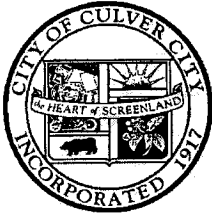


MEETING DATE: 10/15/07

AGENDA ITEM: Public Hearing on a Site Plan Review; Administrative Use Permit; General Plan Map Amendment; Tentative Tract Map; and Ordinance for a Zone Map Amendment to facilitate construction of a proposed Mixed Use Development of 18 Residential Units with Ground Floor Retail at 9900 Culver Boulevard.

ATTACHMENTS

- | | <u>Pages</u> |
|--|--------------|
| 1. Negative Declaration/Initial Study. | 1-18 |
| 2. <u>Traffic Study for the 9900 Culver Boulevard Mixed Use Project</u> , submitted February 13, 2007. | 19-99 |
| 3. City Council Resolution No. ____ amending the General Plan Map designation of Lot 6, of Block 17, of Tract No.1775 from Medium Density Multiple Family to Downtown and approving Tentative Tract Map No. 68277. | 100-109 |
| 4. Ordinance No. ____ amending the Zoning Map's current designations for Lots 1, 2, and 6, of Block 17, of Tract No.1775 to the Commercial Downtown (CD) Zone. | 110-117 |
| 5. City Council Resolution No. ____ upholding the applicant's appeal of the Planning Commission's denial of the Site Plan Review and Administrative Use Permit. | 118-139 |
| 6. Revised Development Plans Date Received October 1, 2007 and January 10, 2007. | |



Culver CITY

(310) 253-5710

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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	General Plan Map Amendment, GPMA P-2006150; Zoning Map Amendment, ZMA P-2006149; Site Plan Review, SPR P-2006147; Tentative Tract Map, TTM P-2006148; and Administrative Use Permit, AUP P-2006146.		
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:	9900 Culver Boulevard, Culver City, CA 90232		
Nearest Cross Street:	Duquesne Avenue	APN:	4207-009-900, 4207-009-902, 4207-009-903
Project Sponsor's Name & Address:	SPF: Architects/ Uptown Lofts, LLC 8609 Washington Boulevard Culver City, CA 90232 (310) 558-0902		
General Plan Designation:	Downtown & Medium Density Multiple Family	Zoning:	Commercial General (CG) & Residential Medium Density Multiple (RMD)
Redevelopment Project Area:	Component Area No. 3		
Overlay Zone/Special District:	N/A		
Project Description and Requested Action: Proposed 4-story, 46-foot high, 18-unit mixed used development consisting of 18 residential condominiums, 5,500 square feet of retail, 14 surface parking spaces, and 45 subterranean parking. Approval of a General Plan Map Amendment, Zoning Map Amendment, Site Plan Review, Tentative Tract Map, and Administrative Use Permit are required.			
Existing Conditions of the Project Site: The site has no structures and is paved for surface parking.			
Surrounding Land Uses and Setting: <i>(Briefly describe the project's surrounding)</i> North: Sony Studios multi story office building & the Kirk Douglas Theatre South: Single story residential building/garage West: Surface parking & U.S. Post Office building East: 3-story Culver City City Hall.			
Other public agencies whose approval is required: <i>(e.g., permits, financing approval, or participation agreement)</i> Culver City City Council and Redevelopment Agency			

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

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

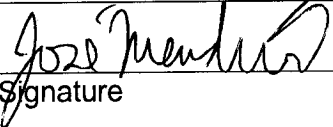
ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

- ☒ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

FISH AND GAME FEE (AB 3158)

- ☒ I find that the proposed project **WILL NOT** have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend. I find that the proposed project **IS EXEMPT** from the Fish and Game fee. A 'Certificate of Fee Exemption' will be prepared for this project.
- ☐ I find that the proposed project **IS NOT EXEMPT** from the Fish and Game fee.

	9/24/07
Signature	Date

Jose Mendivil, Associate Planner

Case Manager/ Title

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?	☐	☐	☒	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS (continued)				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. 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)?	☐	☐	☐	☒
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?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

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?	☐	☐	☒	☐

XVIII. EARLIER ANALYSES:

Not Applicable

XIX. DISCUSSION:

Discussion of Initial Study Checklist responses:

I. AESTHETICS

a) & b)
No Impact The project is not located in or near a scenic vista or along a state scenic highway; no impacts relative to scenic vistas and scenic resources along state scenic highways are expected of this project.

c) & d)
Less Than
Significant
Impact As a new multi-story project replacing a surface level parking area that already has two light poles, the project is not expected to create lighting impacts for neighboring residences. Currently the site's two light poles have no shielding or directional control that results in light spread throughout the site. This will not occur with the project's residential and commercial lighting that will be directed into the site and away from surrounding private properties and public rights-of-way. The development will conform to all applicable City zoning standards and design guidelines that include a requirement that all lighting not project onto, or create a nuisance for, adjacent public rights-of-way and private properties. The amount of lighting emanating from the site shall be in accordance with the Culver City Municipal Code (CCMC). Through these code and design requirements, the impact will be less than significant. In addition, development of the site will be subject to architectural review by the Planning Commission to insure compliance with all applicable standards and to further insure the project does not degrade the site and its surroundings. Staff will require as a condition of approval, installation of landscaping at the south end of the project site to minimize the massing and any lighting impacts of the development for the adjacent residential building.

MITIGATION MEASURE(S): None Required.

II. AGRICULTURE RESOURCES:

a) through c)
No Impact The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site.

MITIGATION MEASURE(S): None Required.

III. AIR QUALITY:

e)
No Impact Future new development in any portion of Culver City will 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. A traffic study was required and prepared for this project and it was determined that the added traffic volume generated by the proposed mixed-use project will not significantly impact any of the study intersections or street segments. If a proposed project is consistent with the city's General Plan and Zoning Code, the project's operational impacts are considered to be factored into the SCAQMD's regional air quality models and are therefore consistent with regional air quality plans. This project, as proposed and if approved, is consistent with Culver City's General Plan and Zoning Code. Per the SCAQMD CEQA Handbook, the project does not meet the threshold of significance for the *operations* of 18 residential condominium units and a small shopping center (5,500 square feet of retail use). Also, the project does not reach the threshold of significance for *construction* of 18 residential condominium units and a small shopping center (5,500 square feet of retail use). By their nature, both condominiums and retail uses do not create objectionable odors. Air quality impacts resulting from construction and operation of this project will not be significant. Additionally, because the project's operations are factored into regional air quality models, the cumulative air quality impacts are less than significant. The project applicant will be required to comply with SCAQMD Rule 403, which provides specific control actions to be implemented during construction activities to control fugitive dust.

MITIGATION MEASURE(S): None Required.

IV. BIOLOGICAL RESOURCES:

- a) through f)
No Impact
- There is no impact to biological resources because the project is located in an urbanized area surrounded by existing disturbed land and development. Existing conditions at the project site indicate that there are no biological resources, as identified by the California Department of Fish and Game or US Fish and Wildlife Service, or federally protected wetlands, as defined by the Clean Water Act. There is no identifiable, migratory wildlife corridors on the project site; the project site is not subject to a City policy/ordinance protecting biological resources and is not subject to a habitat conservation plan.
- MITIGATION MEASURE(S): None Required.

V. CULTURAL RESOURCES:

- a) through d)
No Impact
- The project site is located in an urbanized area surrounded by existing disturbed land and development. Information on existing conditions of the project site, submitted by the applicant with project application materials, indicates no identified cultural resources exist on site, and no significant adverse impacts relative to cultural resources are associated with the project.
- MITIGATION MEASURE(S): None required.

VI. GEOLOGY AND SOILS:

- a.i), aiii), aiv)
and b)
through e)
No Impact
- The project site is not located near land subject to landslides, is not subject to soil erosion or loss of topsoil due to the site's urbanized development, is not located on expansive soil, and will be adequately serviced by the City's existing sewer system. The site is not located on soil subject to liquefaction. The project will be constructed to meet all Uniform Building Code requirements and will be required to be reinforced to comply with City and state seismic standards. Information on existing conditions of the project site, submitted by the applicant with application materials, indicates the site is considered suitable for the proposed development relative to geotechnical concerns.
- a.ii)
Less Than
Significant
Impact
- The project site is not located near earthquake faults but is in an area of seismic activity (Southern California). However, the project will be constructed to meet all Uniform Building Code requirements and will be required to be reinforced to comply with City and state seismic standards.
- MITIGATION MEASURE(S): None required.

VII. HAZARDS AND HAZARDOUS MATERIALS:

- a) through h)
No Impact
- The project, a mixed use development with commercial ground floor uses and residential above, will not include use of and disposal of significant hazardous materials other than volumes normally found in commercial and residential areas. Environmental information submitted by the applicant with the project plans and application materials indicates that the site is not on a list of hazardous materials sites compiled per Government Code Section 65962.5, is not located within an airport land use plan or within the vicinity of a private airstrip, is not located in a wildland area, and will not impair implementation of an emergency evacuation plan. Further any permitted use of hazardous materials for the types of uses and the zoning for this project will have to comply with Fire Code standards and regulations.
- MITIGATION MEASURE(S): None required.

VIII. HYDROLOGY AND WATER QUALITY:

- g) through j)
No Impact
- The project will not place housing or structures within a 100-year flood hazard area; it is not within a dam inundation zone or subject seiches, tsunamis, or mudflows.
- a) through f)
Less Than
Significant
Impact
- Grading and building plans will be reviewed and approved by the City's Building Safety and Engineering Divisions to assure that on and off-site drainage will not create significant impacts to drainage facilities, groundwater quality and quantity. The project will require the preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP) along with a Maintenance Agreement and Transfer. The SUSMP plan must be prepared by a registered civil engineer and reviewed by the Engineering Division for approval prior to the issuance of any permits. The City will require the project to be designed to effectively prohibit the entry of pollutants from the construction site into the public street and storm drain system. The construction contractor will be required to comply with the 'California Storm Water Best Management Practice Handbook'.
- MITIGATION MEASURE(S): None Required

IX. LAND USE AND PLANNING:

a) & c)
No Impact The project will not physically divide an established community and the project site is not subject to a habitat conservation plan or natural community conservation plan.

MITIGATION MEASURE(S): None required.

b)
Less Than
Significant
Impact The proposed project will not conflict with any approved Land Use Plan, policy or regulation adopted for the purposes of avoiding or mitigating an environmental impact. The proposed project is subject to the mixed use performance standards of the Zoning Code which is intended to ensure land use compatibility as well as environmental protection from potential noise and vibration, light, and odor impacts. The required performance standards have either been incorporated as part of the site design or are conditioned as part of the project.

The mixed use project will be conditioned to require walls, floors, and ceilings to be insulated to protect the project's residential users from potential noise impacts created by the ground floor commercial uses. The performance standards do not allow commercial uses to be operated in such a manner that they produce noise and vibrations that are detrimental to both the residential and commercial uses. Other aspects of the performance standards include security code access for elevators or separate commercial and residential elevators, cross ventilation and high quality HVAC systems for residential units, illumination of parking areas, residential protection from commercial loading areas, and adequate sidewalk pedestrian lighting.

The project includes General Plan Map and Zone Map amendments intended to create consistent and current land use regulations across the site because presently General Plan and Zoning would prohibit the project as proposed. Upon approval by the City of the General Plan and Zone map amendments and incorporation of the performance standards, project will be consistent with the City's General Plan and Zoning Code and there will be no impacts relating to Land Use and Zoning.

MITIGATION MEASURE(S): None Required

X. MINERAL RESOURCES:

a) & b)
No Impact Materials submitted with the application and City records indicate that there are no mineral resources on or within the project site.

MITIGATION MEASURE(S): None Required

XI. NOISE:

e) & f)
No Impact The project site is not within an airport land use plan and is not within the vicinity of a private airstrip.

a) through d)
Less than
Significant
Impact The proposed project is not expected to generate significant noise levels during operations. Noise caused by the project will be consistent with the surrounding urbanized area. Ambient noise potentially affecting users of the project will be minimized by Building Code required construction for office buildings and residences. Grading and construction activities will be conducted during the appropriate hours as allowed by the Culver City Municipal Code. The project will be conditioned to require the applicant's contractor to use construction equipment with state-of-the-art noise shielding and muffling devices to alleviate potential noise impacts. Both applicant and City contact information will be posted on the project site to direct individuals wishing to report noise and other construction activity complaints. During construction, the project will be subject to both the noise element and to restricted hours of construction as noted in the Culver City Municipal Code.

Performance Requirements, including those relating to noise, as outlined in the Mixed Use development standards, are a part of any mixed use development. They are a means of minimizing impacts to residential and commercial uses that are within close proximity to each other and located within the same building. These Performance Requirements will be incorporated as a Conditions of Approval to the project and/or incorporated into the design of the project plans. One of the Performance Requirements will necessitate that walls, floors, and ceilings are insulated to protect the project's residential uses from potential noise impacts created by the ground floor commercial uses. Additionally, the Performance Requirements do not allow commercial uses to be operated in such a manner that they produce noise and vibrations that are detrimental to both the residential and commercial uses on site.

Further, three site design aspects of the project may contribute to minimizing and shielding potential noise impacts to the residence directly south of the site. They include construction of an 8 foot high block wall along the project site's south property line and a glass wall along the south side of the common area fourth floor open deck. The wall and glass wall will help to muffle sounds emanating from the ground floor parking, rear residential units, and noise produced when the deck is in use. These design features are incorporated into the plans. Once completed, the proposed project is not expected to generate significant noise levels in excess of the standards established in the General Plan Noise Element.

MITIGATION MEASURE(S): None Required

XII. POPULATION AND HOUSING :

b) through c)
No Impact The site is currently surface parking area with no existing housing. No significant impacts to population or housing are associated with the project.

a) Less than
Significant
Impact The proposed mixed use project which includes 18 residential units will have an increase of people. However impacts to the community by this population increase are expected to be less than significant because City services are able to adequately serve this new population increase. For example an in-lieu Parkland fee will be collected based on the number of units prior to building permits being finalized. This fee will be used to maintain City parks. Existing public service facilities such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities that are necessary to accommodate the increase in population are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process. Furthermore, the project is within the mixed-use density as allowed under the mixed-use guidelines of the zoning code. No extension of roads or infrastructure other than the necessary laterals to connect to City mains will be required of this project.

MITIGATION MEASURE(S): None Required

XIII. PUBLIC SERVICES:

- a) Less Than Significant Impact The proposed mixed use project which includes 18 residential units will have an increase of people that may use the park system. Given such, an in-lieu Parkland fee will be collected based on the number of units prior to building permits being finalized. There are existing public service facilities necessary to accommodate the project such as traffic control devices, sewers, storm drains, parkways, sidewalks, street lights, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the project during the interdepartmental review process. No extension of roads or infrastructure other than the necessary laterals to connect to City mains will be required of this project. Both Fire and Police protection can adequately service the project as proposed.

MITIGATION MEASURE(S): None Required

XIV. RECREATION:

- a) & b) Less Than Significant Impact The proposed project is for a mixed-use project with commercial and residential units that will intensify the site with increased square footage. An increase in households could potentially increase use of local parks; however, this increase in this population is not expected to be significant and impacts to recreational facilities are expected to be less than significant. Also, the project will be required to pay an in-lieu Parkland fee which is used to maintain the park system. The project does not require the expansion/construction of new recreational facilities however a common area roof top deck for passive recreational use with potential visibility to the residential unit south of the site may create a privacy impact. Incorporated into the Site Plan Review plans and made as a Condition of Approval is installation of frosted glazing at the south end of the roof top deck in order to maintain the privacy for the adjacent residential property.

MITIGATION MEASURE(S): None Required

XV. TRANSPORTATION/TRAFFIC:

c), d) & g) No Impact	The project is not within the vicinity of an airport and the nature of its operations (residential/retail) will not result in increased air traffic patterns. The project will be located wholly within private property along developed Culver Boulevard with no requirements for roadway changes or elimination of current emergency access routes. Current roadway design features in the project site area are compatible with this project and surrounding uses. The project does not conflict with alternative transportation policies and does not require elimination of bus stops/turnouts.
a), b), e), & f) Less Than Significant Impact	Prior to the City Council Appeal Hearing and as part of the Planning Commission Public Hearing, a traffic study was conducted for the project and the study determined that the added traffic volume generated by the proposed mixed-use project will not significantly impact any of the study intersections. That study assumed 23 residential units and 4,750 square feet of retail. The reduction of dwelling units to 18 and the increase of commercial space to 5,500 square feet does not affect this traffic study. Overall, the revisions represent a reduction in density and massing; the results noted herein will be the same or less for the project as revised and no new traffic impacts other than what was discussed in the Traffic Study are expected. The focus of the traffic study was to evaluate the potential traffic impacts created by the proposed development at four study intersections – Madison Avenue and Culver Boulevard, Madison Avenue and Braddock Drive, Duquesne Avenue and Culver Boulevard, and Duquesne Avenue and Braddock Drive. The study concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS). Therefore no traffic mitigations are required. Using the Institute of Traffic Engineers (ITE) Trip Generation Information Guide 7th Edition handbook, the traffic study estimated that the project would generate 339 daily vehicle trips with 15 morning and 30 afternoon peak hour trips (135 daily trips with 10 AM peak hour and 12 PM peak hour trips for the condominium units and 204 daily trips for the 4,750 square feet of retail with 5 AM peak hour and 18 PM peak hour trips). The estimated average trip rate per condominium unit is expected to be 5.86 daily trips and for retail the estimated average trip rate is expected to be 42.94 daily trips per 1,000 square feet of retail. In any one hour during the AM or PM peak traffic periods, trips generated by the project are not expected to be greater than the numbers noted above. In reality, all these trips cannot be expected to all occur at the same time every day; they are expected averages based on surveys conducted for the ITE Trip Generation Information Guide. For example, the average daily 5.86 residential trips can be intuitively viewed as resulting from a two car household where two people leave in the morning for work, each in their own car and come home in the evening (4 trips). After coming home, they may go to the market in one car and come home after shopping (2 trips).

XV. TRANSPORTATION/TRAFFIC (continued):

a), b), e), & f)
Less Than
Significant
Impact
(continued)

In any residential neighborhood people do not all leave for work and come home at the exact same time. There is staggering depending on the nature of work. Also every body does not go to the market at the same time every day. For the commercial portion, a similar postulation can be made wherein not everyone arrives for shopping at the same time every day. The key conclusion is that the Traffic Study expects that in the AM and PM peak hours when overall traffic is anticipated to be the heaviest, not more than 15 and 30 trips respectively are expected for this project.

Further, increase in traffic at various street intersections as a result of the project will be below the City's criteria for significant impacts. Traffic impacts at intersections measured as volume to capacity ratios (V/C or the number of actual cars to the amount of cars the intersection can accommodate) must increase beyond a threshold given the Level of Service measured for the intersections in order to be considered a significant impact. At the four study intersections noted above the increase in the V/C ratios resulting from the project given the Level of Service for those intersections were below what the City establishes as a significant impact. In other words, added traffic resulting from the project to the areas studied is expected to be small enough so as to not create significant traffic problems.

Regarding parking, all required parking will be located on site. The development has adequate commercial, residential, visitor, and handicapped parking with sufficient loading space. Driveway widths and parking space dimensions are compliant with code standards and the circulation for both residential and commercial parking into and out of the project is adequate.

MITIGATION MEASURE(S): None Required

XVI. UTILITIES AND SERVICE SYSTEMS:

b) & c)
No Impact

The proposed project will connect to existing utilities available to provide adequate services to the project site and no significant adverse impacts to utilities are expected because of the project. No new treatment facilities are required.

a), d), e) f), g)
Less Than
Significant
Impact

With increased utilization of the project site, there will be an increase in solid waste from what the site currently produces. However, this increase in solid waste is less than significant and landfills have the capacity to handle the project site's waste. As a new development, the project will be subject to all applicable regulations related to solid waste. With intensification of the site, additional water usage and waist water treatment will result; however, review of the application resulted in a determination that water services and waist water treatment services are adequate to service this development proposal.

MITIGATION MEASURE(S): None Required

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | |
|--|---|
| a)
No Impact | The project will not have significant impacts to any plant or animal wildlife species because it is located in a built-out urban area. |
| b), c)
Less Than
Significant
Impact | Because the project will result in new square footage and the intensification of the project site, there will be some project level and cumulative impacts where none existed before. However after general plan and zone map amendments, the project will meet all requirements of the zoning code, the mixed-use standards including the maximum allowed density. Adequate parking is provided per parking requirements and the project will not result in significant impacts. Furthermore, a traffic analysis was conducted for the project and the study determined that the added traffic volume generated by the proposed mixed-use project will not significantly impact any of the study intersections. The amount of traffic generated as a result of the proposed development does not meet levels of significance. The project, which is located in a developed, urbanized area, is a mixed-use residential/commercial retail development that meets General Plan Land Use policies and guidelines and is consistent with the Zoning Code. It will not cause substantial adverse effects on human beings. No mitigation measures with regard to impacts on human beings are required. |

MITIGATION MEASURE(S): None Required

References Utilized:

1. 2006 California Environmental Quality Act CEQA Guidelines - CELSOC
2. Traffic Study for Mixed Use Development located at 9900 Culver Boulevard in Culver City, dated February, 2007, prepared by Raju Associates, Inc.

