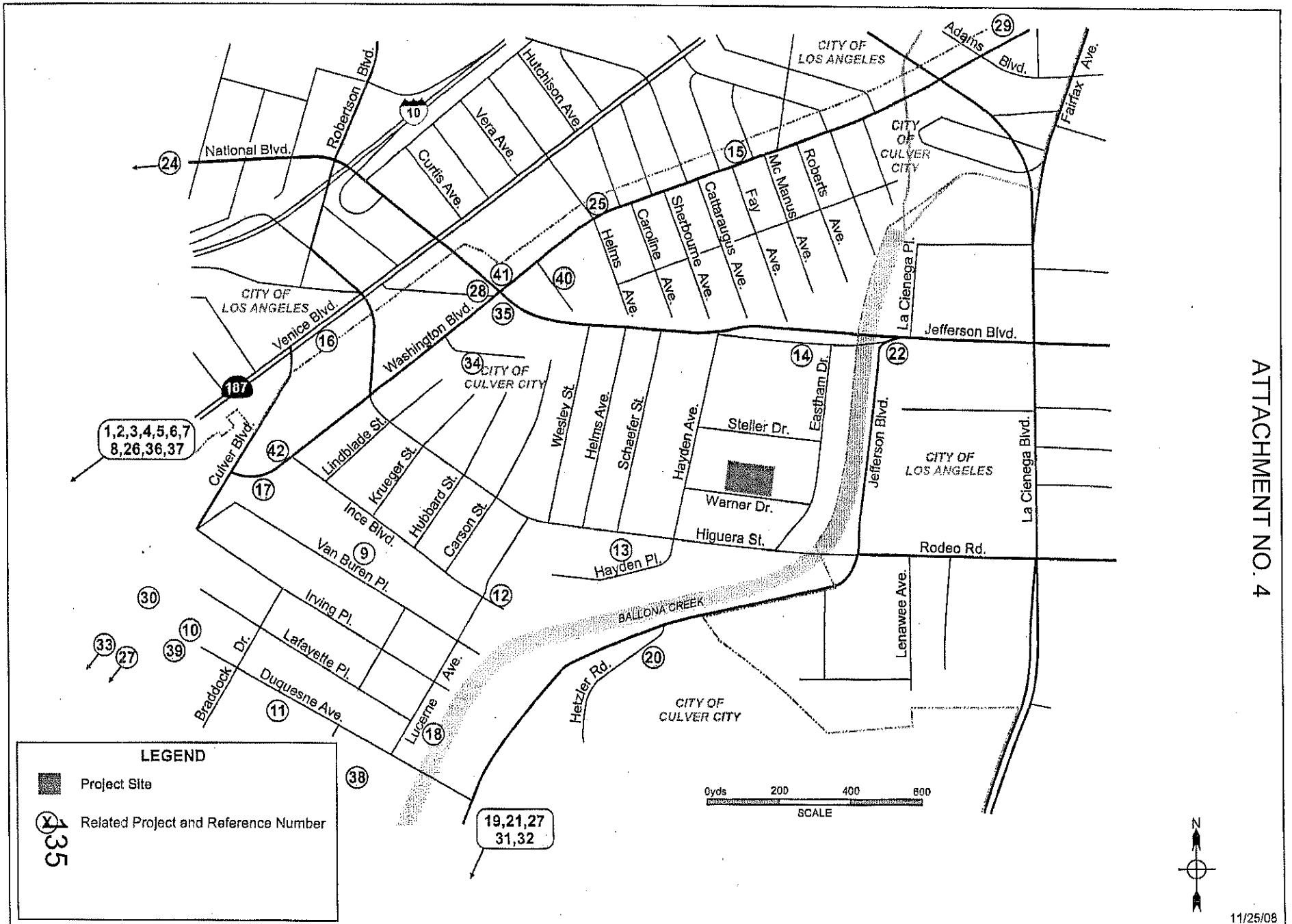

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Figure 10

Locations of Related Projects

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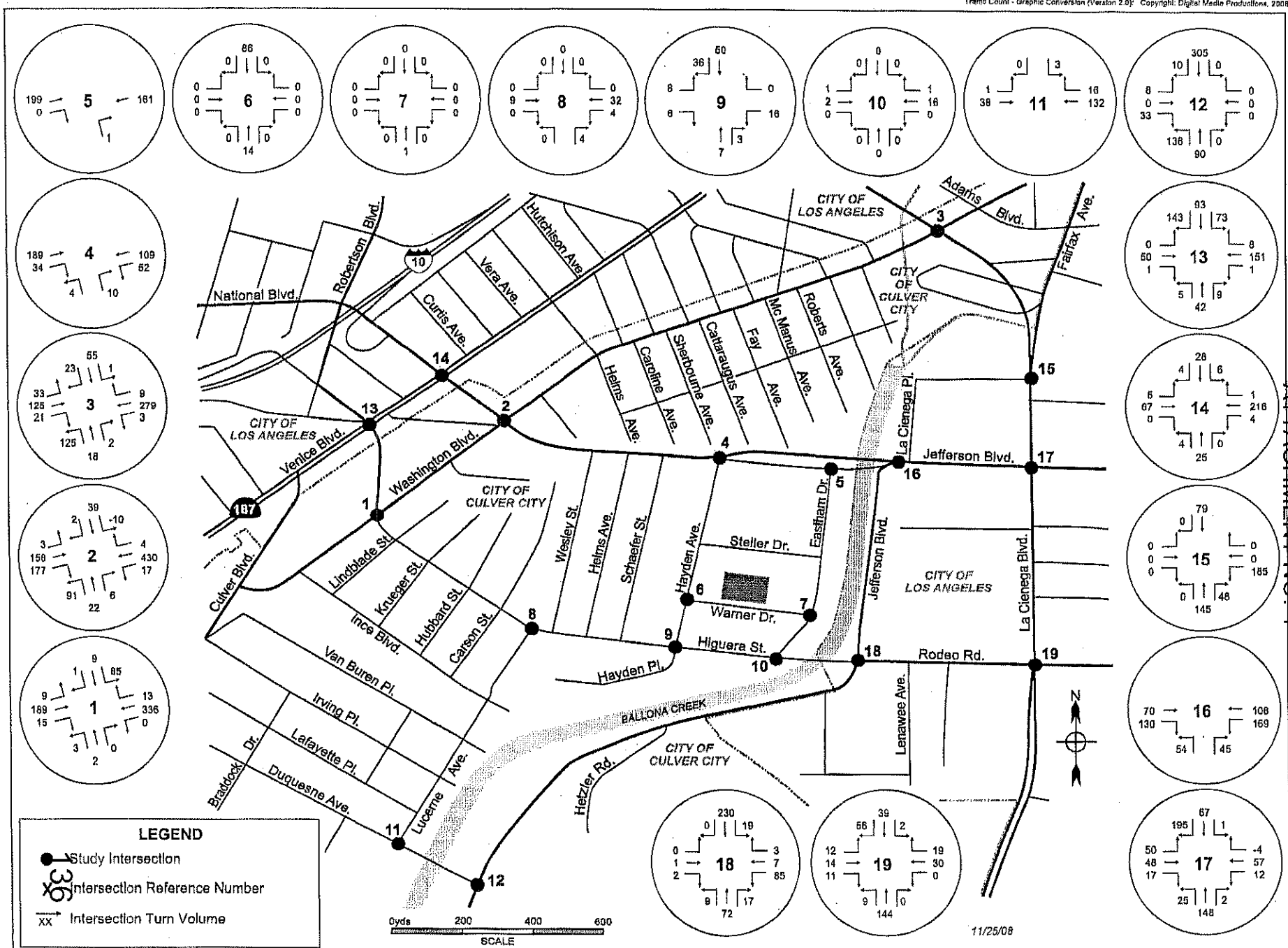

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Parking Structure - 8511 Warner Drive