Attachment No. 2

**TRAFFIC STUDY
FOR THE
9900 CULVER BOULEVARD MIXED-USE PROJECT**

Prepared for:

THE CITY OF CULVER CITY

RECEIVED

FEB 13 2007

Culver City
Planning Division

FEBRUARY 2007

Submitted by:

RAJU Associates, Inc.

19 ~~5/11~~

**TRAFFIC STUDY
FOR THE
9900 CULVER BOULEVARD MIXED-USE PROJECT**

Prepared for:

THE CITY OF CULVER CITY

Prepared by:

RAJU ASSOCIATES, INC.
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(626) 792-2700

Ref: RA 224

EXECUTIVE SUMMARY

A detailed traffic study was performed by Raju Associates, Inc. to assess the traffic impacts of the proposed mixed-use project within the City of Culver City, California. The Project is located at 9900 Culver Boulevard.

The Proposed Project would be located on the southwest corner of Duquesne Avenue and Culver Boulevard in the City of Culver City. As proposed, the Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide at-grade retail and subterranean residential parking areas with 12 and 46 parking spaces, respectively.

One driveway located on Duquesne Avenue would provide access to the Project site. This driveway would provide access to the at-grade retail parking spaces as well as to the subterranean residential parking area.

Current and future traffic analyses at four intersections within the City of Culver City were conducted in this study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project, deficiencies and impacts, if any, identified, improvements and mitigation measures, if required, developed, their effectiveness determined and residual traffic impacts, if any, ascertained as part of this study. Access and circulation at the proposed driveway to the parking area for the Project were also evaluated. The following executive summary highlighting the key findings of this study is presented below.

- Four intersections were analyzed within the study area for this project. These locations are within the study area bounded by Culver Boulevard on the north, Braddock Drive on the south, Madison Avenue on the west and Duquesne Avenue on the east within the City of Culver City.
- Currently, all four of the analyzed intersection locations are operating at acceptable level of service (LOS D or better) during both the morning and evening peak hours.

- In the Cumulative (Year 2009) Base conditions, i.e., future conditions without the implementation of the proposed project, all four of the analyzed intersection locations are projected to operate at acceptable level of service (LOS D or better) during the morning peak hour. During the evening peak hour, three of the four analyzed intersections are projected to operate at LOS D or better. The intersection of Duquesne Avenue/Braddock Drive is projected to operate at LOS E.
- The Proposed Project consisting of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use will generate a total of 339 daily trips of which 15 trips would occur during the morning peak hour and 30 trips during the evening peak hour. Typically, the City of Culver City does not require a traffic study for projects that generate less than 50 peak hour trips. However, based on the City's request, this study has been performed.
- In the Cumulative (Year 2009) Plus Project conditions, both the AM and PM peak hour operating conditions would be similar to those projected for the Future Base conditions.
- The Cumulative (Year 2009) Plus Project conditions show that the proposed project would not cause significant traffic impacts at any of the analysis locations, based on significance criteria established by the City of Culver City.
- Parking, access and circulation systems were assessed and a review of the proposed site plan indicates that they would all function adequately and that there would be no adverse impact from the Proposed Project.

Summarizing, the Proposed Project would not cause any significant impacts at any of the analyzed locations. Parking, access and circulation systems would function adequately.

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I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed mixed-use project located at 9900 Culver Boulevard within the City of Culver City, California. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system.

PROJECT DESCRIPTION

The Proposed Project would be located on the southwest corner of Duquesne Avenue and Culver Boulevard in the City of Culver City. As proposed, the Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide at-grade and subterranean parking areas with a total of 58 parking spaces for residential and retail use.

One driveway located on Duquesne Avenue would provide access to the Project site. This driveway would provide access to the at-grade retail parking spaces as well as to the subterranean residential parking area.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Culver City staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential traffic impacts on the street system produced by the Proposed Project per the City of Culver City traffic impact significance criteria. The following scenarios have been evaluated in this study:

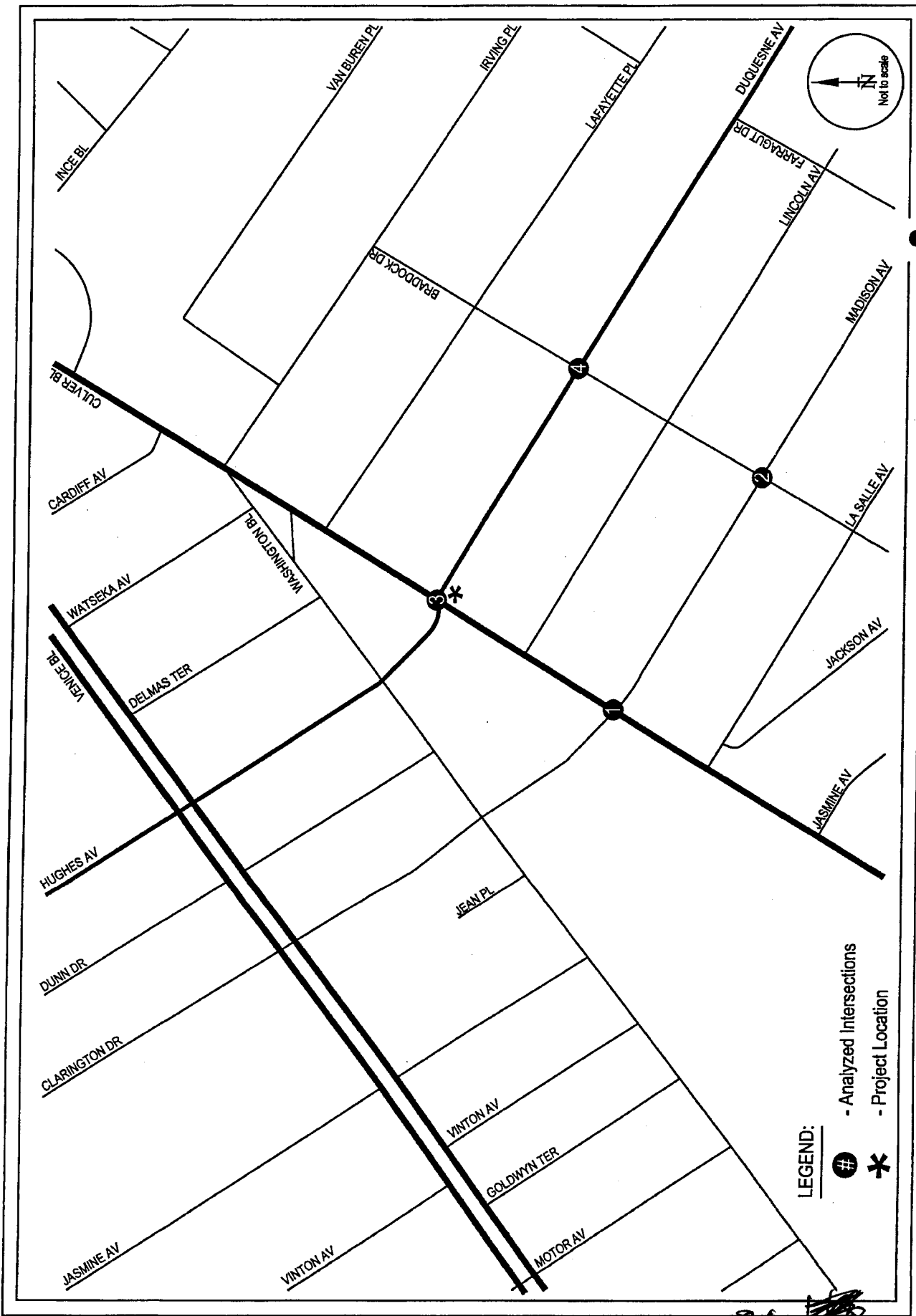


FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

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- Current (Existing) 2006 Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.
- Cumulative Base (2009) Conditions - Future traffic conditions without the proposed project has been developed for the year 2009. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2009.
- Cumulative Plus Project (2009) Conditions - The traffic expected to be generated by the proposed project is estimated and added to the Cumulative Base (2009) traffic forecasts. The impacts of the proposed project on future traffic operating conditions are then identified.

For this traffic study, four locations were defined as study intersections. Two of the four study intersections are controlled by traffic signals. The following intersections (see Figure 1) were analyzed for the scenarios described above:

1. Madison Avenue / Culver Boulevard
2. Madison Avenue / Braddock Drive (unsignalized)
3. Duquesne Avenue / Culver Boulevard
4. Duquesne Avenue / Braddock Drive (unsignalized)

A detailed Memorandum of Understanding (MOU) was prepared in coordination with the City of Culver City staff. The MOU includes among other details, a description of the Proposed Project and its trip generation characteristics. A copy of the MOU is attached in Appendix A of this report.

ORGANIZATION OF REPORT

An executive summary presenting key details of the traffic study is provided at the beginning of this report. The rest of the report is divided into seven chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. The methodology to obtain Future Year 2009 traffic volumes without and with the Proposed Project are described and applied in Chapter III. Chapter IV presents assessment of traffic conditions with

and without the project and the potential traffic impacts due to the proposed project. The results of the analysis of the proposed project's impacts on the CMP regional transportation system are provided in Chapter V. Parking, access and circulation evaluations are presented in Chapter VI. A summary of the analysis and study conclusions is included in Chapter VII. Appendices to this report include details of the technical analysis.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter.

STUDY AREA

The Proposed Project is located at 9900 Culver Boulevard on the southwest corner of Duquesne Avenue and Culver Boulevard within the City of Culver City, California. The Santa Monica (I-10) Freeway is located approximately 0.5 miles north of the project site. The study area is bounded by Culver Boulevard on the north, Braddock Drive on the south, Madison Avenue on the west and Duquesne Avenue on the east.

EXISTING STREET SYSTEM

The existing street system within the study area consists of a regional highway system including major arterials east and south of the Santa Monica (I-10) Freeway, and sub-regional street system including secondary arterials, collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The Santa Monica (I-10) and San Diego (I-405) Freeways provide the primary regional access to the study area. The key arterials serving the site are Culver Boulevard and Washington Boulevard. The other streets offering local circulation possibilities include Duquesne Avenue, Madison Avenue, and Braddock Drive. Brief descriptions of these facilities serving the study area are included in the following section.

- Culver Boulevard – Culver Boulevard is a major arterial roadway and defines the northern frontage of the project. It traverses diagonally in an east-west direction. Within the study area, this roadway offers four travel lanes, two lanes per direction, with a raised median and turn lanes at major or key intersections. Parking is allowed along this roadway in the vicinity of the study area, except at major intersections where turn lanes are provided.
- Washington Boulevard – Washington Boulevard is a major arterial roadway that traverses in an east-west direction. This roadway offers four travel lanes, two lanes per direction, with a central left-turn median. Parking is allowed along this roadway in the vicinity of the study area, except at major intersections where turn lanes are provided.
- Duquesne Avenue – Duquesne Avenue is a secondary arterial roadway that traverses in a north-south direction and defines the eastern frontage of the project site. Within the study area, this roadway offers two travel lanes, one lane per direction. Parking is allowed on both sides of the street.
- Madison Avenue – Madison Avenue is a local roadway that traverses in a north-south direction. It provides one travel lane per direction. Parking is generally allowed on both sides of the street south of Culver Boulevard.
- Braddock Drive – Braddock Avenue is a local roadway that runs in an east-west direction. It provides two travel lanes, one lane per direction. Parking is generally allowed along this roadway within the study area.

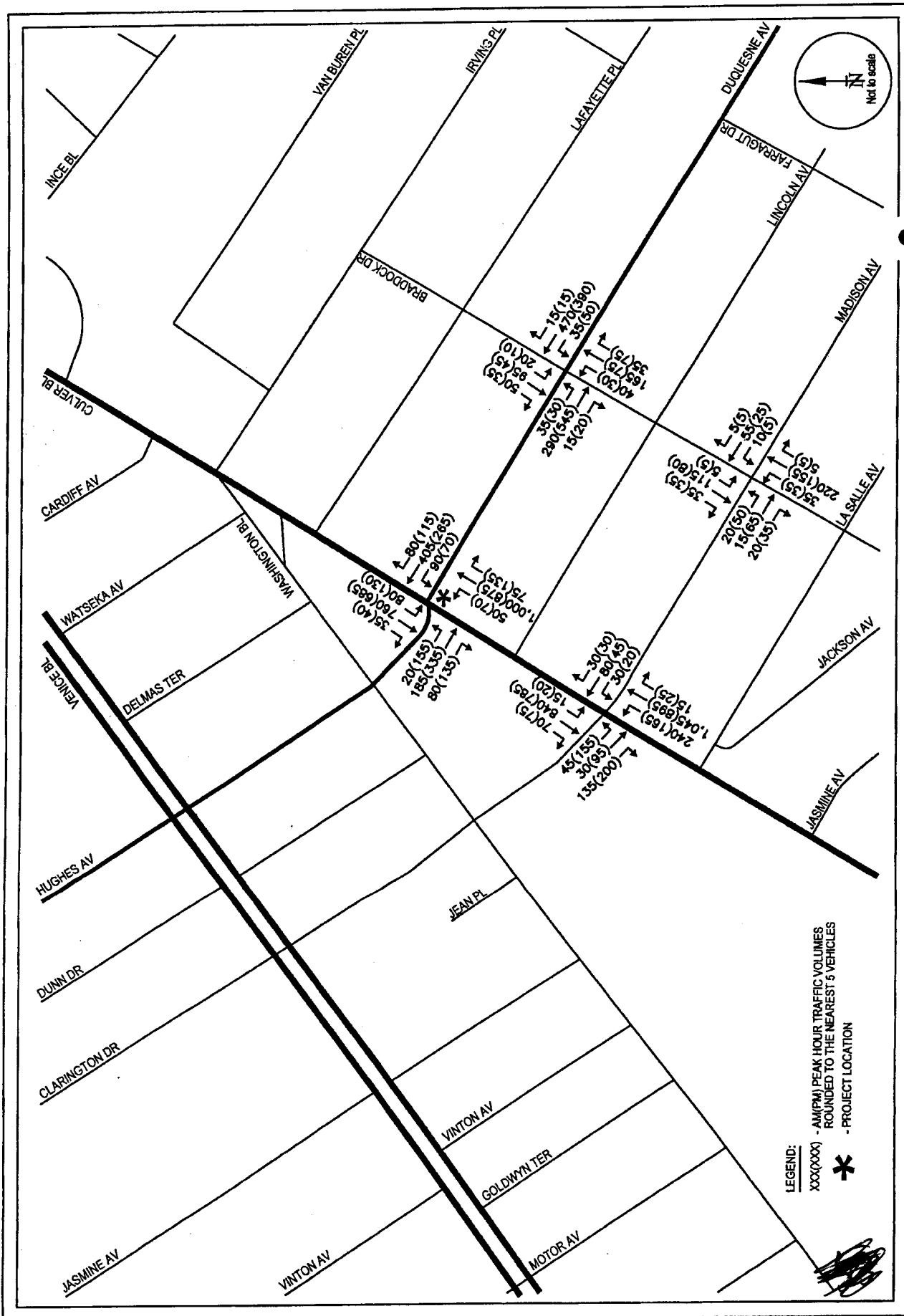
The existing lane configurations of the analyzed intersections are included in Appendix B.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection operating conditions, and the resulting level of service conditions at each of the study intersections.

Existing Traffic Volumes

Weekday morning and evening peak hour traffic counts were compiled from data collected at the four analyzed intersections during September 2006. These traffic volumes reflect typical weekday operations during current year 2006 conditions. The traffic volumes in Figure 2 represent, for the purposes of this analysis the Existing 2006 AM and PM peak hour conditions, respectively. The raw data showing the counts are attached in Appendix C.



RAJU Associates, Inc.

FIGURE 2
EXISTING (2006) PEAK HOUR TRAFFIC VOLUMES

Level of Service Methodology

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The Level of Service definitions for signalized and unsignalized intersections is provided in Table 1 and Table 2, respectively.

Two of the four analyzed intersections are controlled by traffic signals. The others (Madison Avenue/Braddock Drive and Duquesne Avenue/Braddock Drive intersections) are unsignalized and controlled by stop signs on all approaches.

The Intersection Capacity Utilization (ICU) method of intersection analysis, per the City of Culver City guidelines, for analyzing signalized intersection conditions, was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service at each study intersection. A capacity of 1,600 vehicles per lane per hour and 2,880 for dual left-turn lanes was assumed in the capacity calculations in accordance with the guidelines. Table 1 defines the ranges of V/C ratios and corresponding levels of service for signalized intersections.

The Highway Capacity Manual (HCM) 2000 method for stop-controlled intersection analysis was used to determine the delay (in seconds) and corresponding level of service at the stop-controlled intersections. The intersection delay is defined as the average delay experienced by drivers at the intersection. Table 2 defines the ranges of delay and corresponding levels of service for unsignalized intersections.

Existing Levels of Service

The existing traffic volumes presented in Figure 2 for AM and PM peak hours, respectively, were used in conjunction with the level of service methodologies described above and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED 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	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 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	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

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

Table 3 summarizes the results of the intersection capacity analysis for existing conditions at each of the four intersections in the study area. The table indicates the existing V/C ratio (or delay) during the morning and evening peak hours and the corresponding LOS at the study intersections. As indicated in the table, all four of the study intersections are currently operating at LOS D or better during both the morning and evening peak hours.

Capacity calculation worksheets for Existing (2006) conditions are provided in Appendix D of the report.

EXISTING TRANSIT LINES

Six bus lines currently serve the study area. Three bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA) and three bus lines are operated by Culver City Bus (CC). These transit lines are described in the following section:

- LACMTA Line 33/333 - Line 33/333 is a local east/west line that provides service from Santa Monica to Downtown Los Angeles and travels primarily along Venice Boulevard in the vicinity of the study area. This line runs everyday, including holidays, at a frequency of 5-15 minutes during peak commute hours. The western terminus is at the intersection of 2nd Street and Santa Monica Boulevard in Santa Monica. The eastern terminus is at the Patsaouras Transit Plaza in Downtown Los Angeles. Line 333 follows the same route as Line 33 but provides limited stop service.
- LAMTA Line 220 - Line 220 is a local north/south line that provides service from West Hollywood to Culver City and travels primarily along Culver Boulevard within the study area. This line runs Monday through Saturday at a frequency of approximately 40 minutes. No service is provided on Sundays and holidays. The northern terminus is at the intersection of San Vicente Boulevard/Santa Monica Boulevard in West Hollywood. The southern terminus is at the intersection of Culver Boulevard/Venice Boulevard in Culver City.
- CC Line 1 - Line 1 is a local east/west line that provides service from Venice through Culver City to West Los Angeles and travels primarily along Washington Boulevard in the vicinity of the study area. This line runs everyday, including holidays, at a peak frequency of approximately 12 minutes during peak commute hours. The western terminus is at the intersection of Main Street/Windward Circle in Venice. The eastern terminus is at the intersection of Fairfax Avenue/Washington Boulevard in West Los Angeles.

TABLE 3
EXISTING (2006) INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Existing (2006) Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1.	Madison Avenue & Culver Boulevard	0.626	B	0.603	B
2.	Madison Avenue & Braddock Drive	8.8 sec	A	8.5 sec	A
3.	Duquesne Avenue & Culver Boulevard	0.751	C	0.761	C
4.	Duquesne Avenue & Braddock Drive	22.0 sec	C	27.6 sec	D

- CC Line 5 – Line 5 is a local east/west line that provides service from Venice High School on the west to Blair Hills on the east and travels primarily along Braddock Drive, Madison Avenue, and Culver Boulevard within the study area. This line runs Monday through Friday with service only available on school days during the morning and afternoon peak hours. Weekend and holiday service is not provided. The western terminus is at Venice High School. The eastern terminus is at intersection of La Cienega Boulevard/Rodeo Road in the Blair Hills neighborhood of Culver City.
- CC Line 7 – Line 7 is a recently added local east/west line that provides service from Marina Del Rey to Culver City and travels primarily along Culver Boulevard within the study area. This line runs Monday through Saturday at a frequency of approximately 40 minutes. Service on Sundays and holidays is not provided. The western terminus is at Fisherman's Village in Marina Del Rey. The eastern terminus is at the intersection of Culver Boulevard/Venice Boulevard in Culver City.

III. FUTURE YEAR 2009 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the proposed project on the local street system, estimates of the Future Year 2009 traffic volumes both with and without the project were developed. The Future Year 2009 without the project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments in the vicinity of the study area. The Future (2009) without project traffic represents the cumulative base conditions. The traffic generated by the proposed project was then estimated and assigned separately to the street system. The addition of the project traffic and the cumulative base traffic represents the Future Cumulative (2009) Plus Project conditions. Each of these future traffic scenarios is further described in this chapter.

CUMULATIVE (2009) BASE TRAFFIC PROJECTIONS

The Cumulative (2009) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific cumulative projects located within, or in the vicinity of, the study area. Each of these components is described below.

Area-wide Ambient Traffic Growth

The traffic in the vicinity of the study area has been estimated to increase at a rate of about 1% per year. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2009, the existing 2006 traffic volumes were adjusted upward by a factor of 3% to reflect this area-wide regional growth.

Cumulative Project Traffic Generation and Assignment

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These "cumulative projects" are those developments that are planned and expected to be in place within the same timeframe as the Proposed Project. Data describing cumulative projects in the area was solicited from the City of Culver City. Fifty-nine cumulative projects from the City of Culver City, City of Los Angeles and County of Los Angeles were identified within the study area. The related projects included in this study are described in Table 4. The locations of these projects are shown in Figure 3.

The trip generation estimates for the related projects were based on different sources including rates from recently completed traffic studies for projects in Culver City and trip generation rates contained in the Institute of Traffic Engineers (ITE), Trip Generation Informational Report, 7th Edition. These rates are provided in Appendix E. The trip generation estimates for the related projects is shown in Table 5. As summarized in Table 5, the cumulative projects are expected to generate approximately 64,840 daily trips, of which 5,842 trips would occur during the morning peak hour and 6,551 trips would occur during the evening peak hour.

The geographic distribution and the traffic assignment of the cumulative projects were performed. The results are shown in Figure 4. These related projects' traffic estimates were added to the existing plus ambient growth traffic to obtain the Cumulative (2009) Base traffic volumes. Figure 5 provides the Cumulative (2009) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future Cumulative (2009) without project base conditions.

It is worth noting that two major projects in the area are anticipated to be constructed beyond the timeframe of the proposed project. The first project is the Metro Rail Mid-City/Exposition Light Rail Transit (LRT) Project that is anticipated to be completed by June 2010. This project is an extension of the 62-station Metro Rail System. As proposed, the first phase of this LRT project would construct a 9.6-mile line extending along the Metro-owned Exposition right-of-way from the existing Metro Rail Station at 7th Street/Metro Center in downtown Los Angeles to Robertson Boulevard/Washington Boulevard in the City of Culver City. Construction of the

TABLE 4
LIST OF RELATED PROJECTS [1]

Map No.	Project	Location	Description
City of Culver City			
1	Mixed Use Development	10100 Culver Bl	59 condominium units and 8,200 GSF of commercial
2	Sony	10202 Washington Bl	49,516 GSF addition to Stage 6; converting to office
3	Sony	10202 Washington Bl	Approved to build 986,000 GSF of office, post-production, stage, and support uses until 2026
4	Live/ work lofts	10839 Washington Bl	3 Live/ Work units and parking for 12 cars
5	Veterinary Clinic	11182 Culver Bl	7,000 GSF veterinary clinic with caretaker unit
6	Mixed Use Development	11281 Washington Pl	17,500 GSF mixed use project w/ retail and residential.
7	Culver City Muffler	11333 Washington Bl	2,500 GSF Muffler Shop
8	FAYNSOD	11501-11509 Washington Bl	Mixed Use: 3 Retail & 3 Apts.
9	The Olson Co. Mixed Use	12337-12449 Washington Bl	Mixed-use project consisting of 13,340 GSF of commercial and 80 residential units.
10	West- Culver Lofts	12801-23 Washington Bl	24 units; 12 live/work, and 12 residential lofts
11	Commercial & Retail Development	13322 Washington Bl	4,257 GSF commercial
12	Encore	13424-13464 Washington Bl	36,000 GSF retail, 71 residential units
13	Live/ work units	13340 Washington Bl	41 unit condominium development with 6 live/work condominium units in Culver City and 35 Units in LA
14	Westfield Fox Hills Mall Expansion	200 Fox Hills Mall	293,786 GSF retail and 427 parking spaces
15	Echo Horizon School Expansion	3430 McManus Av	Expansion of 5,935 GSF to accommodate 40 additional students
16	Distribution & Warehouse	3434 Wesley St	10,500 GSF of office, warehouse, & distribution
17	Office Bldg.	3505 Hayden Av	151,000 GSF
18	Huron Townhouses	3823-3833 Huron Av	15 new townhouses, demo 3 existing
19	Condominiums	3838 Tilden Av	4 condominium units
20	Condominiums	3846 Bentley Av	4 condominium units
21	Condominiums	3873 Bentley Av	Two condominium air lots; TPM, CE
22	Condominium Conversion	3910 Girard Av	7 condominium units
23	Condominiums	3915 Bentley Av	4 condominium units
24	Park Century School	3939 Landmark St	Conversion of industrial space to school use and additional 6,950 GSF.
25	Hampton Inn	3954 Sepulveda Bl	77-unit hotel
26	Four unit condominium	3972 Tilden Av	4 condominium units
27	Four unit condominium	4014 Van Buren Pl	4 condominium units
28	Four unit condominium	4025 Wade St	4 condominium units
29	Condominiums	4047 Lincoln Av	4 condominium units
30	Grandview Palms	4061 Grandview Bl	62,737 GSF multi-unit care facility
31	TTM, Eight Unit Condo	4067/4073 Lincoln Av	8 unit residential, 2,000 GSF; 20 parking spaces provided
32	TPM, Condominiums	4122/26 Lincoln Av	Two 2-unit condominiums, 2,097 GSF proposed unit; 14 parking spaces provided
33	4227 Ince Blvd.	4227 Ince Bl	6 condominium units on a 3 lot subdivision
34	Office & Retail Bldg.	4447 Sepulveda Bl	9,000 GSF
35	Chevron Gas Station	5975 Centinela Av	3,314 GSF Gas Station
36	Fire Station No. 3	6030 Bristol Pkwy	Two-story, 12,156 GSF fire station
37	Office & Retail Bldg.	700-701 Corporate Pointe	240,612 GSF office; 4,242 GSF retail
38	Symantec Office Multiphase Dev.	800-900 Corporate Pointe	550,000 GSF office, research/development, parking
39	Conjunctive Points Theater Complex	8511 Warner Dr	101,551 GSF of office space; 31,110 GSF of retail; 18,076 GSF of restaurant; 3 theaters with total capacity of 3,100 seats; and 1,479 parking spaces.
40	Public Storage Expansion	8512 National Bl	Addition of 71,570 GSF to an existing public storage facility
41	Max Leather AUP	8533 Washington Bl	3,763 GSF additional manufacturing
42	Mixed Use Development	8601-8637 Washington Bl	26,000 GSF office/residential
43	Surfas Restaurant Supplies	8777 Washington Bl	Reoccupy a 14,856 GSF bldg. w/ retail and take-out food service
44	SPE Television Bldg. (Higuera/Ince)	9050 Washington Bl	27,000 GSF office
45	Culver City Transfer Station	9255 Jefferson Bl	Increased throughput from 500 to 1,056 tons per day.
46	Parcel B	9300 Culver Bl	115,108 GSF of office, restaurant, and retail space.
47	Culver Studios Expansion	9336 Washington Bl	Addition of approximately 50,000 GSF of office and one parking structure. Demo of smaller buildings.
48	Office Building	9343 Culver Bl	4 story office building (16,821 GSF) with ground floor retail or restaurant. Demolish existing commercial building.

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TABLE 4 (continued)
LIST OF RELATED PROJECTS [1]

Map No.	Project	Location	Description
49	Inspired Ventures	9599 Jefferson Bl	40,000 GSF offices
50	Weinstock	9650 Lucerne Av	6 unit condo, tentative track map and site plan review
51	Culver City Dog Park	9910 Jefferson Bl	1-acre dog park
52	Skateboard Park	9910 Jefferson Bl	12,000 SF
53	Baldwin Hills Scenic Overlook Park	Hetzler Rd	10,300 GSF visitor center, passive recreation area
54	Mixed Use	13365 Washington Bl	4,000 GSF ground floor retail and 19 units
55	Apartment Project	4210 Duquesne Av	8 apartment units
56	Spartan Supply Co.	9919 Jefferson Bl	18,420 SF roofing materials and distribution facility
City of Los Angeles			
57	MTA Division 6 - West Los Angeles Transit Center	Jefferson Bl	Transportation Center for operations and maintenance facility for up to 175 MTA buses and associated administrative staff
County of Los Angeles			
58	West Los Angeles College Master Plan Project	Overland Av/ Freshman Dr	Proposed Master Plan for the College to increase the student enrollment from current 10,312 to 18,904 by year 2022; anticipated enrollment growth through 2015 used for trip generation for purposes of this study
59	Baldwin Hills Regional Park Master Plan Project	La Cienega Bl/La Brea/Stocker St	Development of a 1,400-acre park

Notes:

[1] List of related projects provided by the City of Culver City, July 2006.

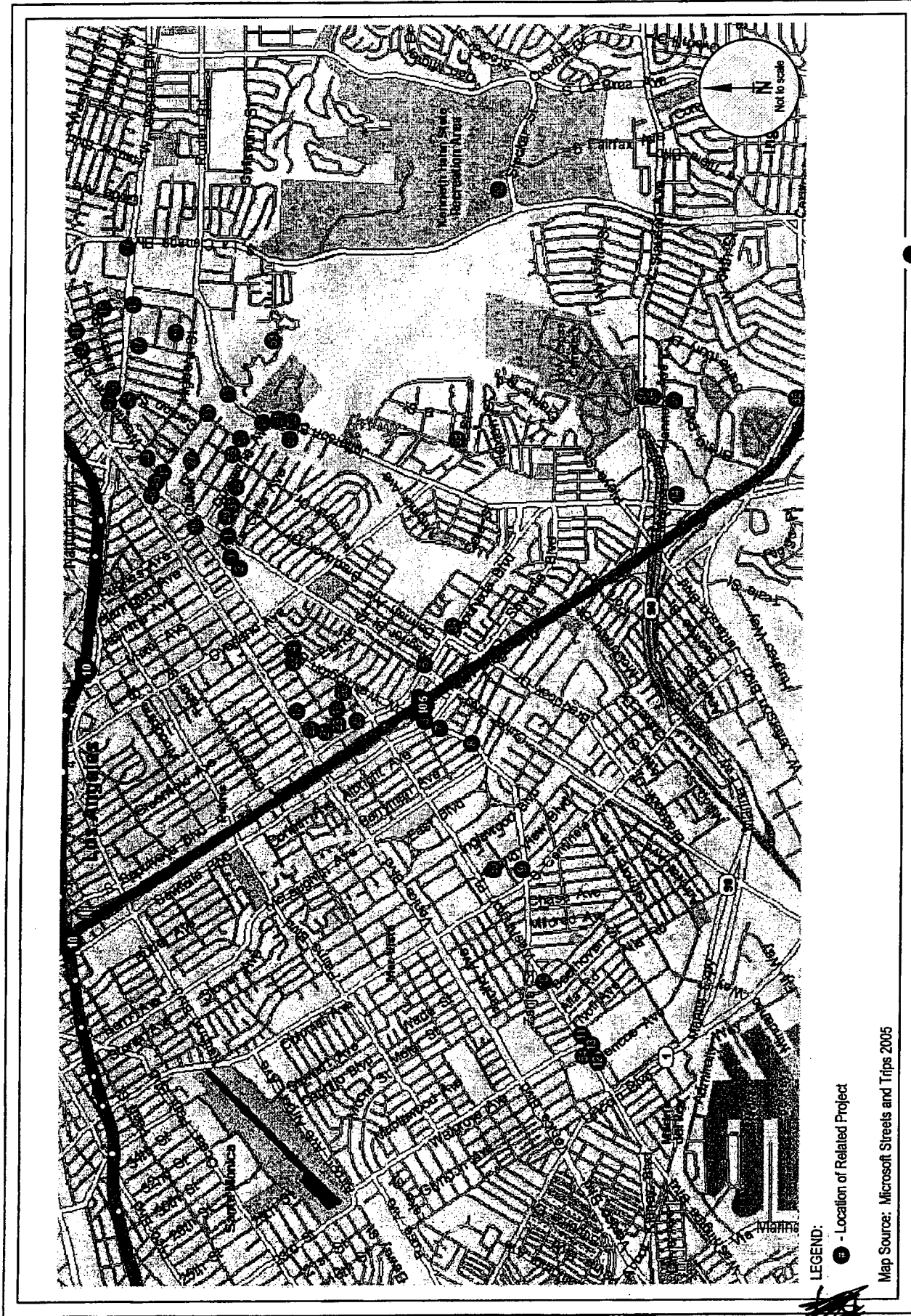


FIGURE 3
LOCATION OF RELATED PROJECTS

TABLE 5 (continued)
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS [1]

Map No.	Project	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
City of Culver City								
1	Mixed Use Development	698	10	24	34	35	26	61
2	Sony	545	68	9	77	13	61	74
3	Sony	10,856	1,345	183	1,528	250	1,219	1,469
4	Live/ work lofts	18	0	1	1	1	1	2
5	Veterinary Clinic	220	13	12	25	18	18	36
6	Mixed Use Development	751	11	7	18	32	34	66
7	Culver City Muffler	N/A	5	2	7	4	4	8
8	FAYNSOD	150	0	1	1	5	6	11
9	The Olson Co. Mixed Use	1,196	16	34	50	63	41	104
10	West- Culver Lofts	141	2	9	11	8	4	12
11	Commercial & Retail Development	183	3	2	5	8	8	16
12	Encore	1,962	28	40	68	90	82	172
13	Live/ work units	240	3	15	18	14	7	21
14	Westfield Fox Hills Mall Expansion [2]	5,377	63	41	104	255	276	531
15	Echo Horizon School Expansion	99	20	16	36	0	0	0
16	Distribution & Warehouse	116	14	2	16	3	13	16
17	Office Bldg.	1,663	208	28	236	38	187	225
18	Huron Townhouses	88	1	5	7	5	3	8
19	Condominiums	23	0	2	2	1	1	2
20	Condominiums	23	0	2	2	1	1	2
21	Condominiums	12	0	1	1	1	0	1
22	Condominium Conversion	41	1	3	3	2	1	4
23	Condominiums	23	0	2	2	1	1	2
24	Park Century School [3]	365	80	82	162	-8	-17	-25
25	Hampton Inn	629	26	17	43	24	21	45
26	Four unit condominium	23	0	2	2	1	1	2
27	Four unit condominium	23	0	2	2	1	1	2
28	Four unit condominium	23	0	2	2	1	1	2
29	Condominiums	23	0	2	2	1	1	2
30	Grandview Palms [2]	151	2	2	4	7	5	12
31	TTM, Eight Unit Condo	47	1	3	4	3	1	4
32	TPM, Condominiums	23	0	2	2	1	1	2
33	4227 Ince Blvd.	35	0	2	3	2	1	3
34	Office & Retail Bldg.	99	12	2	14	2	11	13

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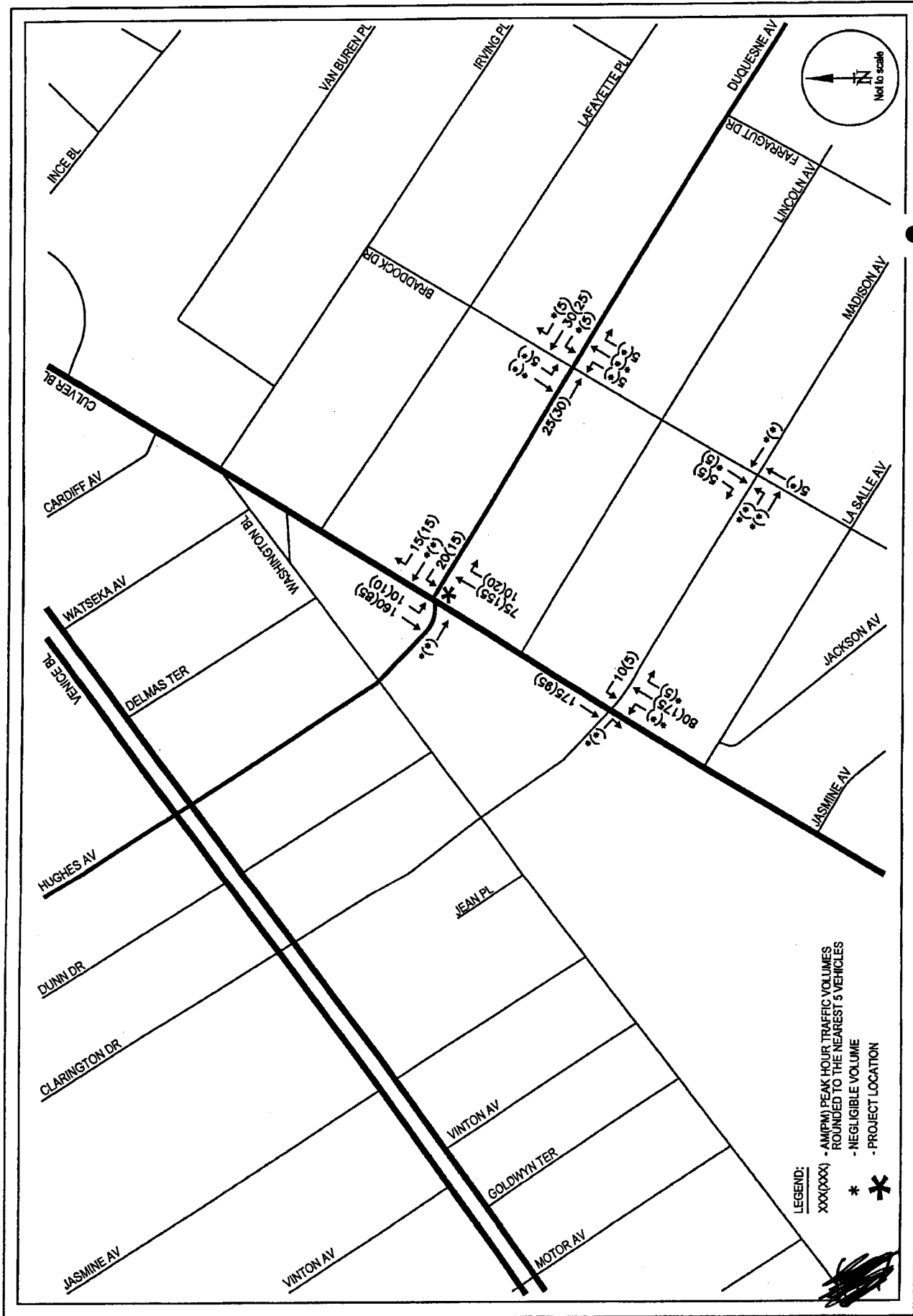
TABLE 5 (continued)
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS [1]

Map No.	Project	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
35	Chevron Gas Station	N/A	131	126	257	160	160	319
36	Fire Station No. 3	838	60	11	71	5	10	15
37	Office & Retail Bldg.	2,649	329	45	374	61	298	359
38	Symantec Office Multiphase Dev. [2]	4,910	639	87	726	118	578	696
39	Conjunctive Points Theater Complex	10,208	282	146	428	287	395	682
40	Public Storage Expansion	179	6	5	11	19	10	9
41	Max Leather AUP [2]	70	7	3	10	4	5	9
42	Mixed Use Development	471	56	8	64	18	90	108
43	Surfas Restaurant Supplies	1,143	32	23	55	31	32	63
44	SPE Television Bldg. (Higuera/Ince)	297	37	5	42	7	33	40
45	Culver City Transfer Station [2]	N/A	12	5	17	3	14	17
46	Parcel B	1,267	157	21	178	29	143	172
47	Culver Studios Expansion	551	69	9	78	13	62	75
48	Office Building	185	23	3	26	4	21	25
49	Inspired Ventures	440	55	7	62	10	50	60
50	Weinstock	35	0	2	3	2	1	3
51	Culver City Dog Park	2	1	0	1	1	0	1
52	Skateboard Park	275	12	7	19	6	14	20
53	Baldwin Hills Scenic Overlook Park [2]	265	2	1	3	5	7	12
54	Mixed Use	283	4	9	12	14	11	25
55	Apartment Project	54	1	3	4	3	2	5
56	Spartan Supply Co. [4]	N/A	24	18	42	17	13	30
City of Los Angeles								
57	MTA Division 6 - West Los Angeles Transit Center [2]	1,666	67	40	107	77	26	103
County of Los Angeles								
58	West Los Angeles College Master Plan Project [5]	6,785	436	45	481	300	133	433
59	Baldwin Hills Regional Park Master Plan Project	6,398	126	154	280	160	204	364
Total Related Project Trip Generation		64,837	4,500	1,342	5,842	2,237	4,334	6,551

Notes:

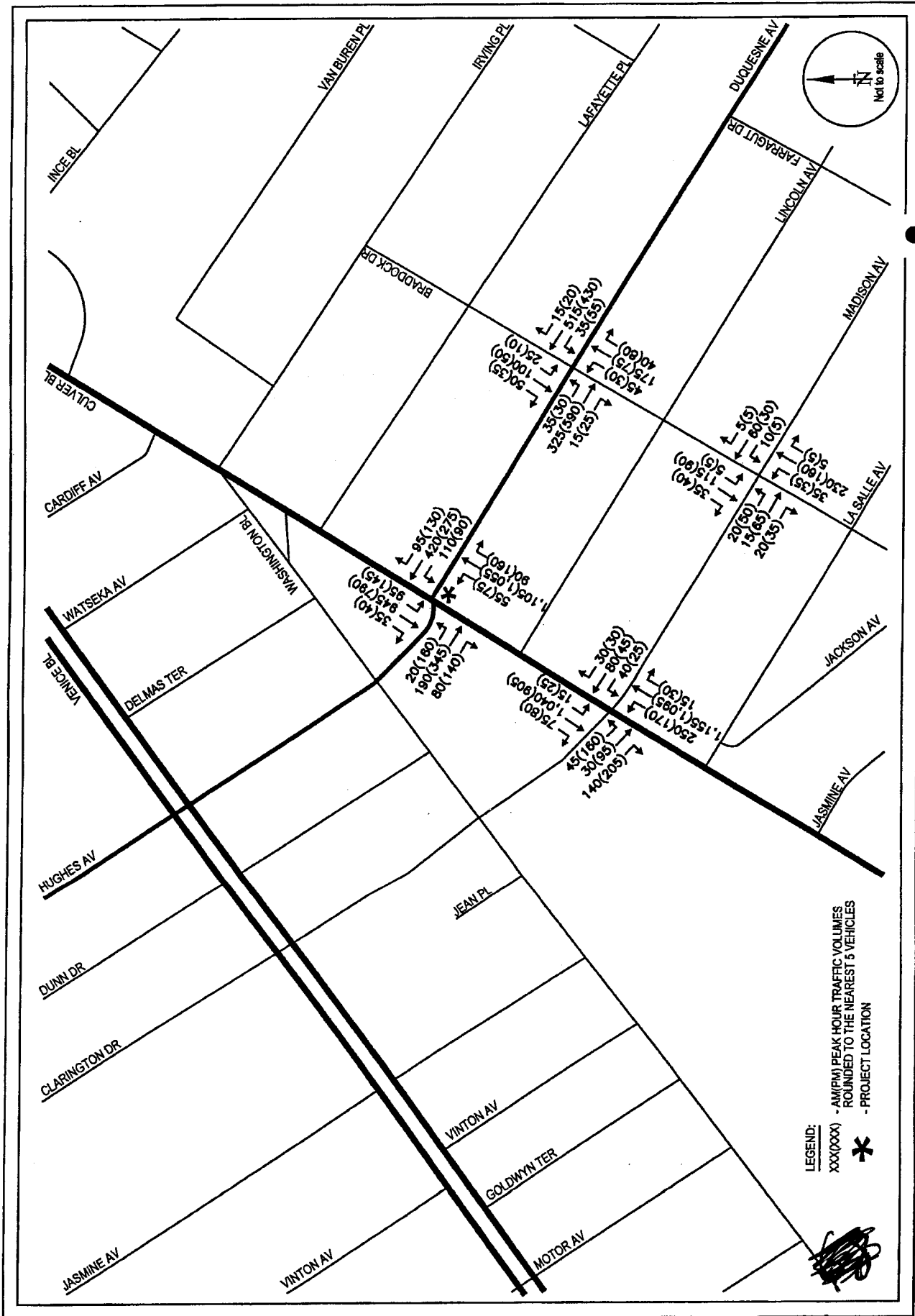
- [1] Trip Generation based on rates provided from *ITE Trip Generation Manual*, Seventh Edition, unless otherwise noted.
- [2] Trip generation from *Symantec Office Development - Environmental Impact Report*, PCR, 2004.
- [3] Trip generation from *Traffic Study for Park Century School*, Kaku Associates, 2003.
- [4] Trip generation from *Memorandum - Relocation of Spartan Supply Co. 9919 Jefferson Boulevard*, Arthur Kassan, May 2006.
- [5] Trip generation from *West Los Angeles College Master Plan EIR*, Jones & Stokes, 2004.

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FIGURE 4
RELATED PROJECTS ONLY PEAK HOUR TRAFFIC VOLUMES



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FIGURE 5
 CUMULATIVE (2008) BASE PEAK HOUR TRAFFIC VOLUMES

project is scheduled for 2006. As summarized in the *Mid-City/Westside Transit Draft Environmental Impact Statement/Environmental Impact Report*, April 2001, this project would decrease total daily vehicle trips by approximately 20,500 countywide.

The other major project is the Washington-National Specific Plan Project. The Phase 1 of this project is anticipated to be constructed by 2012. The project includes 1,950 dwelling units, 244,200 square feet of retail use, and 164,000 square feet of office use.

PROJECT TRAFFIC VOLUMES

Implementation of the Proposed Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide at-grade and subterranean parking areas with a total of 58 parking spaces for residential and retail use.

Utilizing the ITE Trip Generation Informational Guide 7th Edition rates, the proposed project's trip generation was determined. Table 6 presents details of the proposed project's trip generation including type of use, size, applicable rate and trip generation estimates.

From Table 6, it can be observed that the proposed project's trip generation would result in a total of approximately 340 daily trips of which 15 trips would occur during the morning peak hour and 30 trips would occur during the evening peak hour.

Project Trip Distribution

The generalized trip distribution for project trips was estimated to be the following based on current traffic patterns:

- To and From the North: 25%
- To and From the South: 25%
- To and From the East: 25%
- To and From the West: 25%

TABLE 6
ESTIMATED PROJECT TRIP GENERATION

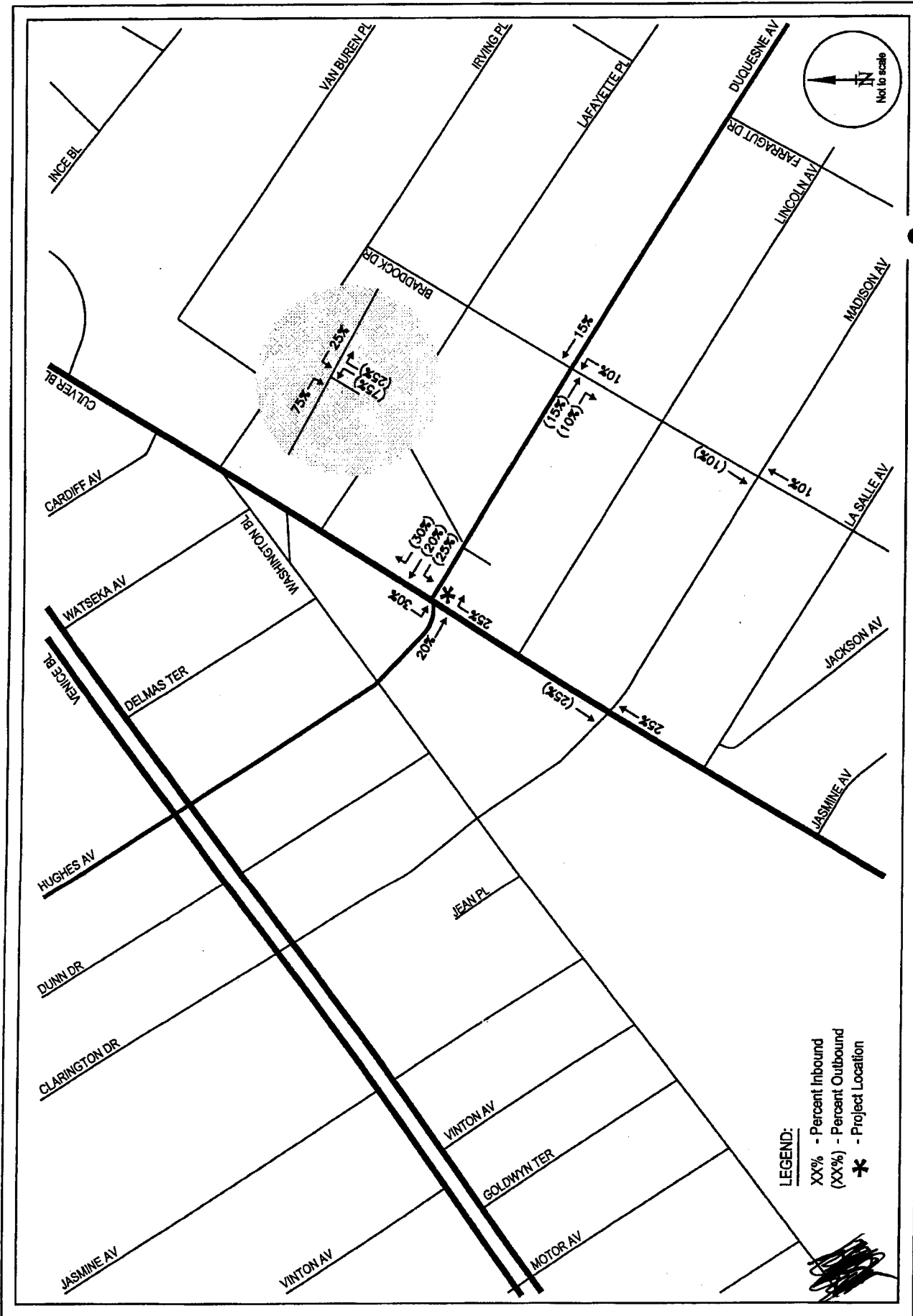
	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project Condominium (ITE Land Use 230) Retail (ITE Land Use 820)	23 d.u.	135	2	8	10	8	4	12
	4,750 s.f.	204	3	2	5	9	9	18
Total Trips			5	10	15	17	13	30
Trip Rates [1] Condominium (ITE Land Use 230) Retail (ITE Land Use 820)	per d.u.	5.86	17%	83%	0.44	67%	33%	0.52
	per 1,000 s.f.	42.94	61%	39%	1.03	48%	52%	3.75

[1] ITE Trip Generation Manual, 7th Edition, 2003

Intersection level trip distribution percentages are shown in Figure 6. Based on these distribution assumptions, location and points of access of the project driveways, and trip generation from the proposed project, traffic estimates of project-only trips were developed. These project-only trips are presented in Figure 7.

FUTURE YEAR 2009 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

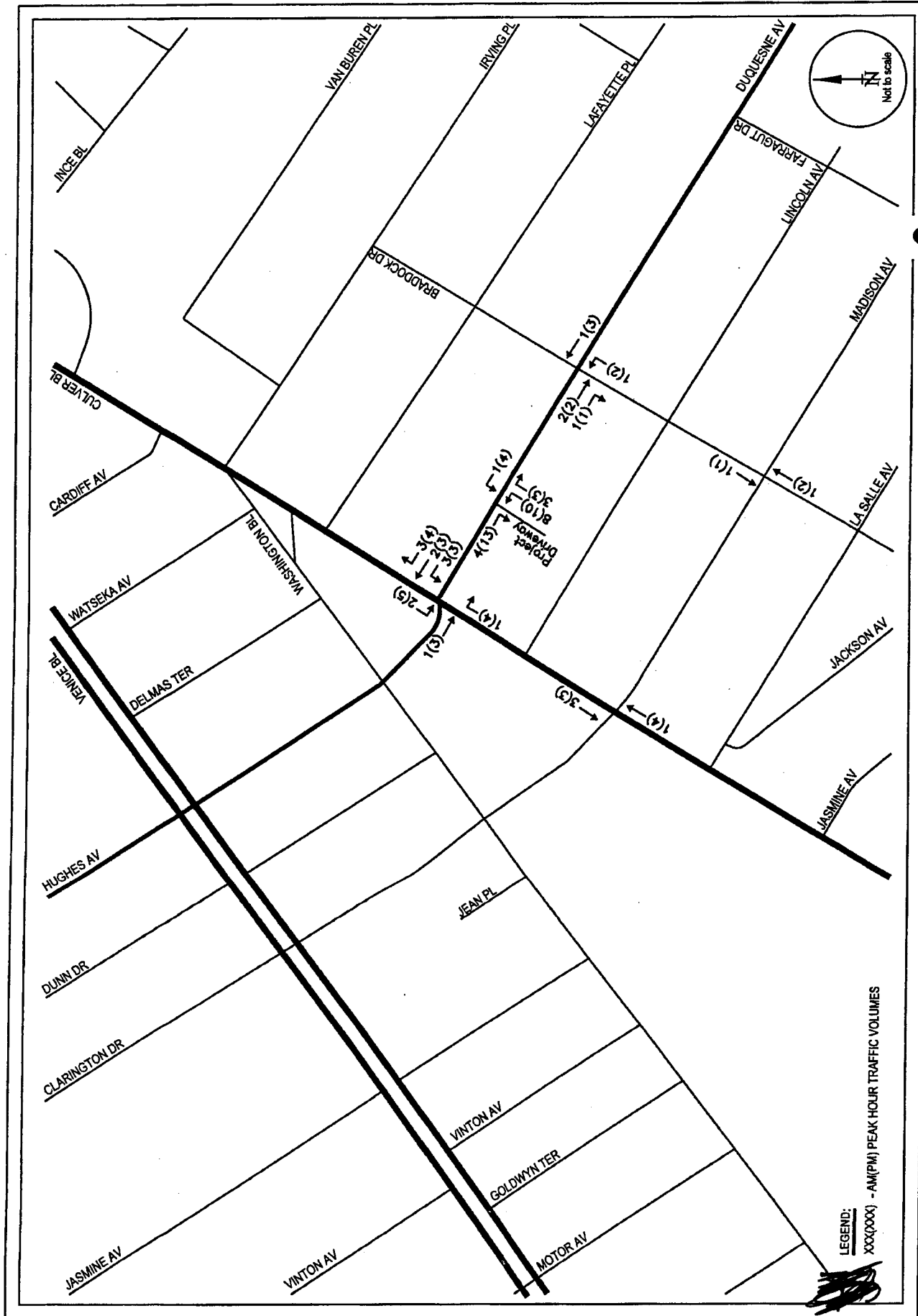
Utilizing the project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2009 with Project conditions were developed. The Cumulative (2009) Base traffic forecasts were combined with the project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2009 Cumulative plus Project traffic volumes during both A.M. and P.M. peak hours are presented in Figure 8.



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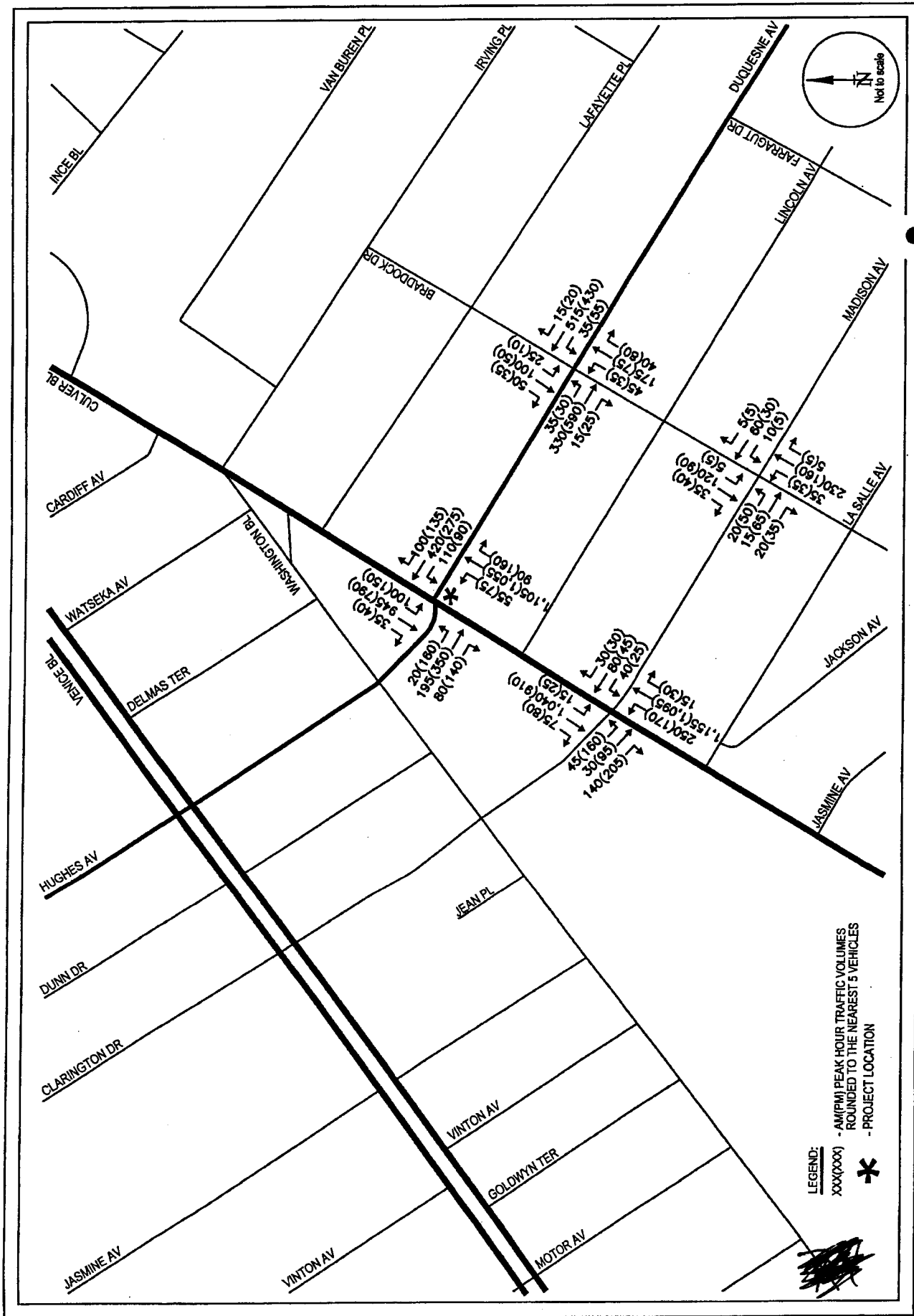
FIGURE 6
PROJECT TRIP DISTRIBUTION

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FIGURE 7
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



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FIGURE 8
 CUMULATIVE (2008) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. FUTURE YEAR 2009 TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Future Year 2009 Cumulative Base and Cumulative Plus Project conditions were analyzed utilizing the methodologies and assumptions per the City of Culver City traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the cumulative base and cumulative plus project conditions to determine the incremental difference in V/C ratios caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by the City of Culver City.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Culver City has established threshold criteria for determining the significance of impacts of a project at a specific location. According to the criteria provided by the City of Culver City, a project impact is considered significant if the following conditions are met:

Intersection Condition With Project Traffic		Project-Related Increase in V/C Ratio
<u>LOS</u>	<u>V/C Ratio</u>	
D	0.801 – 0.900	equal to or greater than 0.040
E, F	> 0.900	equal to or greater than 0.020

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS D after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. However, if the intersection is operating at a LOS F after the addition of

project traffic and the incremental change in the V/C ratio is 0.020 or greater, the project would be considered to have a significant impact.

CUMULATIVE (2009) BASE TRAFFIC CONDITIONS

The Cumulative (2009) Base without proposed project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio (or delay in seconds) and corresponding level of service. Table 7 presents the results of the Year 2009 Cumulative Base (without project) traffic analysis. As indicated in the table, all of the four analyzed intersections are projected to operate at LOS D or better during the morning peak hour.

During the evening peak hour, three of the four analyzed intersections are projected to operate at LOS D or better. The remaining intersection, Duquesne Avenue/Braddock Drive, is projected to operate at LOS E.

Capacity calculation worksheets for Cumulative (2009) Base conditions are attached in Appendix E of the report.

CUMULATIVE (2009) PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative (2009) Plus Project peak hour traffic volumes were analyzed to determine the volume to capacity (V/C) ratio (or delay in seconds) and LOS at each of the analyzed intersections. The results of this analysis are also summarized on Table 7. Table 7 indicates that traffic generated by the project would not change any of the intersection levels of service from cumulative base conditions.

Capacity calculation worksheets for Cumulative (2009) Plus Project conditions are attached in Appendix F of the report.

TABLE 7
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS

No.	Intersection	Peak Hour	Cumulative (2009) Base Conditions		Cumulative (2009) Plus Project Conditions		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS		
1.	Madison Avenue & Culver Boulevard	AM PM	0.704 0.652	C B	0.705 0.653	C B	0.001 0.001	No No
2.	Madison Avenue & Braddock Drive	AM PM	8.9 sec 8.6 sec	A A	8.9 sec 8.7 sec	A A	- -	No No
		AM PM	0.328 0.326	[1] [1]	0.329 0.327	[1] [1]	0.001 0.001	
3.	Duquesne Avenue & Culver Boulevard	AM PM	0.806 0.841	D D	0.810 0.847	D D	0.004 0.006	No No
4.	Duquesne Avenue & Braddock Drive	AM PM	33.2 sec 41.8 sec	D E	33.7 sec 42.9 sec	D E	- -	No No
		AM PM	0.650 0.663	[1] [1]	0.652 0.666	[1] [1]	0.002 0.003	

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PROJECT IMPACTS

Using the specified significant impact criteria, traffic impacts at the analysis locations were determined. Table 7 identifies the individual impacts during both A.M. and P.M. peak hours at each of the analysis locations. It can be observed that none of the analyzed intersections would be significantly impacted by the proposed project. Therefore, no mitigation measures would be required for the proposed project.