Figure 11

Related Project Only Trip Assignment - Morning Peak-Hour Turn Volumes

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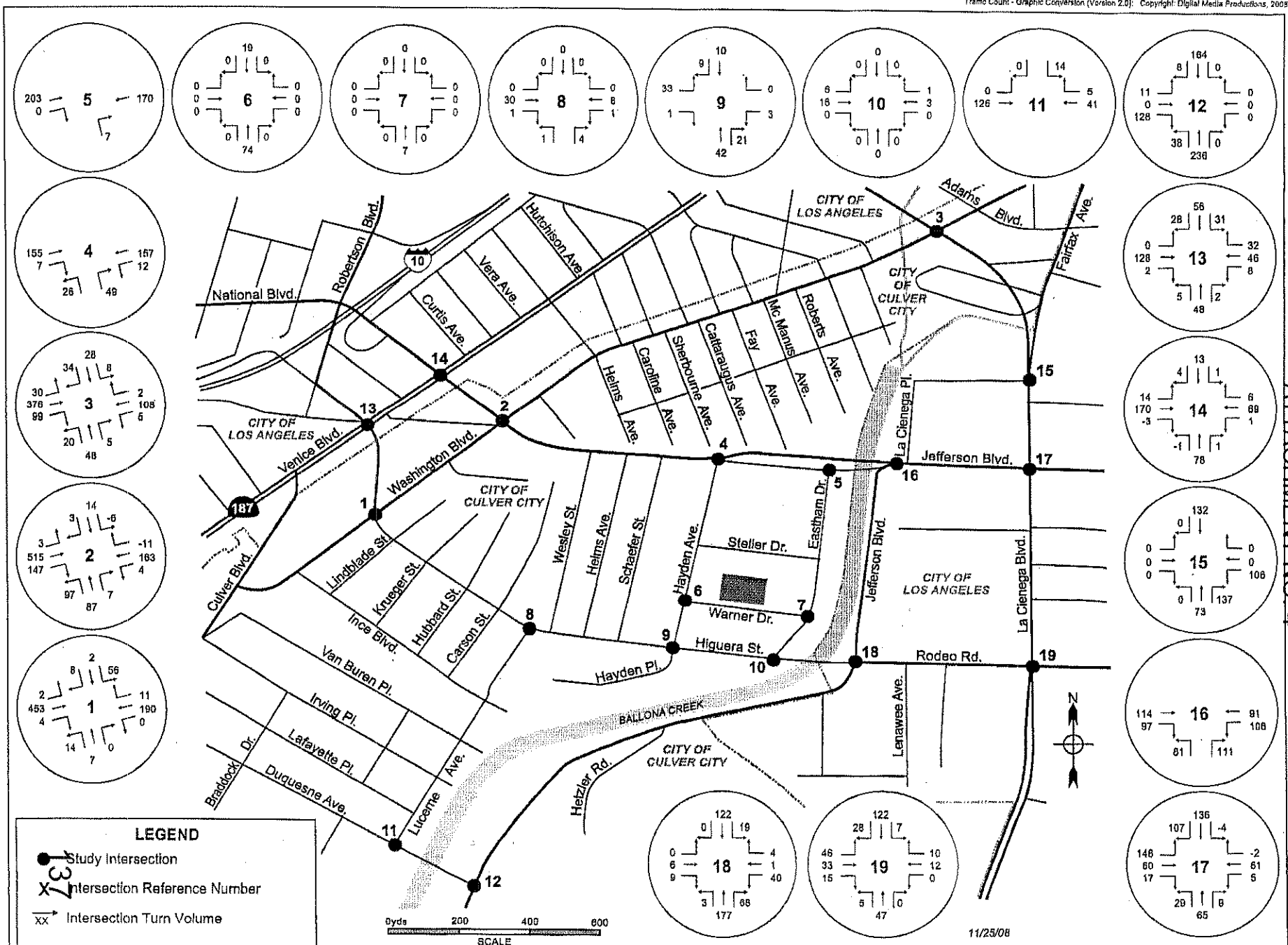

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Parking Structure - 8511 Warner Drive

Figure 12

Related Project Only Trip Assignment - Afternoon Peak-Hour Turn Volumes

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Table 2 – Related Project Trip Generation Estimates

Map #	Project Name	Location	Land Use	Intensity	Units	Daily Trips	AM PEAK			PM PEAK		
							Total	In	Out	Total	In	Out
1	Sony	10202 Washington Bl.	Office	1035.516	k.s.f.	11,401	1,605	1,412	193	1,543	262	1,281
2	Live/ work lofts	10839 Washington Bl.	Live/Work	3	d.u.	18	1	0	1	2	1	1
3	Huron Townhouses	3823-3833 Huron Av.	Condominium	15	d.u.	88	7	1	6	8	5	3
4	4 Unit Condo	3838 Tilden Av.	Condominium	4	d.u.	23	2	0	2	2	1	1
5	Condos	3846 Bentley Av.	Condominium	4	d.u.	23	2	0	2	2	1	1
6	Condos	3873 Bentley Av.	Condominium	2	d.u.	12	1	0	1	1	1	0
7	Condo Conversion	3910 Girard Av.	Condominium	7	d.u.	41	3	1	2	4	3	1
8	4 unit Condo	3972 Tilden Av.	Condominium	4	d.u.	23	2	0	2	2	1	1
9	4 unit Condo	4014 Van Buren Pl.	Condominium	4	d.u.	23	2	0	2	2	1	1
10	TTM, 8 Unit Condo	4067/4073 Lincoln Av.	Apartments	8	d.u.	54	4	1	3	5	3	2
11	TPM, Condo	4122/26 Lincoln Av.	Condominium	2	d.u.	12	1	0	1	1	1	0
12	4227 Ince Bl.	4227 Ince Bl.	Condominium	6	d.u.	35	3	1	2	3	2	1
13	Office Building	8665 Hayden Pl.	Office	62.899	k.s.f.	575	82	72	10	77	14	63
14	Public storage expans.	8512 National Bl.	Public Storage	71.570	k.s.f.	179	11	6	5	19	10	9
15	Max Leather AUP	8533 Washington Bl.	Manufacturing	3.763	k.s.f.	70	10	7	3	9	4	5
16	Parcel B	9300 Culver Bl.	Office/Rest./Retail	115.108	k.s.f.	1,267	178	157	21	172	29	143
17	Culver Studios Expansn	9336 Washington Bl.	Office	50	k.s.f.	551	78	69	9	75	13	62
18	Weinstock Condo	9650 Lucerne Av.	Condominium	6	d.u.	35	3	1	2	3	2	1
19	Skateboard Park	9910 Jefferson Bl.	Multipurpose Recreational Facility	12	k.s.f.	100	0	0	0	40	25	15
20	Baldwin Hills Scenic Overlook Park	Hetzler Rd.	Visitor Center	10.300	k.s.f.	265	3	2	1	12	5	7
21	West Los Angeles Community College Master Plan and EIR	9000 Overland Ave.	Community College	4,812	students	6,785	481	436	45	433	300	133
22	METRO Division 6 Transportation Facility	Jefferson Bl./Nat'l Bl.	Transit Center	175	buses	1,666	107	67	40	103	77	26
23	Baldwin Hills Regional Park Master Plan	LA Cienega/La Brea/Stocker St.	County Park	1,400	acres	2,226	14	11	3	84	34	50
24	Le Lycee Francais HS	10309 W National Bl.	Private School K-12	340	students	946	*280*	207	73	*108*	46	62
25	Office Building	8787 Venice Bl.	Office	45.712	ksf	503	71	62	9	68	12	56
26	Hampton Inn	3954 Sepulveda Bl.	Hotel	77	rooms	629	43	26	17	45	24	21
27	Village at Playa Vista (Assumes all phases of development)		Office	175	k.s.f.	2,271	326	287	39	305	52	253
			Dwelling Units	2600	d.u.	15,236	1,144	194	950	1,404	941	463
			Retail (neighbor.)	150	k.s.f.	6,193	143	87	56	575	276	299
			Comm. Serving Uses	40	k.s.f.	520	13	9	4	18	6	12
28	Expo Light Rail Transit	Nat'l Bl./Washington Bl.	Transit Center	600 [d]	spaces	2,100	270	243	27	210	21	189
29	Mixed Use Dev't	5813 E. Washington Bl.	Residential Units	33	d.u.	193	15	3	12	17	11	6
			Retail [a]	13.801	k.s.f.	612	18	11	7	37	16	21
30	Uptown Lofts	9900 Culver Bl.	Office	4	k.s.f.	44	6	5	1	6	1	5
			Condominium	23	d.u.	135	10	2	8	12	8	4
31	Office Building	9919 Jefferson Bl.	Office	114.000	k.s.f.	795	105	92	13	112	13	99
32	Symantec Office	800-900 Corp. Pointe	Office	550	k.s.f.	6,056	853	751	102	820	139	681
33	Union 76	10638 Culver Bl.	Gas station and convenience store with new car wash	2.500	k.s.f.	382	27	14	13	33	17	16
34	Park Century School	3939 Landmark St.	Elementary School	6.950	k.s.f.	101	33	18	15	22	9	13
35	Turning Point-School	8794 National Bl.	Elementary School	9.000	k.s.f.	130	42	23	19	28	12	16
36	Condominium	3862 Huron Av.	Condominium	5	d.u.	29	2	0	2	3	2	1
37	Condominium	3968 Tilden Av.	Condominium	4	d.u.	23	2	0	2	2	1	1
38	Condominium	4228 Madison Av.	Condominium	2	d.u.	12	1	0	1	1	1	0
39	Condominium	4058 Madison Av.	Condominium	4	d.u.	23	2	0	2	2	1	1
40	Distribution & Wareh.	3434 Wesley St.	Office	10.500	k.s.f.	116	16	14	2	16	3	13
41	Washington / National Specific Plan	8770 Washington Bl.	Condominium	115	d.u.	674	51	9	42	60	40	20
			Office	15.300	k.s.f.	168	24	21	3	23	4	19
			Convenience Market	18.000	k.s.f.	n/a	559	280	279	623	306	317
			Pharmacy/Drug Store	11.500	k.s.f.	1,036	37	22	15	97	49	48
			Retail	2.630	k.s.f.	117	n/a	n/a	n/a	8	4	4
		Triangle Site	Condominium	200	d.u.	1,172	88	15	73	104	70	34
			Office	200.000	k.s.f.	2,202	310	273	37	298	51	247
			Retail/Restaurant	71.500	k.s.f.	9,092	824	429	395	781	477	304
			Hotel	129	d.u.	1,054	73	45	28	77	41	36
		8810-8851 Washington Bl.	Condominium	134	d.u.	785	59	10	49	70	47	23
			Retail	27.000	k.s.f.	1,197	n/a	n/a	n/a	74	33	41
TOTAL						80,018	8,047	5,396	2,651	8,661	3,529	5,132

C. Planned Roadway Improvements

The traffic analysis of future conditions takes into account planned roadway improvement anticipated to be completed within the timeframe of the proposed Project. KOA Corporation conducted research in both the City of Culver City and the City of Los Angeles to identify these projects. Significant planned roadway capacity enhancements in the immediate study area include roadway improvements that will be implemented as part of the Exposition Light Rail and Station parking structure.

Roadway improvements associated with the Expo Light Rail were obtained from Metro's "*Los Angeles Mid-City Westside Transit Corridor Mid-City Exposition Light Rail Transit Project - Final Environmental Impact State/Environmental Impact Report - Volume 1*", October 2005 and the City of Culver City. The following summarizes these improvements:

- National Boulevard and Venice Boulevard (City of Los Angeles): Add an eastbound and westbound exclusive left-turn lane and a right-turn lane. Both approaches would then provide two left-turn lanes, three through lanes and one right-turn lane.

- National Boulevard and Jefferson Boulevard (City of Los Angeles): Add a northbound left-turn lane, the approach would then provide a left-turn lane and dual right-turn lanes; add an eastbound right-turn lane. The eastbound approach would then provide one through lane, one shared through/right-turn lane and one right-turn lane.

- La Cienega Boulevard and Rodeo Road (City of Los Angeles): Add a westbound exclusive left-turn lane. The westbound approach would then provide two left-turn lanes, two through lanes and one right-turn lane.

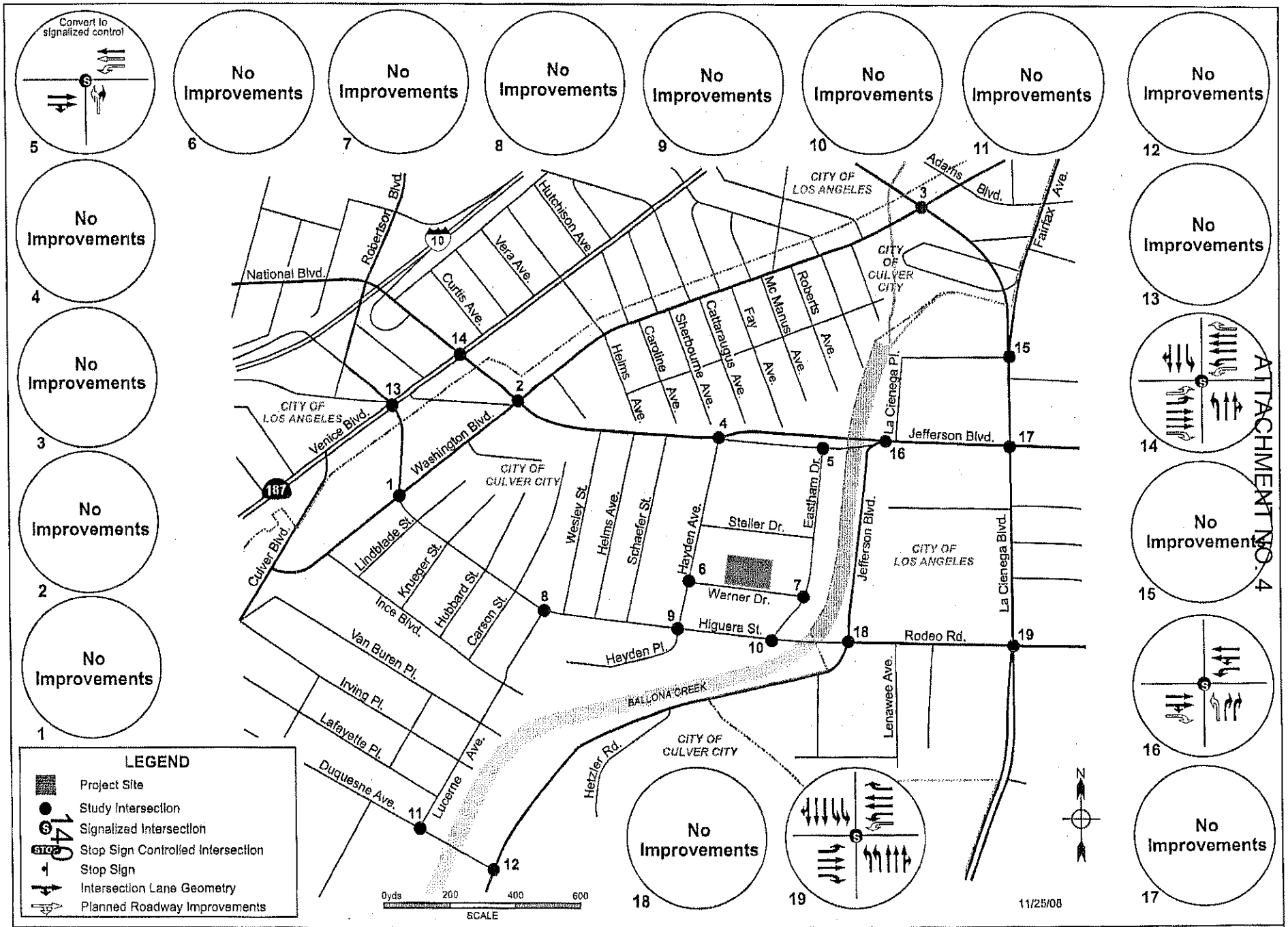
- National Boulevard and Eastham Drive (City of Culver City): Install a traffic signal.

Figure 13 summarizes the improvements graphically.

D. Peak-Hour Intersection Level of Service

To analyze future conditions with related projects, intersection turn volumes with ambient growth and related projects traffic included were input into the TRAFFIX and LADOT analysis programs and processed with the Intersection Capacity Utilization (ICU), Critical Movement Analysis (CMA) and Highway Capacity Manual (HCM) methodologies, as appropriate.

Table 3 summarizes the LOS of the study area intersections during the morning and afternoon peak hours under this scenario.