V. REGIONAL/CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, July 2004). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for selected regional facilities based on the quantity of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The closest CMP arterial monitoring intersections to the project site are the intersections of Venice Boulevard/Overland Avenue and La Cienega Boulevard/Venice Boulevard. Based on the incremental project trip generation estimates presented in Chapter III, the proposed project is not expected to add 50 or more new trips per hour to either of these locations. Therefore, no further analysis of this CMP monitoring intersection is required.

The nearest mainline freeway monitoring location to the project site is at the Santa Monica Freeway (I-10) east of Overland Avenue. Based on the incremental project trip generation estimates, the proposed project will not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

VI. PARKING AND ACCESS/CIRCULATION

This chapter provides an evaluation of parking and access/circulation in the immediate vicinity of the site. The parking evaluation consists of examining the proposed parking supply for the Project in relation to the parking requirements of the various uses within the Project. The access and egress evaluation consists of a review of vehicular access and egress driveways to ascertain that adequate provisions are provided by the Project.

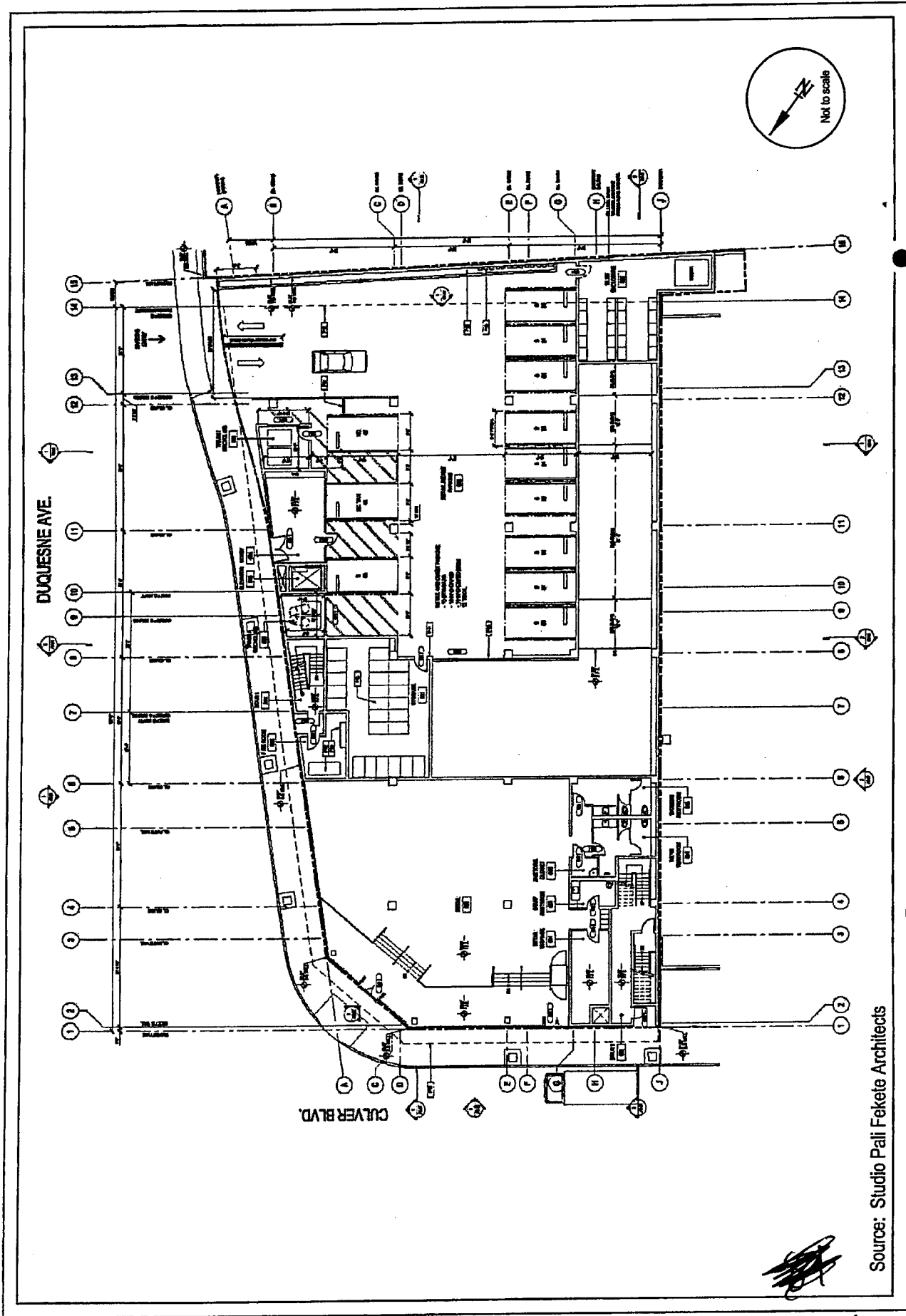
PARKING, ACCESS & CIRCULATION ISSUES

The Proposed Project consists of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use. The Project would provide an at-grade parking area with 12 spaces for retail use and residential guests. A subterranean parking area with separate access would provide 46 spaces for residents. The project would provide a total of 58 parking spaces. The project site plan is shown in Figure 9.

The required parking for per the City of Culver City zoning parking requirements follows:

- Multi-Family Residential – 2 spaces per dwelling unit
- Retail - 2.5 spaces per 1,000 square feet

Based on these requirements, the required parking for this project would be 58 spaces (23 d.u. x 2 spaces/d.u. = 46 spaces; 23 d.u. x 0.25 guest spaces/d.u. = 6 spaces shared with retail having 4,750 s.f. x 2.5 spaces/1,000 s.f. = 12 spaces). The residential guest parking would share with the parking spaces provided for the retail uses on-site.



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FIGURE 9
PROJECT SITE PLAN

A driveway located along Duquesne Avenue would provide access to the two fields of parking for the Project. This driveway would provide access and egress opportunities to the at-grade retail and residential guest parking spaces. It would also provide access to the subterranean residential parking area protected by a gate that can only be operated by the residents. This driveway allows full access and egress to and from Duquesne Avenue.

The full access driveway along Duquesne Avenue would be approximately 25 feet wide and would allow both inbound and outbound traffic simultaneously. All turning movements would be allowed at this driveway. A gate providing restricted access and egress to the residential parking located at the subterranean parking level would be located at the end of the surface parking for retail and residential guests. I

The parking spaces would be 18 feet X 8.5 feet in size. The parking aisle for retail parking would be approximately 27 feet wide. Two handicapped spaces would be provided at the surface parking field. The parking aisle in the subterranean residential parking area would be 24 feet wide and the tandem parking spaces would all be 8.5 feet wide and 18 feet long. Turning templates to determine if vehicles turning at the ramps and in and out of the parking spaces were tested and it was determined that all these elements would function adequately.

It can be observed from Figure 7 that the traffic volume projections at this driveway located along Duquesne Avenue are small. The retail component of the project is estimated to generate 5 trips during the A.M. peak hour and 18 trips during the P.M. peak hour (9 trips inbound and 9 trips outbound). The residential component is estimated to generate 10 trips in the A.M. peak hour (2 inbound and 8 outbound) and 12 trips in the P.M. peak hour (8 inbound and 4 outbound). The turning movements at this driveway serving these two components of the project will also be very small (a maximum of approximately 10 trips would be turning left to or from the driveways; that is approximately 1 vehicle every 6 minutes). This driveway to the retail and residential components would function adequately throughout the day.

Summarizing, the parking and access/circulation associated with the Proposed Project for would be adequate.

VII. SUMMARY OF CONCLUSIONS

This study was undertaken to assess existing traffic conditions, estimate future conditions with and without the proposed project, analyze potential traffic impacts of the proposed project, assess required improvements and identify/recommend project mitigation to alleviate the significant traffic impacts on the transportation system. Raju Associates, Inc. has performed this detailed study and the following summarizes the results of this analysis:

- Four intersections were analyzed within the study area for this project. These locations are within the study area bounded by Culver Boulevard on the north, Braddock Drive on the south, Madison Avenue on the west and Duquesne Avenue on the east within the City of Culver City.
- Currently, all four of the analyzed intersection locations are operating at acceptable level of service (LOS D or better) during both the morning and evening peak hours.
- In the Cumulative (Year 2009) Base conditions, i.e., future conditions without the implementation of the proposed project, all four of the analyzed intersection locations are projected to operate at acceptable level of service (LOS D or better) during the morning peak hour. During the evening peak hour, three of the four analyzed intersections are projected to operate at LOS D or better. The intersection of Duquesne Avenue/Braddock Drive is projected to operate at LOS E.
- The Proposed Project consisting of 23 multi-family (condominium) dwelling units and 4,750 square feet of retail use will generate a total of 339 daily trips of which 15 trips would occur during the morning peak hour and 30 trips during the evening peak hour. Typically, the City of Culver City does not require a traffic study for projects that generate less than 50 peak hour trips. However, based on the City's request, this study has been performed.
- In the Cumulative (Year 2009) Plus Project conditions, both the AM and PM peak hour operating conditions would be similar to those projected for the Future Base conditions.
- The Cumulative (Year 2009) Plus Project conditions show that the proposed project would not cause significant traffic impacts at any of the analysis locations, based on significance criteria established by the City of Culver City.
- Parking, access and circulation systems were assessed and a review of the proposed site plan indicates that they would all function adequately and that there would be no adverse impact from the Proposed Project.

APPENDIX A

Memorandum of Understanding (MOU)


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SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Culver City Department of Transportation requirements of traffic impact analysis for following project:

Project name	<u>9900 Culver Boulevard Mixed Use Project</u>
Project address	<u>9900 Culver Boulevard, Culver City, CA</u>
Project description	<u>23- for sale condominium units; 4,750 sf retail; 2 levels of parking – ground & basement</u>

Geographic Distribution: N25 S 25 E25 W25

Trip Generation Rate(s)		Source: <u>ITE Trip Generation (7th Edition), 2003</u>	
Land Use	<u>Condos</u>	Land Use	<u>Retail</u>
	<u>in</u> <u>out</u>		<u>in</u> <u>out</u>
AM Trips	<u>2</u> <u>8</u>		<u>3</u> <u>2</u>
PM Trips	<u>8</u> <u>4</u>		<u>9</u> <u>9</u>

Project Buildout Year 2009 See Exhibit 1 for Trip Generation Table

Ambient or CMP Growth Rate 1% per year

Related Projects: *To be provided by the City of Culver City*

Study Intersections: (Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

- | | |
|----------------------------------|------------------------------------|
| 1. Madison Av / Culver Bl | 4. Braddock Dr / Madison Av |
| 2. Duquesne / Culver Bl | 5. |
| 3. Braddock Dr / Duquesne | 6. |

Trip Credits: (Exact amount of credit subject to approval by Culver City)

Transportation Demand Management (TDM)	<u>Yes</u>	<u>X</u>	no
Existing Active Land Use	<u>X</u>	<u>Yes</u>	no
Previous Land Use	<u>Yes</u>	<u>X</u>	no
Internal Trip	<u>Yes</u>	<u>X</u>	no
Pass By Trip	<u>X</u>	<u>Yes</u>	no
Transit	<u>Yes</u>	<u>X</u>	no

This analysis will follow the City of Culver City traffic study guidelines

<u>Consultant</u>	<u>Developer</u>
Name <u>Raju Associates Inc</u>	
Address <u>524 S. Rosemead Bl; Pasadena, CA 91107</u>	
Phone No. <u>626-796-6796; 626-792-2700</u>	

Approved by:		Date
<u>Srinath Raju, P.E.</u>	<u>9/19/06</u>	<u>Mr. Barry Kurtz</u>
Consultant's Representative	Date	Culver City Representative Date

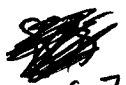

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EXHIBIT 1
ESTIMATED PROJECT TRIP GENERATION

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Condominium (ITE Land Use 230)	23 d.u.	135	2	8	10	8	4	12
Retail (ITE Land Use 820)	4,750 s.f.	204	3	2	5	9	9	18
Total Trips		339	5	10	15	17	13	30
Trip Rates [1]								
Condominium (ITE Land Use 230)	per d.u.	5.86	17%	83%	0.44	67%	33%	0.52
Retail (ITE Land Use 820)	per 1,000 s.f.	42.94	61%	39%	1.03	48%	52%	3.75

[1] ITE Trip Generation Manual, 7th Edition, 2003

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APPENDIX B

Intersection Lane Configurations

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INTERSECTION LANE CONFIGURATIONS

STREET	EXISTING 2006 CONDITIONS	CUMULATIVE 2009 CONDITIONS
1 N/S: Madison Avenue E/W: Culver Boulevard (Traffic Signal)		SAME AS EXISTING
2 N/S: Madison Avenue E/W: Braddock Drive (Stop-Control)		SAME AS EXISTING
3 N/S: Duquesne Avenue E/W: Culver Boulevard (Traffic Signal)		SAME AS EXISTING
4 N/S: Duquesne Avenue E/W: Braddock Drive (Stop-Control)		SAME AS EXISTING

APPENDIX C

Traffic Counts

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	83	3	3	33	1	2	11	1	1	6	7	159
7:15 AM	10	112	4	4	65	3	5	18	3	4	23	11	262
7:30 AM	7	139	5	8	84	4	7	24	6	4	42	9	339
7:45 AM	9	104	2	9	77	2	9	47	6	7	24	14	310
8:00 AM	11	99	3	7	69	3	8	30	7	5	14	11	267
8:15 AM	6	126	5	10	62	4	15	66	15	4	17	15	345
8:30 AM	11	130	3	7	82	6	8	13	9	9	27	26	331
8:45 AM	13	125	8	1	87	4	13	17	11	2	13	19	313
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	75	918	33	49	559	27	67	226	58	36	166	112	2326

AM Peak Hr Begins at: 730 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	33	468	15	34	292	13	39	167	34	20	97	49	1261
PEAK HR. FACTOR:	0.854			0.883			0.625			0.755			0.914

CONTROL: 4-Way Stop


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Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	93	4	5	139	2	9	15	7	1	15	9	314
4:15 PM	11	100	6	5	154	4	10	16	8	3	14	8	339
4:30 PM	9	94	3	8	135	3	8	18	8	4	16	9	315
4:45 PM	10	97	5	6	152	3	6	12	14	2	21	13	341
5:00 PM	12	91	3	4	134	2	11	15	17	2	7	8	306
5:15 PM	15	98	6	9	140	8	5	26	27	1	11	7	353
5:30 PM	13	103	1	11	118	9	8	20	19	6	6	6	320
5:45 PM	14	93	1	5	114	8	10	16	20	5	13	1	300
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 99	NT 769	NR 29	SL 53	ST 1086	SR 39	EL 67	ET 138	ER 120	WL 24	WT 103	WR 61	TOTAL 2588
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PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	50	389	15	30	544	22	30	73	77	11	45	34	1320
PEAK HR. FACTOR:		0.954			0.925			0.776			0.625		0.935

CONTROL: 4-Way Stop

~~69~~
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Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1.5	SR 0.5	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	66	11	3	18	9	11	113	9	10	74	2	341
7:15 AM	27	88	12	2	41	14	14	147	16	15	124	12	512
7:30 AM	28	105	23	2	62	24	12	201	22	13	194	8	694
7:45 AM	24	85	22	6	44	23	13	265	20	25	177	7	711
8:00 AM	21	81	16	4	39	20	15	217	22	18	183	9	645
8:15 AM	17	122	18	5	37	16	12	262	17	22	164	12	704
8:30 AM	26	116	22	3	64	19	11	257	15	17	234	8	792
8:45 AM	18	123	16	6	60	18	8	223	17	20	168	6	683
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 176	NT 786	NR 140	SL 31	ST 365	SR 143	EL 96	ET 1685	ER 138	WL 140	WT 1318	WR 64	TOTAL 5082

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	88	404	78	18	184	78	51	1001	74	82	758	36	2852
PEAK HR. FACTOR:	0.869			0.814			0.945			0.846			0.900
CONTROL:	Signalized												

[Handwritten signature]
70

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Duquesne Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1.5	SR 0.5	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	64	26	28	94	24	20	180	25	27	170	8	687
4:15 PM	18	65	36	30	103	29	15	184	35	26	173	9	723
4:30 PM	19	66	25	28	79	47	14	211	30	34	164	11	728
4:45 PM	18	66	32	43	94	28	19	204	35	32	180	7	758
5:00 PM	16	68	28	38	67	32	21	200	37	36	167	8	718
5:15 PM	18	65	28	46	95	27	18	259	34	29	176	12	807
5:30 PM	15	69	32	40	77	25	18	206	29	30	168	9	718
5:45 PM	11	64	29	36	70	16	16	191	31	26	154	7	651
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 136	NT 527	NR 236	SL 289	ST 679	SR 228	EL 141	ET 1635	ER 256	WL 240	WT 1352	WR 71	TOTAL 5790
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PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	71	265	113	155	335	134	72	874	136	131	687	38	3011
PEAK HR. FACTOR:		0.968			0.929			0.870			0.977		0.933

CONTROL: Signalized


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Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Avenue

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	9	2	6	2	37	35	124	1	0	89	7	312
7:15 AM	2	16	3	8	3	33	47	163	3	2	155	11	446
7:30 AM	3	21	6	11	6	36	44	217	3	3	238	10	598
7:45 AM	2	13	4	9	7	45	57	276	2	4	210	13	642
8:00 AM	5	23	6	10	6	37	49	239	5	2	207	15	604
8:15 AM	10	18	7	10	9	26	50	274	4	4	173	17	602
8:30 AM	11	26	11	16	8	29	86	256	4	6	248	27	728
8:45 AM	11	28	8	9	4	29	84	228	7	4	169	33	614
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 44	NT 154	NR 47	SL 79	ST 45	SR 272	EL 452	ET 1777	ER 29	WL 25	WT 1489	WR 133	TOTAL 4546
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AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	28	80	28	45	30	137	242	1045	15	16	838	72	2576
PEAK HR. FACTOR:		0.708			0.869			0.941			0.824		0.885

CONTROL: Signalized

~~72~~
72

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Avenue

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 06-2344-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	16	4	7	8	41	37	214	6	4	177	35	552
4:15 PM	2	11	4	14	12	43	34	218	5	5	187	30	565
4:30 PM	3	8	2	21	17	39	41	234	6	3	204	27	605
4:45 PM	5	7	6	24	21	46	36	226	4	3	201	24	603
5:00 PM	4	12	5	32	27	41	40	221	8	4	193	25	612
5:15 PM	9	16	8	57	21	55	37	243	8	7	202	11	674
5:30 PM	1	9	10	41	25	57	52	203	5	8	191	16	618
5:45 PM	3	10	7	33	22	52	51	196	6	6	165	9	560
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 30	NT 89	NR 46	SL 229	ST 153	SR 374	EL 328	ET 1755	ER 48	WL 40	WT 1520	WR 177	TOTAL 4789
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PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	19	44	29	154	94	199	165	893	25	22	787	76	2507
PEAK HR. FACTOR:		0.697			0.840			0.940			0.970		0.930

CONTROL: Signalized

~~73~~
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Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	7	2	0	2	1	0	13	0	0	11	4	45
7:15 AM	5	10	4	1	5	2	4	22	0	0	28	7	88
7:30 AM	1	14	1	4	2	6	11	32	1	0	50	5	127
7:45 AM	3	9	1	4	3	6	7	56	1	1	25	8	124
8:00 AM	2	17	0	5	4	4	9	41	0	2	19	9	112
8:15 AM	4	16	2	6	6	5	7	89	1	0	19	11	166
8:30 AM	2	22	1	5	5	8	11	24	1	1	23	15	118
8:45 AM	3	20	1	5	3	7	13	36	0	1	16	13	118
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 25	NT 115	NR 12	SL 30	ST 30	SR 39	EL 62	ET 313	ER 4	WL 5	WT 191	WR 72	TOTAL 898
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AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	10	56	4	19	15	21	34	218	3	3	113	33	529
PEAK HR. FACTOR:		0.795			0.809			0.657			0.677		0.797

CONTROL: 4-Way Stop

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Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Madison Ave

DATE: 9/26/2006

LOCATION: City of Culver City

E-W STREET: Braddock Drive

DAY: TUESDAY

PROJECT# 06-2344-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	10	2	6	9	3	6	22	2	0	23	7	91
4:15 PM	1	7	0	11	9	1	3	24	2	1	16	7	82
4:30 PM	1	2	0	10	13	3	4	22	1	1	17	7	81
4:45 PM	0	4	1	10	10	6	6	20	0	2	20	8	87
5:00 PM	1	6	2	14	16	9	8	28	2	1	14	7	108
5:15 PM	0	8	3	11	15	10	11	45	0	2	21	14	140
5:30 PM	2	6	1	13	18	7	8	41	1	1	20	6	124
5:45 PM	1	7	0	10	15	9	6	39	1	0	27	8	123
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	7	50	9	85	105	48	52	241	9	8	158	64	836