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Parking Structure - 8511 Warner Drive

Figure 13

Proposed Off-Ste Traffic Mitigation Measures

Table 3 – Intersection Performance Ambient Growth and Related Projects Conditions (Year 2010)

Intersection	Weekday Morning Peak		Weekday Afternoon Peak	
	V/C or Delay[a]	LOS	V/C or *Delay*	LOS
City of Culver City				
1. Robertson Boulevard & Washington Boulevard	0.765	C	0.723	C
2. National Boulevard & Washington Boulevard	0.824	D	0.886	D
3. La Cienega Boulevard & Washington Boulevard	1.113	**F**	0.963	**E**
4. Hayden Avenue & National Boulevard	0.720	C	0.761	C
5. Eastham Drive & National Boulevard	*0.791*	C	*0.483*	A
6. Hayden Avenue & Warner Drive [a]	*52.1*	**F**	*15.7*	C
7. Eastham Drive & Higuera Street [a]	*9.7*	A	*10.0*	A
8. Lucerne Avenue & Higuera Street [a]	*15.8*	C	*10.2*	B
9. Hayden Avenue & Higuera Street [a]	*23.1*	C	*12.1*	B
10. Eastham Drive & Warner Drive	0.446	A	0.395	A
11. Lucerne Avenue & Duquesne Avenue [a]	*68.8*	**F**	*53.4*	**F**
12. Jefferson Boulevard & Duquesne Avenue	1.085	**F**	0.893	D
City of Los Angeles				
13. Robertson Boulevard & Venice Boulevard	1.000	**E**	0.903	**E**
14. National Boulevard & Venice Boulevard	0.892	D	0.960	**E**
15. La Cienega Boulevard & Fairfax Avenue	1.089	**F**	1.007	**F**
16. Jefferson Boulevard & National Boulevard	0.565	A	0.611	B
17. La Cienega Boulevard & Jefferson Boulevard	1.063	**F**	0.980	**E**
18. Jefferson Boulevard & Higuera Street/Rodeo Rd	0.795	C	0.692	B
19. La Cienega Boulevard & Rodeo Road	1.129	**F**	1.035	**F**

Note:
[a] Unsignalized intersection controlled by stop signs. Indicates average vehicle delay in seconds rather than V/C ratio.

Under future with ambient growth and related project conditions, the following is the list of intersections operating at poor levels of service (LOS E or worse) during either the AM or PM peak hours:

3. La Cienega Boulevard and Washington Boulevard (AM and PM Peak Hours) (City of Culver City)
6. Hayden Drive and Warner Drive (AM Peak Hour) (City of Culver City)
11. Lucerne Avenue and Duquesne Avenue (AM and PM Peak Hours) (City of Culver City)
12. Jefferson Boulevard and Duquesne Avenue (AM Peak Hour) (City of Culver City)
13. Robertson Boulevard and Venice Boulevard (AM and PM Peak Hours) (City of Los Angeles)
14. National Boulevard and Venice Boulevard (PM Peak Hour) (City of Los Angeles)
15. La Cienega Boulevard and Fairfax Avenue (AM and PM Peak Hours) (City of Los Angeles)
17. La Cienega Boulevard and Jefferson Boulevard (AM and PM Peak Hours) (City of Los Angeles)

19. La Cienega Boulevard and Rodeo Road (AM and PM Peak Hours) (City of Los Angeles)

The remaining ten study intersections would continue to operate at LOS D or better during both the morning and afternoon peak hours after the application of ambient growth rates and trips from related projects within the study area.

(Note: Improvements over existing levels of service are the result of planned intersection improvements, discussed earlier in this section of the report.)

The morning and afternoon peak hour traffic volumes for this scenario are provided in Figures 14 and 15, respectively. The traffic analysis worksheets for this scenario are provided in Appendix D of this report.

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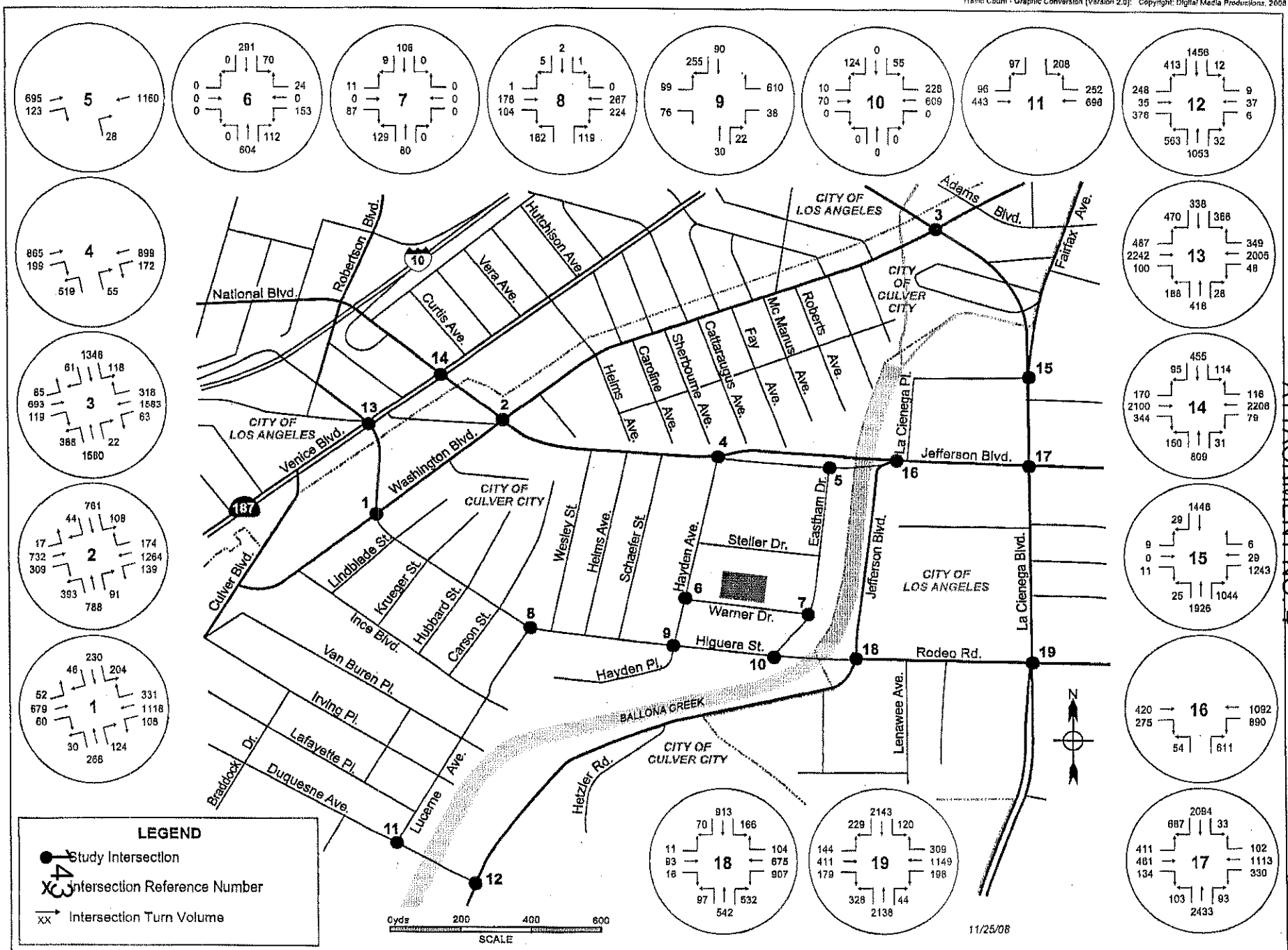

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Parking Structure - 8511 Warner Drive — Figure 14

Future (Year 2010) With Ambient Growth and Related Projects - Morning Peak-Hour Turn Volumes

ATTACHMENT NO. 4

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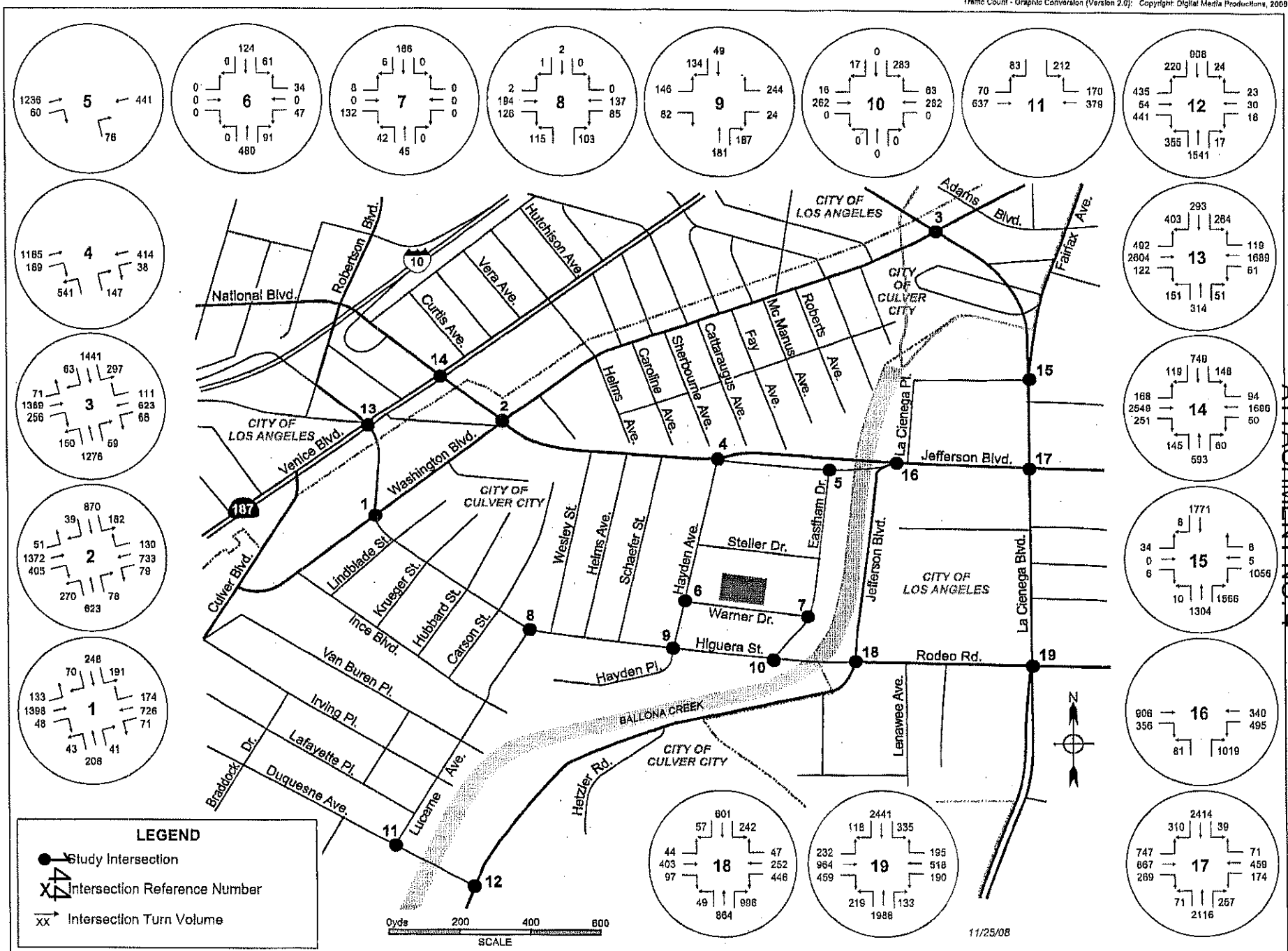

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Parking Structure - 8511 Warner Drive

Figure 15

Future (Year 2010) With Ambient Growth and Related Projects - Afternoon Peak-Hour Turn Volumes

ATTACHMENT NO. 4

4. Project Traffic

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

A. Project Trip Generation

Baseline Project Traffic Forecast

As indicated in Section 1, the project consists of constructing a 10,000 square feet of restaurant and 41,520 square feet of retail. Project access would be provided via Warner Drive.

Table 4 summarizes the project trip generation rates that were utilized and the trip generation calculated from these rates. Trip generation for the proposed project land use was calculated by utilizing rates published in ITE's *Trip Generation, 7th Edition and San Diego Association of Governments Traffic Generators (SANDAG), May 2003.* Morning peak hour rates for retail were obtained from SANDAG, which is 3% of the total daily trips. Based on the rates found in *Trip Generation and SANDAG*, the proposed project would generate approximately 2,740 daily trips of which 63 and 188 trips would occur during morning and afternoon peak hour trips, respectively.

"Internal Trip Capture" and "Pass-by Trip Reduction" Methodology

(Note: Much of the text provided in this section is taken verbatim from the ITE *Trip Generation Handbook, 2nd Edition*, Chapter 7 – Multi-Use Development.)

Internal Trip Capture

"The basic premise behind the data presented in *Trip Generation* is that data were collected at single-use, free-standing sites. However, the development of mixed use or multi-use sites is increasingly popular. While the trip generation rates for individual uses on such sites may be the same or similar to what they are for free-standing sites, there is potential for interaction among those uses within the multi-use site, particularly where the trip can be made by walking. As a result, the total generation of vehicle trips entering and exiting the multi-use site may be reduced from simply a sum of the individual discrete trips generated by each land use.

A common example of this internal trip-making occurs at a multi-use development containing offices and shopping/service area. Some of the trips made by office workers to shops, restaurants, or banks may occur on site. These trips are defined as internal to (i.e. "captured" within) the multi-use site."[1]

"Internal trip capture" will reduce the base project trip generation forecast since there will be interaction between the project restaurant and retails uses. That interaction being restaurant patrons visiting the adjacent retail use and vice versa. The construction of a parking structure along with the project, both to accommodate the project land use (restaurant and retail) parking demand as well as parking demand from the surrounding commercial and office uses will further result in interaction between both project and adjacent land uses. It is expected that workers and visitors to the adjacent land uses will patronize the project's restaurant and retail uses, eliminating some trips currently generated by the surrounding land uses.

As defined by the ITE Trip Generation Manual, 2nd Edition, "an internal capture rate can generally be

[1] ITE Trip Generation Handbook, 2nd Edition, Chapter, Page 85.

defined as the percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trip internal to the site.

Pass-by Trip Reduction

"The trip generation rates and equations contained in Trip Generation are derived from actual measurements of traffic generated by individual sites. These rates and equations represent vehicles entering and exiting a site at its driveways. Therefore, these volumes are appropriate for determining the total traffic to be accommodated by site driveways.

There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic **added** to the street system by the generator. For example, retail-oriented developments such as shopping centers, discount stores, restaurants, banks, service stations and convenience markets are often located adjacent to busy streets in order to attract motorists already on the street. These sites attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. These retail trips may not add new traffic to the adjacent street system."[2]

"*Pass-by trips* are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator."[3]

The proposed restaurant and retail land uses and even the proposed project parking structure would be expected to attract "pass-by trips.

Project Trip Generation Adjustments

A 10% reduction in trips due to internal capture was applied to the Project's trip generation estimates. This is conservatively consistent with the ITE recommendation of a 3% retail-to office and 20% to 30% office-to-retail rates and does not account for the extra "internal capture" that will result from the new parking structure. Thus, a total of 57 and 169 trips during the morning and afternoon peak hours, respectively, would access the project site driveway.

A pass-by reduction of 25% was also applied to the retail component of the Project's trip estimates. This rate is also conservative and lower than the ITE shopping center "pass-by" rate of 34% or quality restaurant rate of 44%. With the application of pass-by and internal capture trip credits the project would generate approximately about 2,006 "net" daily trips of which 43 and 140 "net" trips would occur during morning and afternoon peak hour trips, respectively.

Table 4 shows the project trip generation forecast.

[2] ITE Trip Generation Handbook, 2nd Edition, Chapter 5, Page 29.
[3] ITE Trip Generation Handbook, 2nd Edition, Chapter 5, Page 29.

Table 4 – Project Trip Generation Estimates

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Quality Restaurant (ITE Code 931)	-	KSF	89.95	0.81	0.66	0.15	7.49	5.02	2.47
Specialty Retail (ITE Code 814) [2]	-	KSF	44.32	1.33	0.80	0.53	2.71	1.19	1.52
Trips									
Proposed Project									
Quality Restaurant (ITE Code 931)	10.000	KSF	900	8	7	1	75	51	24
Specialty Retail (ITE Code 814)	41.520	KSF	1,840	55	33	22	113	50	63
Internal Capture @ 10%			(274)	(6)	(4)	(2)	(19)	(10)	(9)
Pass-by Trips @ 25% (Specialty Retail)			(460)	(14)	(8)	(6)	(29)	(13)	(16)
TOTAL TRIPS			**2,006**	**43**	**28**	**15**	**140**	**78**	**62**

[1] Trip generation rates were from ITE Trip Generation Manual, 7th Edition unless otherwise noted.

[2] AM peak hour trip generation rate obtained from San Diego Association of Governments (SANDAG) Traffic Generators Manual, May 2003.