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	4	27	6	48	64	35	33	153	4	4	82	35	495
PEAK HR. FACTOR:		0.841			0.942			0.848			0.818		0.884

CONTROL: 4-Way Stop


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APPENDIX D

Existing (2006) Conditions

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Project:		990 CULVER BOULEVARD MIXED-USE PROJECT					
North/South Street:		MADISON AVENUE					
East/West Street:		CULVER BOULEVARD					
Scenario:		EXISTING CONDITIONS					
Thru Lane:		1600 vph			N-S Split Phase :		N
Left-Turn Lane:		1600 vph			E-W Split Phase :		N
Dual LT Penalty:		20 %			Lost Time (% of cycle) :		10
Peak Period:		AM PEAK HOUR					
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	137	1,600	0.000	N-S(1):	0.113 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.037
	LT	1.00	45	1,600	0.028 *	E-W(1):	0.341
Westbound	RT	1.00	72	1,600	0.017	E-W(2):	0.413 *
	TH	2.00	838	3,200	0.262 *	V/C:	0.526
	LT	1.00	16	1,600	0.010	Lost Time:	0.100
Northbound	RT	0.00	28	0	0.000		
	TH	1.00	80	1,600	0.085 *		
	LT	0.00	28	1,600	0.018		
Eastbound	RT	0.00	15	0	0.000	ICU:	0.626
	TH	2.00	1,045	3,200	0.331		
	LT	1.00	242	1,600	0.151 *	LOS:	B
Peak Period:		PM PEAK HOUR					
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	199	1,600	0.021	N-S(1):	0.154 *
	TH	1.00	94	1,600	0.059	N-S(2):	0.071
	LT	1.00	154	1,600	0.096 *	E-W(1):	0.301
Westbound	RT	1.00	76	1,600	0.000	E-W(2):	0.349 *
	TH	2.00	787	3,200	0.246 *	V/C:	0.503
	LT	1.00	22	1,600	0.014	Lost Time:	0.100
Northbound	RT	0.00	29	0	0.000		
	TH	1.00	44	1,600	0.058 *		
	LT	0.00	19	1,600	0.012		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.603
	TH	2.00	893	3,200	0.287		
	LT	1.00	165	1,600	0.103 *	LOS:	B

* = Critical Movement


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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Madison Av/Braddock Dr [Existing AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	10	56	4	19	15	21	34	218	3	3	113	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	56	4	19	15	21	34	218	3	3	113	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	56	4	19	15	21	34	218	3	3	113	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	56	4	19	15	21	34	218	3	3	113	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	56	4	19	15	21	34	218	3	3	113	33

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.80	0.06	0.35	0.27	0.38	0.13	0.86	0.01	0.02	0.76	0.22
Final Sat.:	99	554	40	245	193	270	107	687	9	16	610	178

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.08	0.08	0.08	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	8.3	8.3	8.3	8.1	8.1	8.1	9.3	9.3	9.3	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	8.1	8.1	8.1	9.3	9.3	9.3	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.3			8.1			9.3			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			8.1			9.3			8.3		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Madison Av/Braddock Dr [Existing PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	4	27	6	48	64	35	33	153	4	4	82	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	27	6	48	64	35	33	153	4	4	82	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	27	6	48	64	35	33	153	4	4	82	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	27	6	48	64	35	33	153	4	4	82	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	27	6	48	64	35	33	153	4	4	82	35

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.73	0.16	0.33	0.43	0.24	0.17	0.81	0.02	0.03	0.68	0.29
Final Sat.:	78	524	116	245	326	179	135	625	16	26	536	229

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.20	0.20	0.20	0.24	0.24	0.24	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	7.9	7.9	7.9	8.6	8.6	8.6	8.9	8.9	8.9	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.6	8.6	8.6	8.9	8.9	8.9	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			8.6			8.9			8.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			8.6			8.9			8.1		
LOS by Appr:	A			A			A			A		

Project:		990 CULVER BOULEVARD MIXED-USE PROJECT					
North/South Street:		DUQUESNE AVENUE					
East/West Street:		CULVER BOULEVARD					
Scenario:		EXISTING CONDITIONS					
Thru Lane:		1600 vph			N-S Split Phase :		N
Left-Turn Lane:		1600 vph			E-W Split Phase :		N
Dual LT Penalty:		20 %			Lost Time (% of cycle):		10
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.264 *
	TH	2.00	184	3,200	0.082	N-S(2):	0.137
	LT	1.00	18	1,600	0.011 *	E-W(1):	0.387 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.280
	TH	2.00	758	3,200	0.248		
	LT	1.00	82	1,600	0.051 *	V/C:	0.651
Northbound	RT	1.00	78	1,600	0.000	Lost Time:	0.100
	TH	1.00	404	1,600	0.253 *		
	LT	1.00	88	1,600	0.055		
Eastbound	RT	0.00	74	0	0.000	ICU:	0.751
	TH	2.00	1,001	3,200	0.336 *		
	LT	1.00	51	1,600	0.032	LOS:	C
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.263 *
	TH	2.00	335	3,200	0.147	N-S(2):	0.191
	LT	1.00	155	1,600	0.097 *	E-W(1):	0.398 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.272
	TH	2.00	687	3,200	0.227		
	LT	1.00	131	1,600	0.082 *	V/C:	0.661
Northbound	RT	1.00	113	1,600	0.000	Lost Time:	0.100
	TH	1.00	265	1,600	0.166 *		
	LT	1.00	71	1,600	0.044		
Eastbound	RT	0.00	136	0	0.000	ICU:	0.761
	TH	2.00	874	3,200	0.316 *		
	LT	1.00	72	1,600	0.045	LOS:	C

* = Critical Movement


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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Duquesne Av/Braddock Dr [Existing AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	33	468	15	34	292	13	39	167	34	20	97	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	468	15	34	292	13	39	167	34	20	97	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	468	15	34	292	13	39	167	34	20	97	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	468	15	34	292	13	39	167	34	20	97	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	468	15	34	292	13	39	167	34	20	97	49

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.10	0.86	0.04	0.16	0.70	0.14	0.12	0.58	0.30
Final Sat.:	39	549	18	56	478	21	81	346	70	57	278	140

Capacity Analysis Module:

Vol/Sat:	0.85	0.85	0.85	0.61	0.61	0.61	0.48	0.48	0.48	0.35	0.35	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	31.7	31.7	31.7	17.2	17.2	17.2	14.7	14.7	14.7	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	31.7	17.2	17.2	17.2	14.7	14.7	14.7	12.7	12.7	12.7
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:	31.7			17.2			14.7			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.7			17.2			14.7			12.7		
LOS by Appr:	D			C			B			B		

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Duquesne Av/Braddock Dr [Existing PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.6
 Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	50	389	15	30	544	22	30	73	77	11	45	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	389	15	30	544	22	30	73	77	11	45	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	389	15	30	544	22	30	73	77	11	45	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	389	15	30	544	22	30	73	77	11	45	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	389	15	30	544	22	30	73	77	11	45	34

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.86	0.03	0.05	0.91	0.04	0.17	0.40	0.43	0.12	0.50	0.38
Final Sat.:	68	530	20	33	596	24	85	208	219	58	236	178

Capacity Analysis Module:

Vol/Sat:	0.73	0.73	0.73	0.91	0.91	0.91	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	21.6	21.6	21.6	39.1	39.1	39.1	12.6	12.6	12.6	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	39.1	39.1	39.1	12.6	12.6	12.6	11.2	11.2	11.2
LOS by Move:	C	C	C	E	E	E	B	B	B	B	B	B
ApproachDel:	21.6			39.1			12.6			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.6			39.1			12.6			11.2		
LOS by Appr:	C			E			B			B		



APPENDIX E

Cumulative (2009) Base Conditions

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Project:		990 CULVER BOULEVARD MIXED-USE PROJECT					
North/South Street:		MADISON AVENUE					
East/West Street:		CULVER BOULEVARD					
Scenario:		CUMULATIVE (2009) BASE CONDITIONS					
Thru Lane:		1600 vph			N-S Split Phase :		N
Left-Turn Lane:		1600 vph			E-W Split Phase :		N
Dual LT Penalty:		20 %			Lost Time (% of cycle) :		10
Peak Period:		AM PEAK HOUR					
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	142	1,600	0.000	N-S(1):	0.124 *
	TH	1.00	31	1,600	0.019	N-S(2):	0.045
	LT	1.00	46	1,600	0.029 *	E-W(1):	0.377
Westbound	RT	1.00	74	1,600	0.018	E-W(2):	0.480 *
	TH	2.00	1,038	3,200	0.324 *		
	LT	1.00	16	1,600	0.010	V/C:	0.604
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	1.00	82	1,600	0.095 *		
	LT	0.00	41	1,600	0.026		
Eastbound	RT	0.00	17	0	0.000	ICU:	0.704
	TH	2.00	1,156	3,200	0.367		
	LT	1.00	250	1,600	0.156 *	LOS:	C
Peak Period:		PM PEAK HOUR					
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	207	1,600	0.023	N-S(1):	0.162 *
	TH	1.00	97	1,600	0.061	N-S(2):	0.077
	LT	1.00	159	1,600	0.099 *	E-W(1):	0.365
Westbound	RT	1.00	78	1,600	0.000	E-W(2):	0.390 *
	TH	2.00	906	3,200	0.283 *		
	LT	1.00	23	1,600	0.014	V/C:	0.552
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.063 *		
	LT	0.00	25	1,600	0.016		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.652
	TH	2.00	1,093	3,200	0.351		
	LT	1.00	171	1,600	0.107 *	LOS:	B

* = Critical Movement

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #2 Madison Av/Braddock Dr [Cumulative (2009) Base AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	10	60	4	21	16	22	35	229	3	3	117	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	4	21	16	22	35	229	3	3	117	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	4	21	16	22	35	229	3	3	117	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	4	21	16	22	35	229	3	3	117	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	60	4	21	16	22	35	229	3	3	117	37

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.81	0.05	0.36	0.27	0.37	0.13	0.86	0.01	0.02	0.74	0.24
Final Sat.:	92	554	37	248	189	260	105	684	9	15	593	188

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.08	0.33	0.33	0.33	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	8.2	8.2	8.2	9.5	9.5	9.5	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.2	8.2	8.2	9.5	9.5	9.5	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.2			9.5			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.2			9.5			8.4		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #4 Madison Av/Braddock Dr [Cumulative (2009) Base PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.257
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	4	30	6	50	67	36	34	160	4	4	88	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	30	6	50	67	36	34	160	4	4	88	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	30	6	50	67	36	34	160	4	4	88	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	30	6	50	67	36	34	160	4	4	88	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	30	6	50	67	36	34	160	4	4	88	39

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.75	0.15	0.33	0.44	0.23	0.17	0.81	0.02	0.03	0.67	0.30
Final Sat.:	71	529	106	242	324	174	132	622	16	24	527	233

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.21	0.21	0.21	0.26	0.26	0.26	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			8.7			9.0			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			8.7			9.0			8.2		
LOS by Appr:	A			A			A			A		

Project:		990 CULVER BOULEVARD MIXED-USE PROJECT				
North/South Street:		MADISON AVENUE				
East/West Street:		BRADDOCK DRIVE				
Scenario:		CUMULATIVE (2009) BASE CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left-Turn Lane:		1600 vph		E-W Split Phase :		N
Dual LT Penalty:		20 %		Lost Time (% of cycle):		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.059 *
	TH	1.00	16	1,600	0.037	N-S(2): 0.043
	LT	0.00	21	1,600	0.013 *	E-W(1): 0.169 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.120
	TH	1.00	117	1,600	0.098	V/C: 0.228
	LT	0.00	3	1,600	0.002 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	
	TH	1.00	60	1,600	0.046 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.328
	TH	1.00	229	1,600	0.167 *	
	LT	0.00	35	1,600	0.022	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.056
	TH	1.00	67	1,600	0.096 *	N-S(2): 0.099 *
	LT	0.00	50	1,600	0.031	E-W(1): 0.127 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.103
	TH	1.00	88	1,600	0.082	V/C: 0.226
	LT	0.00	4	1,600	0.003 *	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	
	TH	1.00	30	1,600	0.025	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	4	0	0.000	ICU: 0.326
	TH	1.00	160	1,600	0.124 *	
	LT	0.00	34	1,600	0.021	LOS: A

* = Critical Movement

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Project:		990 CULVER BOULEVARD MIXED-USE PROJECT				
North/South Street:		DUQUESNE AVENUE				
East/West Street:		CULVER BOULEVARD				
Scenario:		CUMULATIVE (2009) BASE CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left-Turn Lane:		1600 vph		E-W Split Phase :		N
Dual LT Penalty:		20 %		Lost Time (% of cycle) :		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.273 *
	TH	2.00	192	3,200	0.085	N-S(2): 0.153
	LT	1.00	19	1,600	0.012 *	E-W(1): 0.433 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.339
	TH	2.00	943	3,200	0.306	V/C: 0.706
	LT	1.00	96	1,600	0.060 *	Lost Time: 0.100
Northbound	RT	1.00	95	1,600	0.000	
	TH	1.00	418	1,600	0.261 *	
	LT	1.00	109	1,600	0.068	
Eastbound	RT	0.00	88	0	0.000	ICU: 0.806
	TH	2.00	1,107	3,200	0.373 *	LOS: D
	LT	1.00	53	1,600	0.033	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.271 *
	TH	2.00	347	3,200	0.152	N-S(2): 0.207
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.470 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.305
	TH	2.00	791	3,200	0.259	V/C: 0.741
	LT	1.00	145	1,600	0.091 *	Lost Time: 0.100
Northbound	RT	1.00	129	1,600	0.000	
	TH	1.00	274	1,600	0.171 *	
	LT	1.00	88	1,600	0.055	
Eastbound	RT	0.00	158	0	0.000	ICU: 0.841
	TH	2.00	1,054	3,200	0.379 *	LOS: D
	LT	1.00	74	1,600	0.046	

* = Critical Movement

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Duquesne Av/Braddock Dr [Cumulative (2009) Base AM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.970
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
 Optimal Cycle: 0 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:
 Base Vol: 35 514 16 35 327 13 43 173 39 25 101 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 514 16 35 327 13 43 173 39 25 101 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 35 514 16 35 327 13 43 173 39 25 101 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 514 16 35 327 13 43 173 39 25 101 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 35 514 16 35 327 13 43 173 39 25 101 50

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.06 0.91 0.03 0.09 0.88 0.03 0.17 0.68 0.15 0.14 0.58 0.28
 Final Sat.: 36 530 16 50 467 19 82 328 74 65 263 130

Capacity Analysis Module:
 Vol/Sat: 0.97 0.97 0.97 0.70 0.70 0.70 0.53 0.53 0.53 0.38 0.38 0.38
 Crit Moves: **** **** **** ****
 Delay/Veh: 53.8 53.8 53.8 22.1 22.1 22.1 16.9 16.9 16.9 14.1 14.1 14.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 53.8 53.8 53.8 22.1 22.1 22.1 16.9 16.9 16.9 14.1 14.1 14.1
 LOS by Move: F F F C C C C C C B B B
 ApproachDel: 53.8 22.1 16.9 14.1
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 53.8 22.1 16.9 14.1
 LOS by Appr: F C C B

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #3 Duquesne Av/Braddock Dr [Cumulative (2009) Base PM Peak Hour]

Cycle (sec): 100 Critical Vol./Cap. (X): 1.016
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 41.8
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0

Volume Module:

Base Vol:	56	428	19	31	589	23	32	77	80	12	48	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	428	19	31	589	23	32	77	80	12	48	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	428	19	31	589	23	32	77	80	12	48	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	428	19	31	589	23	32	77	80	12	48	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	428	19	31	589	23	32	77	80	12	48	35

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.85	0.04	0.05	0.92	0.03	0.17	0.41	0.42	0.13	0.50	0.37
Final Sat.:	68	516	23	31	580	23	85	205	213	59	236	172

Capacity Analysis Module:

Vol/Sat:	0.83	0.83	0.83	1.02	1.02	1.02	0.38	0.38	0.38	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	30.3	30.3	30.3	63.4	63.4	63.4	13.6	13.6	13.6	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	30.3	30.3	63.4	63.4	63.4	13.6	13.6	13.6	11.9	11.9	11.9
LOS by Move:	D	D	D	F	F	F	B	B	B	B	B	B
ApproachDel:	30.3			63.4			13.6			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	30.3			63.4			13.6			11.9		
LOS by Appr:	D			F			B			B		

Project:		990 CULVER BOULEVARD MIXED-USE PROJECT				
North/South Street:		DUQUESNE AVENUE				
East/West Street:		BRADDOCK DRIVE				
Scenario:		CUMULATIVE (2009) BASE CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left-Turn Lane:		1600 vph		E-W Split Phase :		N
Dual LT Penalty:		20 %		Lost Time (% of cycle) :		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.375 *
	TH	1.00	327	1,600	0.234	N-S(2): 0.256
	LT	0.00	35	1,600	0.022 *	E-W(1): 0.175 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.137
	TH	1.00	101	1,600	0.110	V/C: 0.550
	LT	0.00	25	1,600	0.016 *	Lost Time: 0.100
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	514	1,600	0.353 *	
	LT	0.00	35	1,600	0.022	
Eastbound	RT	0.00	39	0	0.000	ICU: 0.650
	TH	1.00	173	1,600	0.159 *	
	LT	0.00	43	1,600	0.027	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	23	0	0.000	N-S(1): 0.333
	TH	1.00	589	1,600	0.402 *	N-S(2): 0.437 *
	LT	0.00	31	1,600	0.019	E-W(1): 0.126 *
Westbound	RT	0.00	35	0	0.000	E-W(2): 0.079
	TH	1.00	48	1,600	0.059	V/C: 0.563
	LT	0.00	12	1,600	0.008 *	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	
	TH	1.00	428	1,600	0.314	
	LT	0.00	56	1,600	0.035 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.663
	TH	1.00	77	1,600	0.118 *	
	LT	0.00	32	1,600	0.020	LOS: B

* = Critical Movement

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APPENDIX F

Cumulative (2009) Plus Project Conditions

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Project:		990 CULVER BOULEVARD MIXED-USE PROJECT				
North/South Street:		MADISON AVENUE				
East/West Street:		CULVER BOULEVARD				
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left-Turn Lane:		1600 vph		E-W Split Phase :		N
Dual LT Penalty:		20 %		Lost Time (% of cycle) :		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	142	1,600	0.000	N-S(1): 0.124 *
	TH	1.00	31	1,600	0.019	N-S(2): 0.045
	LT	1.00	46	1,600	0.029 *	E-W(1): 0.377
Westbound	RT	1.00	74	1,600	0.018	E-W(2): 0.481 *
	TH	2.00	1,041	3,200	0.325 *	V/C: 0.605
	LT	1.00	16	1,600	0.010	Lost Time: 0.100
Northbound	RT	0.00	29	0	0.000	
	TH	1.00	82	1,600	0.095 *	
	LT	0.00	41	1,600	0.026	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.705
	TH	2.00	1,157	3,200	0.367	
	LT	1.00	250	1,600	0.156 *	LOS: C
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	207	1,600	0.023	N-S(1): 0.162 *
	TH	1.00	97	1,600	0.061	N-S(2): 0.077
	LT	1.00	159	1,600	0.099 *	E-W(1): 0.366
Westbound	RT	1.00	78	1,600	0.000	E-W(2): 0.391 *
	TH	2.00	909	3,200	0.284 *	V/C: 0.553
	LT	1.00	23	1,600	0.014	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	
	TH	1.00	45	1,600	0.063 *	
	LT	0.00	25	1,600	0.016	
Eastbound	RT	0.00	29	0	0.000	ICU: 0.653
	TH	2.00	1,097	3,200	0.352	
	LT	1.00	171	1,600	0.107 *	LOS: B

* = Critical Movement.