B. Project Trip Distribution

Trip distribution is the process of assigning the direction of travel to and from a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of land uses to which project trips would originate or terminate. Project trip distribution was based on the geographic distribution of population from which the patrons and employees of the proposed development would originate or terminate as well as knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows.

Figure 16 illustrates the intersection trip distribution percentages that were utilized to assign project traffic volumes.

C. Project Trip Assignment

The final product of the trip assignment process is a full accounting of project trips, by direction and turning movement, at the study intersections. The project trips were assigned based on distribution inputs to the TRAFFIX program.

Figures 17 and 18 illustrate the project trip assignment to the study intersections for the morning and afternoon peak hours, respectively. As shown, a total of 36 vehicles would enter and 21 vehicles would exit the site during the morning peak hour. During the afternoon peak hour, 91 trips would enter and 78 vehicles would exit the site during the afternoon peak hour. It should be noted that the driveway vehicle trips shown are the estimated number trips to be generated by Project excluding the "captured" trips between the land uses.

In addition, the project traffic estimated to utilize local residential streets such as Higuera Street and Lucerne Avenue is considered to be nominal. As shown in Figure 18, a maximum of 17 and 5 project trips are estimated to use Higuera Street and Lucerne Avenue, respectively, during the afternoon peak hour.

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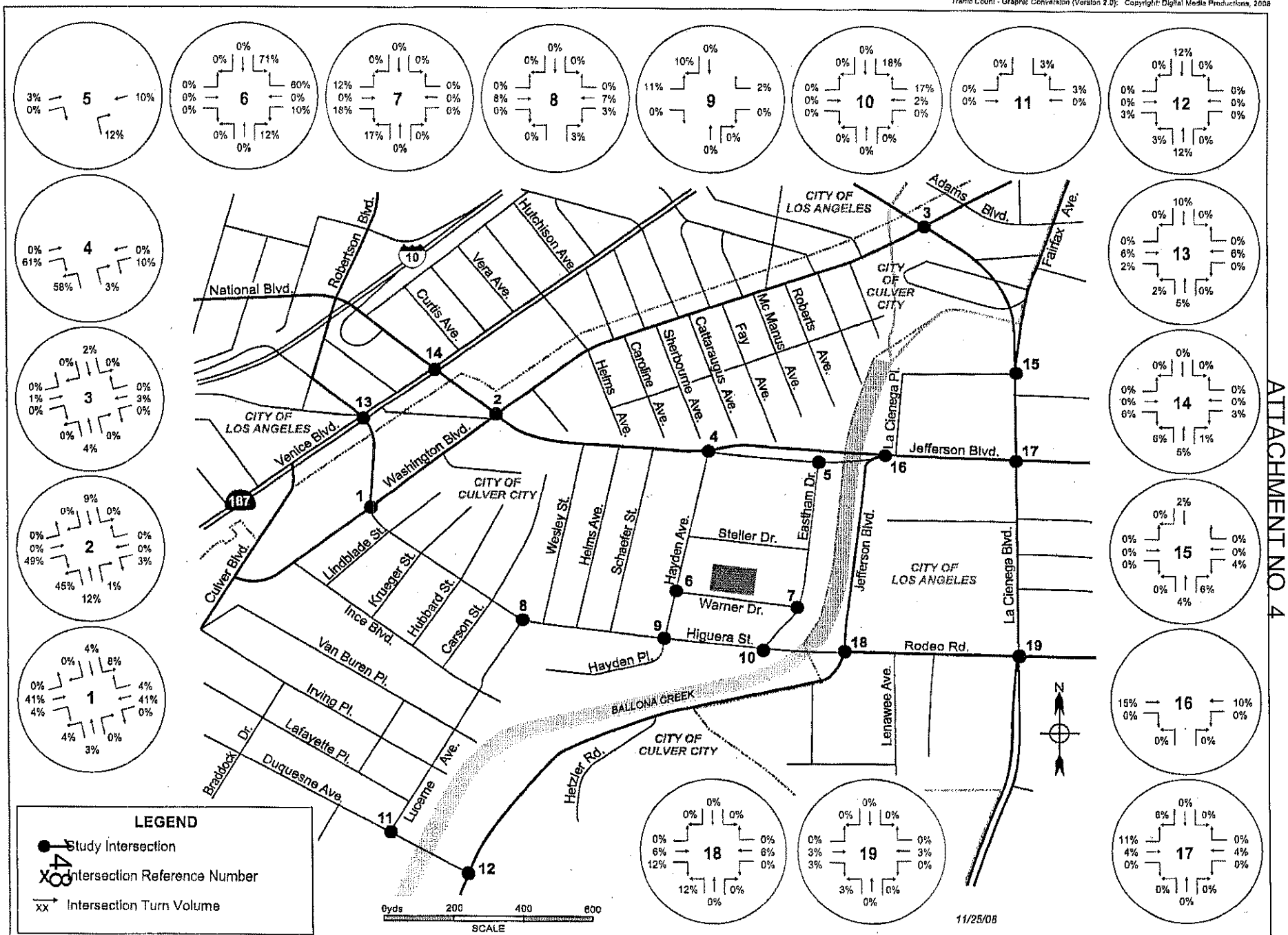

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Parking Structure - 8511 Warner Drive

Figure 16
Project Trip Distribution

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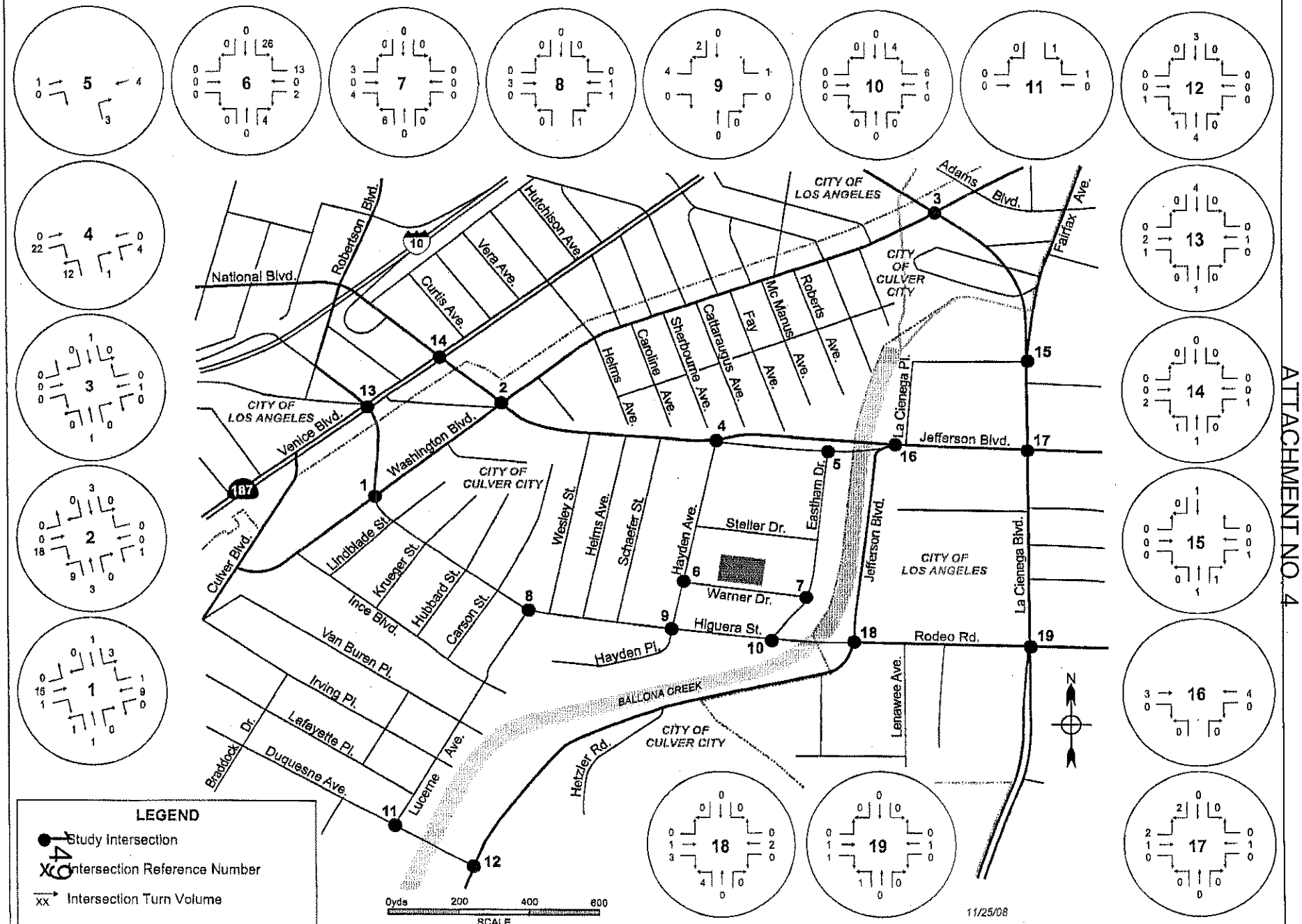

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Figure 17

Morning Peak Trip Assignment - Project Traffic

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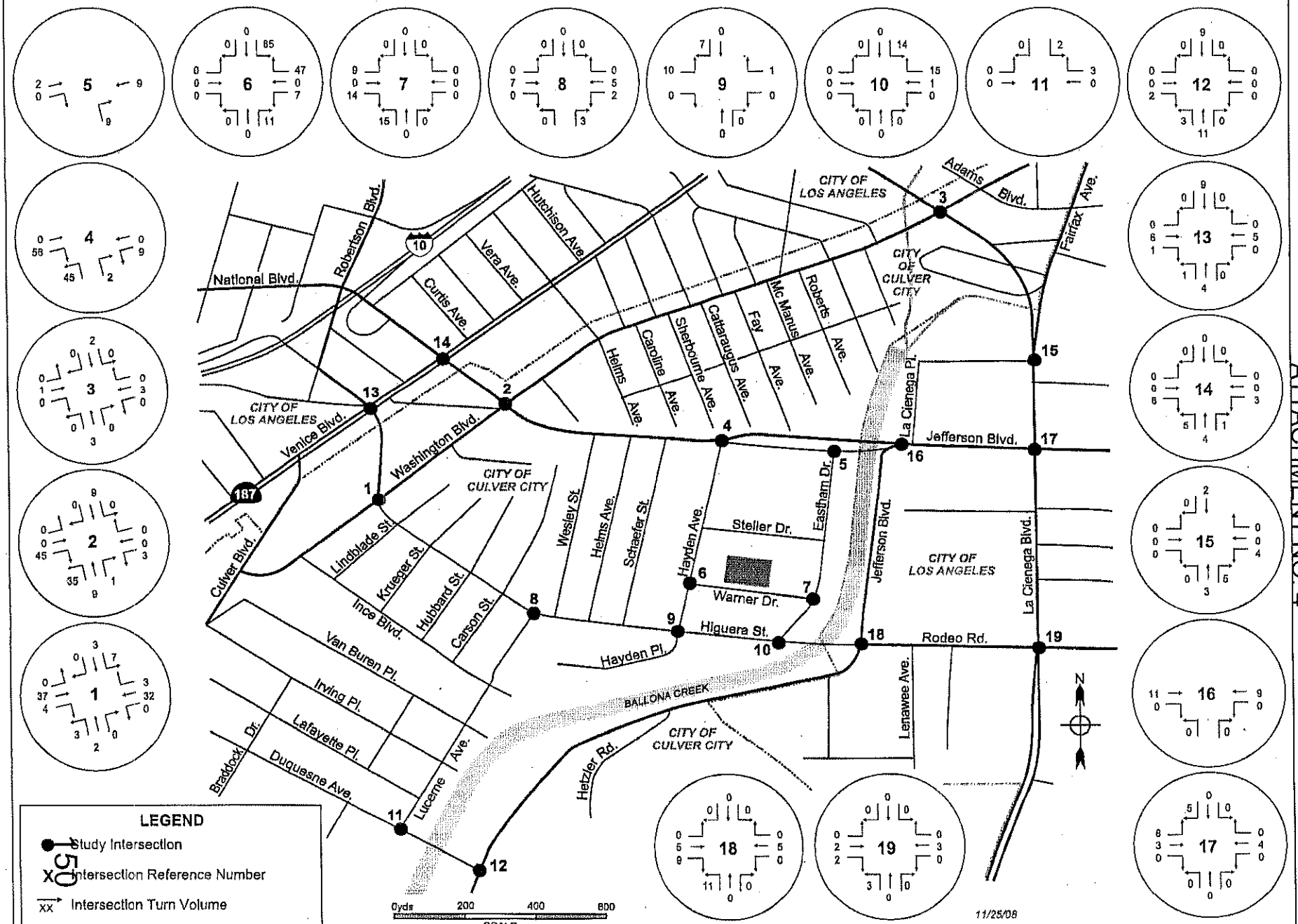

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Figure 18
Afternoon Peak Trip Assignment - Project Traffic

ATTACHMENT NO. 4

5. Future (Year 2010) with Ambient Growth and Related Projects and Project Conditions

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the future volumes (with ambient growth and related projects volumes).

Table 5 summarizes the resulting LOS values at the study intersections.

Table 5 – Intersection Performance - Ambient Growth and Related Projects and Project Conditions (Year 2010)

Intersection	Weekday Morning Peak		Weekday Afternoon Peak	
	V/C or Delay[a]	LOS	V/C or *Delay*	LOS
City of Culver City				
1. Robertson Boulevard & Washington Boulevard	0.770	C	0.741	C
2. National Boulevard & Washington Boulevard	0.828	D	0.903	E
3. La Cienega Boulevard & Washington Boulevard	1.114	F	0.964	E
4. Hayden Avenue & National Boulevard	0.733	C	0.799	C
5. Eastham Drive & National Boulevard [a]	*0.796*	C	*0.490*	A
6. Hayden Avenue & Warner Drive [a]	*68.7*	F	*18.4*	C
7. Eastham Drive & Higuera Street [a]	*9.8*	A	*10.2*	B
8. Lucerne Avenue & Higuera Street [a]	*15.9*	C	*10.4*	B
9. Hayden Avenue & Higuera Street [a]	*23.4*	C	*12.3*	B
10. Eastham Drive & Warner Drive	0.448	A	0.408	A
11. Lucerne Avenue & Duquesne Avenue [a]	*68.9*	F	*53.7*	F
12. Jefferson Boulevard & Duquesne Avenue	1.086	F	0.901	E
City of Los Angeles				
13. Robertson Boulevard & Venice Boulevard	1.002	F	0.912	E
14. National Boulevard & Venice Boulevard	0.893	D	0.964	E
15. La Cienega Boulevard & Fairfax Avenue	1.090	F	1.010	F
16. Jefferson Boulevard & National Boulevard	0.566	A	0.615	B
17. La Cienega Boulevard & Jefferson Boulevard	1.065	F	0.982	E
18. Jefferson Boulevard & Higuera Street/Rodeo Rd	0.800	C	0.697	B
19. La Cienega Boulevard & Rodeo Road	1.130	F	1.037	F

Note:
[a] Unsignalized intersection controlled by stop signs. Indicates average vehicle delay in seconds rather than V/C ratio.

Figures 19 and 20 illustrate the morning and afternoon peak hour turning movement volumes at the study intersections under future with project conditions.