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #2 Madison Av/Braddock Dr [Cumulative (2009) + Project AM Peak Hour

Cycle (sec): 100 Critical Vol./Cap. (X): 0.336
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	10	60	4	21	16	22	35	230	3	3	118	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	4	21	16	22	35	230	3	3	118	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	4	21	16	22	35	230	3	3	118	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	4	21	16	22	35	230	3	3	118	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	60	4	21	16	22	35	230	3	3	118	37

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.81	0.05	0.36	0.27	0.37	0.13	0.86	0.01	0.02	0.75	0.23
Final Sat.:	92	553	37	248	189	260	104	684	9	15	594	186

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.08	0.08	0.08	0.34	0.34	0.34	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	8.2	8.2	8.2	9.5	9.5	9.5	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.2	8.2	8.2	9.5	9.5	9.5	8.4	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.2			9.5			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.2			9.5			8.4		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #4 Madison Av/Braddock Dr [Cumulative (2009) + Project PM Peak Hour

Cycle (sec): 100 Critical Vol./Cap. (X): 0.260
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	4	30	6	50	67	36	34	162	4	4	89	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	30	6	50	67	36	34	162	4	4	89	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	30	6	50	67	36	34	162	4	4	89	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	30	6	50	67	36	34	162	4	4	89	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	30	6	50	67	36	34	162	4	4	89	39

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.75	0.15	0.33	0.44	0.23	0.17	0.81	0.02	0.03	0.67	0.30
Final Sat.:	70	528	106	241	323	174	131	623	15	24	527	231

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.06	0.06	0.21	0.21	0.21	0.26	0.26	0.26	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	8.7	8.7	8.7	9.0	9.0	9.0	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			8.7			9.0			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			8.7			9.0			8.2		
LOS by Appr:	A			A			A			A		

Project:		990 CULVER BOULEVARD MIXED-USE PROJECT				
North/South Street:		MADISON AVENUE				
East/West Street:		BRADDOCK DRIVE				
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left-Turn Lane:		1600 vph		E-W Split Phase :		N
Dual LT Penalty:		20 %		Lost Time (% of cycle) :		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	22	0	0.000	N-S(1): 0.059 *
	TH	1.00	16	1,600	0.037	N-S(2): 0.043
	LT	0.00	21	1,600	0.013 *	E-W(1): 0.170 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.121
	TH	1.00	118	1,600	0.099	V/C: 0.229
	LT	0.00	3	1,600	0.002 *	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	
	TH	1.00	60	1,600	0.046 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.329
	TH	1.00	230	1,600	0.168 *	
	LT	0.00	35	1,600	0.022	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.056
	TH	1.00	67	1,600	0.096 *	N-S(2): 0.099 *
	LT	0.00	50	1,600	0.031	E-W(1): 0.128 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.104
	TH	1.00	89	1,600	0.083	V/C: 0.227
	LT	0.00	4	1,600	0.003 *	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	
	TH	1.00	30	1,600	0.025	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	4	0	0.000	ICU: 0.327
	TH	1.00	162	1,600	0.125 *	
	LT	0.00	34	1,600	0.021	LOS: A

* = Critical Movement

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Project:		990 CULVER BOULEVARD MIXED-USE PROJECT				
North/South Street:		DUQUESNE AVENUE				
East/West Street:		CULVER BOULEVARD				
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left-Turn Lane:		1600 vph		E-W Split Phase :		N
Dual LT Penalty:		20 %		Lost Time (% of cycle) :		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.275 *
	TH	2.00	193	3,200	0.085	N-S(2): 0.155
	LT	1.00	19	1,600	0.012 *	E-W(1): 0.435 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.339
	TH	2.00	943	3,200	0.306	V/C: 0.710
	LT	1.00	98	1,600	0.061 *	Lost Time: 0.100
Northbound	RT	1.00	98	1,600	0.000	
	TH	1.00	420	1,600	0.263 *	
	LT	1.00	112	1,600	0.070	
Eastbound	RT	0.00	89	0	0.000	ICU: 0.810
	TH	2.00	1,107	3,200	0.374 *	
	LT	1.00	53	1,600	0.033	LOS: D
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.273 *
	TH	2.00	350	3,200	0.153	N-S(2): 0.210
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.474 *
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.305
	TH	2.00	791	3,200	0.259	V/C: 0.747
	LT	1.00	150	1,600	0.094 *	Lost Time: 0.100
Northbound	RT	1.00	133	1,600	0.000	
	TH	1.00	277	1,600	0.173 *	
	LT	1.00	91	1,600	0.057	
Eastbound	RT	0.00	162	0	0.000	ICU: 0.847
	TH	2.00	1,054	3,200	0.380 *	
	LT	1.00	74	1,600	0.046	LOS: D

* = Critical Movement

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Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #1 Duquesne Av/Braddock Dr [Cumulative (2009) + Project AM Peak Hou

Cycle (sec): 100 Critical Vol./Cap. (X): 0.974
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
 Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	35	515	16	35	329	14	44	173	39	25	101	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	515	16	35	329	14	44	173	39	25	101	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	515	16	35	329	14	44	173	39	25	101	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	515	16	35	329	14	44	173	39	25	101	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	515	16	35	329	14	44	173	39	25	101	50

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.09	0.87	0.04	0.17	0.68	0.15	0.14	0.58	0.28
Final Sat.:	36	529	16	50	466	20	83	326	74	65	262	130

Capacity Analysis Module:

Vol/Sat:	0.97	0.97	0.97	0.71	0.71	0.71	0.53	0.53	0.53	0.39	0.39	0.39
Crit Moves:	****			****			****			****		
Delay/Veh:	54.9	54.9	54.9	22.5	22.5	22.5	17.0	17.0	17.0	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	54.9	54.9	22.5	22.5	22.5	17.0	17.0	17.0	14.2	14.2	14.2
LOS by Move:	F	F	F	C	C	C	C	C	C	B	B	B
ApproachDel:	54.9			22.5			17.0			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	54.9			22.5			17.0			14.2		
LOS by Appr:	F			C			C			B		

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #3 Duquesne Av/Braddock Dr [Cumulative (2009) + Project PM Peak Hou

Cycle (sec): 100 Critical Vol./Cap. (X): 1.023
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 42.9
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	56	431	19	31	591	24	34	77	80	12	48	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	431	19	31	591	24	34	77	80	12	48	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	431	19	31	591	24	34	77	80	12	48	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	431	19	31	591	24	34	77	80	12	48	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	431	19	31	591	24	34	77	80	12	48	35

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.85	0.04	0.05	0.91	0.04	0.18	0.40	0.42	0.13	0.50	0.37
Final Sat.:	67	516	23	30	578	23	89	202	210	59	235	172

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.83	0.83	0.83	1.02	1.02	1.02	0.38	0.38	0.38	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	31.0	31.0	31.0	65.5	65.5	65.5	13.7	13.7	13.7	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	31.0	65.5	65.5	65.5	13.7	13.7	13.7	11.9	11.9	11.9
LOS by Move:	D	D	D	F	F	F	B	B	B	B	B	B
ApproachDel:	31.0			65.5			13.7			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.0			65.5			13.7			11.9		
LOS by Appr:	D			F			B			B		

Project:		990 CULVER BOULEVARD MIXED-USE PROJECT				
North/South Street:		DUQUESNE AVENUE				
East/West Street:		BRADDOCK DRIVE				
Scenario:		CUMULATIVE (2009) PLUS PROJECT CONDITIONS				
Thru Lane:		1600 vph		N-S Split Phase :		N
Left-Turn Lane:		1600 vph		E-W Split Phase :		N
Dual LT Penalty:		20 %		Lost Time (% of cycle) :		10
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	14	0	0.000	N-S(1): 0.376 *
	TH	1.00	329	1,600	0.236	N-S(2): 0.258
	LT	0.00	35	1,600	0.022 *	E-W(1): 0.176 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.138
	TH	1.00	101	1,600	0.110	V/C: 0.552
	LT	0.00	25	1,600	0.016 *	Lost Time: 0.100
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	515	1,600	0.354 *	
	LT	0.00	35	1,600	0.022	
Eastbound	RT	0.00	39	0	0.000	ICU: 0.652
	TH	1.00	173	1,600	0.160 *	
	LT	0.00	44	1,600	0.028	LOS: B
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.335
	TH	1.00	591	1,600	0.404 *	N-S(2): 0.439 *
	LT	0.00	31	1,600	0.019	E-W(1): 0.127 *
Westbound	RT	0.00	35	0	0.000	E-W(2): 0.080
	TH	1.00	48	1,600	0.059	V/C: 0.566
	LT	0.00	12	1,600	0.008 *	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	
	TH	1.00	431	1,600	0.316	
	LT	0.00	56	1,600	0.035 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.666
	TH	1.00	77	1,600	0.119 *	
	LT	0.00	34	1,600	0.021	LOS: B

* = Critical Movement

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RESOLUTION NO. 2007-R____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA AMENDING THE GENERAL PLAN LAND USE MAP DESIGNATION OF A PORTION OF THE PROPERTY LOCATED AT 9900 CULVER BOULEVARD, WITH ZONING NOTED BELOW, FROM MEDIUM DENSITY MULTIPLE FAMILY TO DOWNTOWN AND APPROVING TENTATIVE TRACT MAP NO. 68277:, TTM P-2006148, FOR THE ONE LOT SUBDIVISION OF 18 RESIDENTIAL AIRSPACE UNITS AND ONE COMMERCIAL AIRSPACE UNIT AT 9900 CULVER BOULEVARD IN THE COMMERCIAL DOWNTOWN (CD) ZONE, AS TO BE APPROVED BY ORDINANCE NO. 2007-_____ INTRODUCED CONCURRENTLY HEREWITH.

(GPMA P-2006150 and TTM P-2006148)

WHEREAS, on November 1, 2006, SPF: architects, as the applicant of 9900 Culver Boulevard, filed a General Plan Map Amendment and Tentative Tract Map to facilitate Zoning Map Amendment, Site Plan Review, and Administrative Use Permit applications for construction of a mixed use development consisting of 18 residential units, ground floor retail, surface level parking, and subterranean parking, on the project site described more fully in "Exhibit A" of this Resolution, which is attached hereto and incorporated herein as though set forth in full, and shown on the Project Site Map, depicted in "Exhibit B" of this Ordinance, which is attached hereto and incorporated herein as though set forth in full; and

WHEREAS, on April 25, 2007, after conducting a duly noticed public hearing on those applications, the Planning Commission adopted Resolution No. 2007-P005, recommending denial of General Plan Map Amendment, GPMA P-2006150, Zoning Map Amendment, ZMA P-2006149, and Tentative Tract Map, TTM P-2006148 and denying Site Plan Review, SPR P-2006147, Administrative Use Permit, AUP P-2006146, and Administrative Modification, AM P-2007034; and

1 WHEREAS, the Applicant submitted an appeal to the City Clerk on April 30,
2 2007, requesting the Planning Commission denial of the project be overturned and the
3 project approved; and

4 WHEREAS, on July 9, 2007, the City Council conducted a duly noticed public
5 hearing on the appeal of the Planning Commission decision, fully considering the application,
6 plans, staff report, environmental information and all testimony presented and requested the
7 appeal hearing be continued so that additional information and possible revisions to the
8 project could be presented to the Council; and

9
10 WHEREAS, after several continuances, on September 17, 2007, the City
11 Council conducted a duly noticed continued public hearing on the appeal, fully considering
12 the application, plans, staff report, environmental information and all testimony presented,
13 including revisions to the project by the applicant that included withdrawal of Administrative
14 Modification, AM P-2007034, that request no longer being necessary; and

15
16 WHEREAS, on September 17, 2007, following conclusion of the public hearing
17 and thorough deliberation of the subject matter, the City Council determined by a vote of 3 to
18 2 to (i) grant the appeal, overturn the Planning Commission's denial, and approve the
19 modified Site Plan Review and Administrative Use Permit with additional conditions, (ii) direct
20 staff to return with the appropriate resolution outlining the findings and appropriate conditions
21 of approval, and (iii) continue the Public Hearing to a date certain to act upon the General
22 Plan and Zoning Map Amendments and Tentative Tract Map; and

23
24 WHEREAS, a companion City Council resolution and ordinance to this
25 resolution address the findings and conditions granting the appeal and approving the Zoning
26 Map Amendment, Site Plan Review, and Administrative Use Permit; and

1 WHEREAS, on October 15, 2007, the City Council conducted a duly noticed
2 public hearing on the General Plan Map Amendment and the Tentative Tract Map, fully
3 considering the application, plans, staff report, environmental information and all testimony
4 presented; and

5 WHEREAS, on October 15, 2007, in accordance with the California
6 Environmental Quality Act (CEQA), the City Council adopted a Negative Declaration finding
7 the project will not have any significant adverse impacts on the environment, taking into
8 account the project's reduced height and density compared to the project that was denied by
9 the Planning Commission; and

10 WHEREAS, on October 15, 2007, following conclusion of the public hearing
11 and thorough deliberation of the subject matter, the City Council determined by a vote of ____
12 to ____ that (i) no new information has become available and no changes in the proposed
13 project have been made since the City Council granting of the appeal and, therefore, no
14 additional environmental analysis is required and (ii) General Plan Map Amendment, GPMA
15 P-2006150 and Tentative Tract Map, TTM P-2006148, shall be approved as set forth herein
16 below.

17 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
18 CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

19 **SECTION 1.** As provided in Culver City Municipal Code (CCMC) Title 17,
20 Section 17.620.030, the following required findings for a General Plan Map Amendment are
21 hereby made:

- 22 **1. The proposed amendment ensures and maintains internal consistency with the**
23 **goals, policies and strategies of all elements of the General Plan and will not**
24 **create any inconsistencies with this Title, in the case of a Zoning Code**
25 **Amendment.**

1 The proposed General Plan Land Use Element Map amendment does ensure and
2 maintain consistency of the proposed commercial and residential "mixed use" project
3 with the goals, policies and strategies of the General Plan. Specifically, the change of
4 Lot 6 from Medium Density Multiple Family to Downtown furthers Objective 22 of the
5 General Plan Land Use Element because by approving the lot as part of larger mixed
6 use development that allows ground floor retail uses and higher density housing, it will
7 encourage reinvestment in the Downtown area thereby improving economic vitality,
8 visual quality, and the pedestrian environment. Currently the lot is part of a surface
9 level parking lot but with approval of the project it will part of a development that will
10 include pedestrian oriented ground floor retail, multi-family housing, and a new,
11 modern structure. The proposed General Plan Map amendment facilitates Objective
12 28 of the Land Use Element: [*"...Protect and enhance residential and business uses
13 within the Central Sub-Area ..."*] because the amendment will allow development of
14 Lot 6 for both residential and retail uses as a mixed use project. By changing Lot 6 to
15 the Downtown Land Use Designation it will help to support future commercial uses
16 and mixed use housing opportunities as described in the descriptive language for the
17 General Plan Land Use Downtown designation.

18 In addition Measure 2.F. of the General Plan Housing Element states: [*Develop
19 standards and incentives that support and promote the construction of mixed use
20 residential units in commercial zones including eliminating artificial caps.*]. The
21 proposed project meets the Mixed Use standards developed to implement Measure
22 2.F. of the Housing Element. The proposed amendment will not result in any
23 inconsistency between the General Plan and the proposed project.

24 **2. The proposed amendment would not be detrimental to the public interest,
25 health, safety, convenience or welfare of the City.**

26 The proposed General Plan Land Use Element Map amendment is not detrimental to
27 the public interest, health, safety, convenience and welfare of the City in that the
28 amendments, and subsequent project, have been reviewed by the relevant City
29 Departments. No toxic or other potential hazard to the resident's health has been
identified. The City reviewed traffic study has not identified any significant impacts.
No health or safety hazards have been identified in the review of this project.

The mixed use project is anticipated to encourage new business opportunities and
create new housing opportunities in the City. Business opportunities add to the
economic vitality that serves the community and protects the quality of life. Mixed use
projects provide an opportunity for the creation of housing throughout the City's
commercial corridors. The housing component of mixed use projects create housing
in locations that can help support local commercial activity and helps in the creation of
compact and pedestrian friendly neighborhoods. With City approval of the proposed
amendment, the project will be consistent with the objectives of the General Plan and
in conformity with the CCMC, including the Zoning Code.

1 **3. The proposed amendment is in compliance with the provision of the California**
2 **Environmental Quality Act (CEQA).**

3 The proposed General Plan Land Use Element Map amendment is in compliance with
4 CEQA as more fully outlined in the Initial Study and Negative Declaration
5 environmental finding and related documentation for this project including the projects
6 traffic study.

7 **SECTION 2.** As outlined in Culver City Municipal Code Title 15, Section
8 15.10.265, the following required findings for a Tentative Tract Map are hereby made:

9 **A) The proposed map is consistent with the General Plan.**

10 The proposed tentative tract map is consistent with the General Plan Land Use and
11 Housing Elements in that the proposed commercial and residential "mixed use"
12 subdivision shall provide new commercial and residential opportunities in an area
13 designated as Downtown per the General Plan Land Use Element. The mixed use
14 subdivision will help to support commercial uses and mixed use housing opportunities
15 as stated in the descriptive language for the General Plan Land Use Downtown
16 designation. Additionally, the subdivision of the project will facilitate the sale of
17 individual condominiums supporting Objective 22 of the General Plan Land Use
18 Element which encourages reinvestment in the Downtown area thereby improving
19 economic vitality, visual quality, and the pedestrian environment.

20 **B) The design of the proposed subdivision is consistent with the General Plan.**

21 The design of the proposed commercial and residential "mixed use" subdivision is
22 consistent with the General Plan Land Use Element in that the design of the mixed
23 use development provides an aesthetically pleasing location for commercial and
24 residential users. Sufficient ground floor air space and residential air space along with
25 balconies provide incentives for use of the development furthering the goals of Policy
26 2.H that encourage development of residential uses and/or mixed uses in non-
27 residential areas. By taking a currently vacant building and site and constructing an
28 aesthetically pleasing design for a mixed use condominium development, the project
29 revitalizing the physical character and economic well being of this section of Culver
City's commercial corridors, as called for in Objective 6 of the General Plan Land Use
element. The design will facilitate the proposed uses that are consistent with the
objectives of the General Plan Downtown land use designation that encourage new
commercial and mixed use housing opportunities.

C) The site is physically suitable for the type of development.

The site is physically suitable for the proposed commercial and residential "mixed use"
subdivision in that the project complies with all zoning standards and the proposed

structures shall meet all applicable development standards [i.e., setback, height, parking and use].

D) The site is physically suitable for the proposed density of development.

The site is physically suitable for the density of the proposed residential portion of the "mixed use" subdivision in that the site allows for the number of housing units proposed and is consistent with code required residential density limits.

E) The design of the subdivision is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The proposed commercial and residential "mixed use" tentative tract map subdivision together with the onsite and offsite improvements shall not cause any known environmental damage and shall not damage any fish and/or wildlife habitats because such fish and/or wildlife habitats do not exist on or near the site.

F. The design of the subdivision is not likely to cause serious public health problems.

The proposed commercial and residential "mixed use" tentative tract map subdivision together with the onsite and offsite improvements shall not cause any known serious public health problems because all applicable zoning code development standards shall be met, and the applicant is required to meet all of the conditions of approval that the reviewing agencies of the City, such as the Fire Prevention Division, Planning Division, Building and Safety Division and the Engineering Division have recommended for the project. The uses proposed for this subdivision are consistent with Downtown land uses as allowed in the Zoning Code.

G. The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The proposed commercial and residential "mixed use" tentative tract map subdivision and the onsite and offsite improvements shall not conflict with any existing and/or proposed easements.

SECTION 3. The General Plan Land Use Map is hereby amended by approval of this resolution, with a specific change to the Land Use Map designation for a portion of the project site as follows:

Parcel 1, also known as a Portion of Lot 6 of Block 17 of Tract No. 1775 from the Medium Density Multiple Family land use designation to the Downtown land use designation.

SECTION 4. Effective on the date Ordinance No. 2007-____ becomes effective, and pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves Tentative Tract Map, TTM P-2006148 (Tentative Tract Map No. 68277), subject to the following conditions:

Tentative Tract Map No. 68277:

1. All required boundary monuments shall be installed prior to the recording of the final map. At a minimum, a spike and washer shall be set on the centerline of Duquesne Avenue at the intersection of the prolongation of the project's southerly boundary with this street. The monument shall be "tied" to at least three (3) points, with lead and tags, and centerline tie notes filed with the Engineering Division.
2. If required, an improvement bond and agreement shall be filed with the City prior to the recording of the final map for those improvements awaiting completion and approved by the City Engineer to be bonded. The bond shall include, but not be limited to, labor and material and be based on estimated construction costs as provided by the City.
3. The final map shall be submitted to the County of Los Angeles Department of Public Works for review, approval and recordation. A copy of the first plan check package as submitted to Los Angeles County shall also be submitted concurrently to the Culver City Engineering Division for review.
4. A copy of the final map in digital and mylar format shall be filed with the Engineering Division prior to final acceptance by the City.
5. The final map shall be recorded prior to the issuance of any Certificate of Occupancy for any residential air space unit.
6. Tentative tract map shall expire within three (3) years after the date it becomes effective unless the applicant submits an extension request in writing to the Planning Manager and is granted said extension by the Planning Manager or the Planning Commission or the City Council.

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1 7. The final map shall:

- 2 A. Be prepared by a surveyor or civil engineer licensed in the State of California.
3 B. Conform to the conditionally approved tentative tract map approved by the City
4 Council on October 15, 2007.
5 C. Include a project boundary tied to at least one (1) City global positioning
satellite (GPS) monument.