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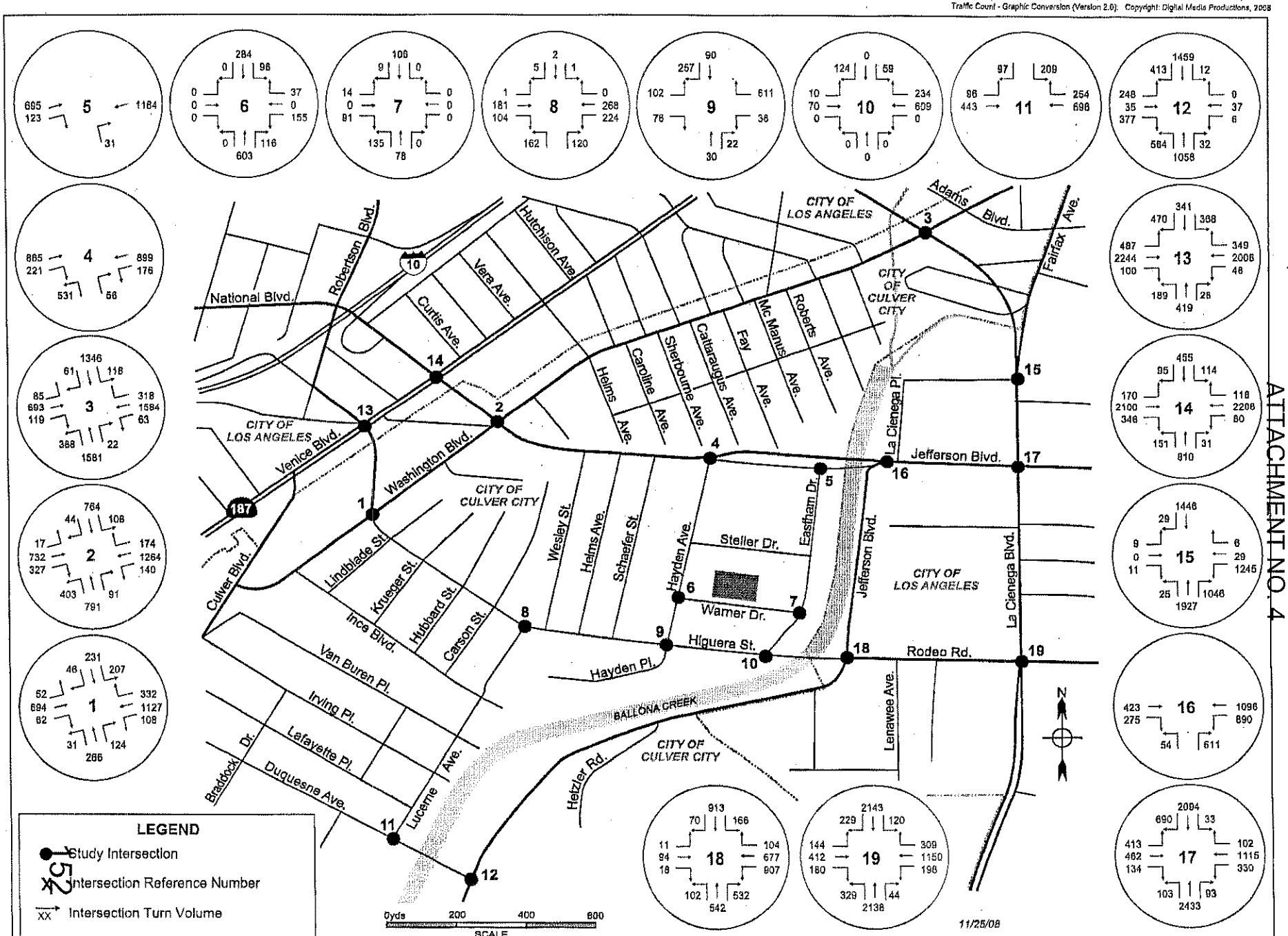

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Parking Structure - 8511 Warner Drive

Figure 19

Future (Year 2010) With Ambient Growth and Related Projects and Project Morning Peak-Hour Turn Volumes

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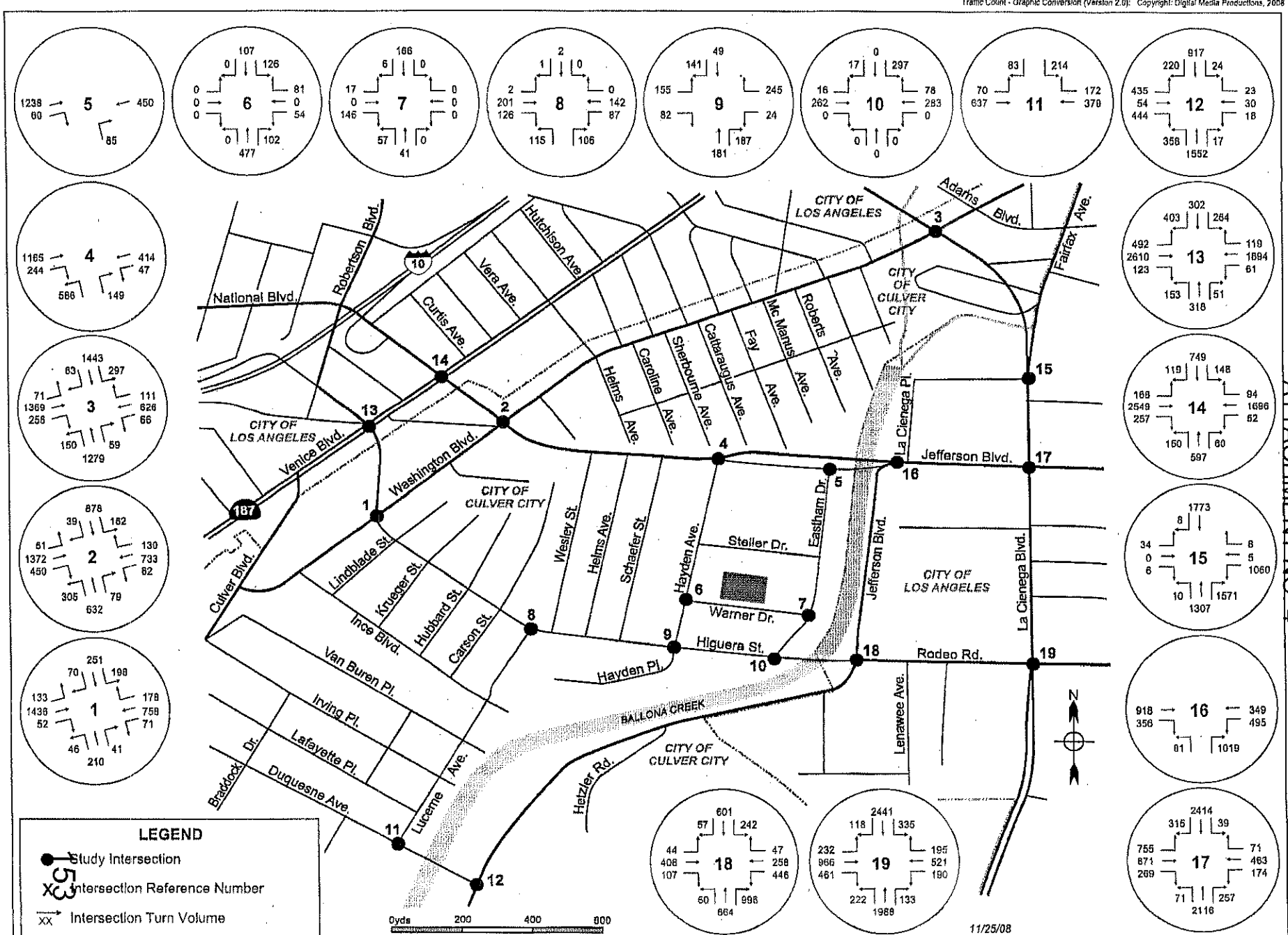

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Parking Structure - 8511 Warner Drive

Figure 20

Future (Year 2010) With Ambient Growth and Related Projects and Project Afternoon Peak-Hour Turn Volumes

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Under future with ambient growth and related project and project conditions, the following is the list of intersections operating at poor levels of service (LOS E or worse) during either the AM or PM peak hours:

2. National Boulevard and Washington Boulevard (PM Peak Hour) (City of Culver City)
3. La Cienega Boulevard and Washington Boulevard (AM and PM Peak Hours) (City of Culver City)
6. Hayden Drive and Warner Drive (AM Peak Hour) (City of Culver City)
11. Lucerne Avenue and Duquesne Avenue (AM and PM Peak Hours) (City of Culver City)
12. Jefferson Boulevard and Duquesne Avenue (AM and PM Peak Hours) (City of Culver City)
13. Robertson Boulevard and Venice Boulevard (AM and PM Peak Hours) (City of Los Angeles)
14. National Boulevard and Venice Boulevard (PM Peak Hour) (City of Los Angeles)
15. La Cienega Boulevard and Fairfax Avenue (AM and PM Peak Hours) (City of Los Angeles)
17. La Cienega Boulevard and Jefferson Boulevard (AM and PM Peak Hours) (City of Los Angeles)
19. La Cienega Boulevard and Rodeo Road (AM and PM Peak Hours) (City of Los Angeles)

Nine of the study intersections would continue to operate at LOS D or better during both the morning and afternoon peak hours. The traffic analysis worksheets for this scenario are included in Appendix E of this report. Determination of significant traffic impacts created by Project traffic – per City of Culver City and LADOT guidelines - is discussed in the next report section.