6 APPROVED and ADOPTED this 15th day of October, 2007.
7
8

9 _____
10 ALAN CORLIN, Mayor
City of Culver City, California

11 ATTESTED BY:

APPROVED TO AS FORM:

12
13 _____
14 CHRISTOPHER ARMENTA, City Clerk

15 _____
16 CAROL SCHWAB, City Attorney
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EXHIBIT A

REAL PROPERTY IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,
DESCRIBED AS FOLLOWS:

PARCEL 1:

ALL OF LOT 6 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED IN BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 6 BOUNDED & DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF LOT 3 IN SAID BLOCK; THENCE SOUTHEASTERLY ALONG THE PROLONGED NORTHEASTERLY LINE OF SAID LOT 3 TO AN INTERSECTION WITH THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LOT 18 IN SAID BLOCK; THENCE SOUTHWESTERLY ALONG SAID LAST MENTIONED PROLONGATION TO THE SOUTHWESTERLY LINE OF SAID LOT 6; THENCE NORTHWESTERLY AND NORTH EASTERLY ALONG THE BOUNDARY LINES OF LOT 6 TO THE POINT OF BEGINNING.

ALSO EXCEPT THAT PORTION OF SAID LOT 6 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERLY CORNER OF SAID LOT 6, SAID POINT ALSO BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DUQUESNE AVENUE (HALF WIDTH 30 FEET); THENCE ALONG SOUTHWESTERLY RIGHT-OF-WAY LINE SOUTH 58°13'55" EAST 50.00 FEET TO THE EASTERLY CORNER OF SAID LOT 6; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 6 SOUTH 31°46'05" WEST 2.70 FEET RADially TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 139.80 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE 40.00 FEET THROUGH A CENTRAL ANGLE OF 16°23'34" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 160.20 FEET, A RADIAL LINE FROM SAID POINT BEARS SOUTH 15°22'31" WEST; THENCE NORTHWESTERLY ALONG SAID CURVE 11.35 FEET THROUGH A CENTRAL ANGLE OF 04°03'36" TO THE NORTHWESTERLY LINE OF SAID LOT 6; THENCE ALONG SAID NORTHWESTERLY LINE NORTH 34°03'50" EAST 11.21 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT ANY PORTION OF SAID LOT 6 LYING WITHIN DUQUESNE AVENUE (HALF WIDTH 30 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

PARCEL 2:

LOT 1 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED IN BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 1 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF SAID LOT 1, SAID POINT ALSO BEING THE INTERSECTION OF THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DUQUESNE AVENUE (HALF WIDTH 30 FEET) AND THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF CULVER BOULEVARD (HALF WIDTH 70 FEET); THENCE ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE SOUTH 58°13'55" EAST 135.00 FEET TO THE EASTERLY CORNER OF SAID LOT 1; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 1 SOUTH 34°03'50" WEST 11.21 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 160.20 FEET, A RADIAL LINE FROM SAID POINT BEARS NORTH 19°07" EAST; THENCE NORTHWESTERLY ALONG SAID CURVE 17.93 FEET THROUGH A CENTRAL ANGLE OF 06°24'41"; THENCE NORTH 64°09'12" WEST 100.07 FEET; THENCE SOUTH 74°59'02" WEST 27.92 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 1 AND SAID SOUTHEASTERLY RIGHT-OF-WAY LINE; THENCE ALONG SAID NORTHWESTERLY LINE AND SAID SOUTHEASTERLY RIGHT-OF-WAY LINE NORTH 34°03'50" EAST 44.75 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT ANY PORTION OF SAID LOT 1 LYING WITHIN DUQUESNE AVENUE (HALF WIDTH 30 FEET) OR CULVER BOULEVARD, FORMERLY KNOWN AS PUTNAM AVENUE (HALF WIDTH 70 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

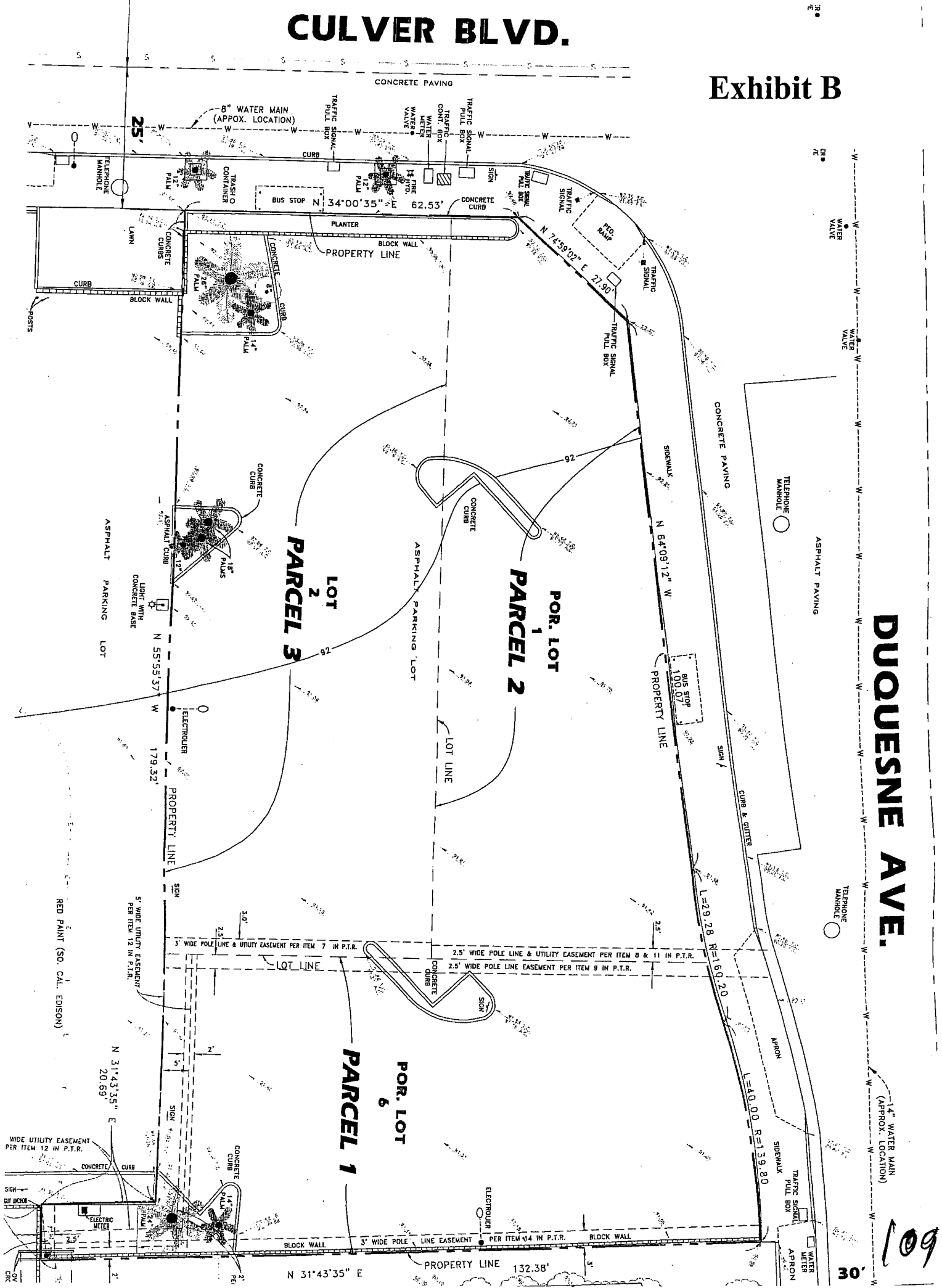
PARCEL 3:

LOT 2 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED ON BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ANY PORTION OF SAID LOT 2 LYING WITHIN CULVER BOULEVARD, FORMERLY KNOWN AS PUTNAM AVENUE (HALF WIDTH 70 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

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DUQUESNE AVE.



ORDINANCE NO. 2007-____

AN ORDINANCE OF THE CITY OF CULVER CITY, CALIFORNIA, AMENDING SECTION 17.200.015 OF THE CULVER CITY MUNICIPAL CODE BY AMENDING THE ZONING MAP, WHICH IS INCORPORATED THEREIN BY REFERENCE, BY CHANGING THE ZONING OF A PROPERTY LOCATED AT 9900 CULVER BOULEVARD FROM COMMERCIAL GENERAL (CG) AND MEDIUM DENSITY MULTIPLE-FAMILY RESIDENTIAL (RMD) TO COMMERCIAL DOWNTOWN (CD).

(Zoning Code Map Amendment, ZMA P-2006149)

WHEREAS, on November 1, 2006, SPF: architects, as the applicant of 9900 Culver Boulevard, filed a Zoning Map Amendment to facilitate General Plan Map Amendment, Tentative Tract Map, Site Plan Review, and Administrative Use Permit applications for construction of a mixed use development consisting of 18 residential units, ground floor retail, surface level parking, and subterranean parking, on the project site described more fully in "Exhibit A" of this Ordinance, which is attached hereto and incorporated herein as though set forth in full, and shown on the Project Site Map, depicted in "Exhibit B" of this Ordinance, which is attached hereto and incorporated herein as though set forth in full; and

WHEREAS, on April 25, 2007, after conducting a duly noticed public hearing on those applications, the Planning Commission adopted Resolution No. 2007-P005, recommending denial of General Plan Map Amendment, GPMA P-2006150, Zoning Map Amendment, ZMA P-2006149, and Tentative Tract Map, TTM P-2006148 and denying Site Plan Review, SPR P-2006147, Administrative Use Permit, AUP P-2006146, and Administrative Modification, AM P-2007034; and

1 WHEREAS, the Applicant submitted an appeal to the City Clerk on April 30,
2 2007, requesting the Planning Commission denial of the project be overturned and the
3 project approved; and

4 WHEREAS, on July 9, 2007, the City Council conducted a duly noticed public
5 hearing on the appeal of the Planning Commission decision, fully considering the application,
6 plans, staff report, environmental information and all testimony presented and requested the
7 appeal hearing be continued so that additional information and possible revisions to the
8 project could be presented to the Council; and

9
10 WHEREAS, after several continuances, on September 17, 2007, the City
11 Council conducted a duly noticed continued public hearing on the appeal, fully considering
12 the application, plans, staff report, environmental information and all testimony presented,
13 including revisions to the project by the applicant that included withdrawal of Administrative
14 Modification, AM P-2007034, that request no longer being necessary; and

15
16
17 WHEREAS, on September 17, 2007, following conclusion of the public hearing
18 and thorough deliberation of the subject matter, the City Council determined by a vote of 3 to
19 2 to (i) grant the appeal, overturn the Planning Commission's denial, and approve the
20 modified Site Plan Review and Administrative Use Permit with additional conditions, (ii) direct
21 staff to return with the appropriate resolution outlining the findings and appropriate conditions
22 of approval, and (iii) continue the Public Hearing to a date certain to act upon the General
23 Plan and Zoning Map Amendments and Tentative Tract Map; and

24
25 WHEREAS, companion City Council resolutions to this ordinance address the
26 findings and conditions granting the appeal and approving the General Plan Map
27 Amendment, Tentative Tract Map, Site Plan Review, and Administrative Use Permit; and
28
29

1 WHEREAS, on October 15, 2007, the City Council conducted a duly noticed
2 public hearing on the Zoning Code Map Amendment, fully considering the application, plans,
3 staff report, environmental information and all testimony presented; and

4 WHEREAS, on October 15, 2007, in accordance with the California
5 Environmental Quality Act (CEQA), the City Council adopted a Negative Declaration finding
6 the project will not have any significant adverse impacts on the environment, taking into
7 account the project's reduced height and density compared to the project that was denied by
8 the Planning Commission; and

9
10 WHEREAS, on October 15, 2007, following conclusion of the public hearing
11 and thorough deliberation of the subject matter, the City Council determined by a vote of ____
12 to ____ that (i) no new information has become available and no changes in the proposed
13 project have been made since the City Council granting of the appeal and, therefore, no
14 additional environmental analysis is required and (ii) Zoning Map Amendment, ZMA P-
15 2006149, shall be approved as set forth herein below.

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17
18 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
19 CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

20 **SECTION 1.** As provided in Culver City Municipal Code (CCMC) Title 17,
21 Section 17.620.030, the following required findings for a Zoning Map Amendment are hereby
22 made:
23

- 24
25 **1. The proposed amendment ensures and maintains internal consistency with the**
26 **goals, policies and strategies of all elements of the General Plan and will not**
27 **create any inconsistencies with this Title, in the case of a Zoning Code**
28 **Amendment.**

29 The proposed Zone Map amendments do ensure and maintain consistency of the
proposed commercial and residential "mixed use" project with the goals, policies and

1 strategies of the General Plan. Specifically, the change of Lot 6 from Medium Density
2 Multiple Family to Downtown furthers Objective 22 of the General Plan Land Use
3 Element because by approving the lot as part of larger mixed use development that
4 allows ground floor retail uses and higher density housing, it will encourage
5 reinvestment in the Downtown area thereby improving economic vitality, visual quality,
6 and the pedestrian environment. Currently the lot is part of a surface level parking lot
7 but with approval of the project it will part of a development that will include pedestrian
8 oriented ground floor retail, multi-family housing, and a new, modern structure. The
9 proposed Zone Map amendments facilitate Objective 28 of the Land Use Element:
10 *[“...Protect and enhance residential and business uses within the Central Sub-Area
11 ...”]* because the amendment will allow development of Lot 6 for both residential and
12 retail uses as a mixed use project.

13 The Zone Map Amendment that will change the zoning of lots 1 and 2 from the CG
14 Zone to the CD Zone and Lot 6 from the RMD Zone to the CD Zone will make the
15 entire site consistent with the General Plan Land Use Downtown designation. With
16 these zone changes that will allow a Downtown, mixed use development consisting of
17 pedestrian oriented retail ground floor uses and multi-family residential uses above the
18 retail, the zone changes will further the goals and objectives as outlined in Objective
19 22, Objective 28, and the descriptive language for Downtown as noted above. In
20 addition Measure 2.F. of the General Plan Housing Element states: *[Develop
21 standards and incentives that support and promote the construction of mixed use
22 residential units in commercial zones including eliminating artificial caps.]*. The
23 proposed project meets the Mixed Use standards developed to implement Measure
24 2.F. of the Housing Element. The proposed amendments will not result in any
25 inconsistency between the General Plan and the proposed project.

26 **2. The proposed amendment would not be detrimental to the public interest,
27 health, safety, convenience or welfare of the City.**

28 The proposed Zone Map amendments are not detrimental to the public interest,
29 health, safety, convenience and welfare of the City in that the amendments, and
subsequent project, have been reviewed by the relevant City Departments. No toxic
or other potential hazard to the resident's health has been identified. The City
reviewed traffic study has not identified any significant impacts. No health or safety
hazards have been identified in the review of this project.

The mixed use project is anticipated to encourage new business opportunities and
create new housing opportunities in the City. Business opportunities add to the
economic vitality that serves the community and protects the quality of life. Mixed use
projects provide an opportunity for the creation of housing throughout the City's
commercial corridors. The housing component of mixed use projects create housing
in locations that can help support local commercial activity and helps in the creation of
compact and pedestrian friendly neighborhoods. With City approval of the proposed
amendments, the project will be consistent with the objectives of the General Plan and
in conformity with the CCMC, including the Zoning Code.

1 **3. The proposed amendment is in compliance with the provision of the California**
2 **Environmental Quality Act (CEQA).**

3 The proposed Zone Map Amendments are in compliance with CEQA as more fully
4 outlined in the Initial Study and Negative Declaration environmental finding and related
5 documentation for this project including the projects traffic study.

6 **4. The sites (are) physically suitable (including access, provision of utilities,**
7 **compatibility with adjoining land uses and absence of physical constraints) for**
8 **the requested zoning designation(s) and anticipated land use development.**

9 The site is physically suitable (including access, provision of utilities, compatibility with
10 adjoining land uses and absence of physical constraints) for the requested zoning and
11 the anticipated land use development because a full review by City staff determined all
12 applicable design standards and public services can be provided.

13 The mixed use project has been sited and designed to create a transition from the
14 Culver Boulevard commercial corridor into the adjoining medium density residential
15 neighborhood. Commercial uses are located on Culver Boulevard and rap around the
16 northern portion of the project's Duquesne Avenue frontage (closest to Culver
17 Boulevard). Residential uses are located above the commercial uses and surface
18 structure parking; the building itself is set back at least 30 feet from the nearest
19 residential property to the south of the project. At 46 feet in height, the structure does
20 not exceed the 56 foot height limit and the transition of the structure from the nearest
21 residential properties is achieved by the 30 foot setback noted above and the use of
22 bamboo landscaping, rear balcony landscaping, and an 8 foot high wall along the rear
23 of the project. The retail area is separated from the nearest residential property to the
24 south by surface structure parking. Retail uses will be consistent with Downtown
25 pedestrian oriented uses that will provide a nearby retail source for the residential
26 neighborhood to the south of the project site.

27 Vehicular access to the project site has been located at a physically suitable location
28 that is sufficiently distant from the Duquesne/Culver intersection to avoid impacts on
29 the intersection. In addition, locating on-site parking access on Duquesne Avenue
instead of Culver Boulevard avoids impacts to traffic flow on Culver Boulevard, one of
the City's major roadways.

30 **SECTION 2.** Section 17.200.015 of the CCMC is hereby amended by
31 amending the Culver City Zoning Map, which is incorporated therein by reference, by
32 changing the zoning designations for the subject site, comprised of three parcels or lots, as
33 follows:

- 1 A. Parcels 2 and 3, also known respectively as a Portion of Lot 1 and Lot 2 of Block
2 17 of Tract No. 1775 from the Commercial General (CG) Zone to the Commercial
3 Downtown (CD) Zone; and
4 B. Parcel 1, also known as a Portion of Lot 6 of Block 17 of Tract No. 1775 from the
5 Medium Density Multiple-Family Residential (RMD) Zone to the CD Zone.

6 **SECTION 3.** Pursuant to Section 619 of the City Charter, this Ordinance shall
7 take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616 and 621
8 of the City Charter, prior to the expiration of fifteen (15) days after the adoption, the City
9 Clerk shall cause this Ordinance, or a summary thereof, to be published in the Culver City
10 News and shall post this Ordinance or a summary thereof in at least three places within the
11 City.

12 **SECTION 4.** The City Council hereby declares that, if any provision, section,
13 subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared
14 invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason
15 of any preemptive legislation, then the City Council would have independently adopted the
16 remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this
17 ordinance and as such they shall remain in full force and effect.

18 APPROVED and ADOPTED this 15th day of October, 2007.

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23 ALAN CORLIN, Mayor
24 City of Culver City, California

25 ATTESTED BY:

26 APPROVED TO AS FORM:

27
28 CHRISTOPHER ARMENTA, City Clerk

29 CAROL SCHWAB, City Attorney

EXHIBIT A

REAL PROPERTY IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,
DESCRIBED AS FOLLOWS:

PARCEL 1:

ALL OF LOT 6 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED IN BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 6 BOUNDED & DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF LOT 3 IN SAID BLOCK; THENCE SOUTHEASTERLY ALONG THE PROLONGED NORTHEASTERLY LINE OF SAID LOT 3 TO AN INTERSECTION WITH THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LOT 18 IN SAID BLOCK; THENCE SOUTHWESTERLY ALONG SAID LAST MENTIONED PROLONGATION TO THE SOUTHWESTERLY LINE OF SAID LOT 6; THENCE NORTHWESTERLY AND NORTH EASTERLY ALONG THE BOUNDARY LINES OF LOT 6 TO THE POINT OF BEGINNING.

ALSO EXCEPT THAT PORTION OF SAID LOT 6 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERLY CORNER OF SAID LOT 6, SAID POINT ALSO BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DUQUESNE AVENUE (HALF WIDTH 30 FEET); THENCE ALONG SOUTHWESTERLY RIGHT-OF-WAY LINE SOUTH 58°13'55" EAST 50.00 FEET TO THE EASTERLY CORNER OF SAID LOT 6; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 6 SOUTH 31°46'05" WEST 2.70 FEET RADially TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 139.80 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE 40.00 FEET THROUGH A CENTRAL ANGLE OF 16°23'34" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 160.20 FEET, A RADIAL LINE FROM SAID POINT BEARS SOUTH 15°22'31" WEST; THENCE NORTHWESTERLY ALONG SAID CURVE 11.35 FEET THROUGH A CENTRAL ANGLE OF 04°03'36" TO THE NORTHWESTERLY LINE OF SAID LOT 6; THENCE ALONG SAID NORTHWESTERLY LINE NORTH 34°03'50" EAST 11.21 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT ANY PORTION OF SAID LOT 6 LYING WITHIN DUQUESNE AVENUE (HALF WIDTH 30 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

PARCEL 2:

LOT 1 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED IN BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 1 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF SAID LOT 1, SAID POINT ALSO BEING THE INTERSECTION OF THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DUQUESNE AVENUE (HALF WIDTH 30 FEET) AND THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF CULVER BOULEVARD (HALF WIDTH 70 FEET); THENCE ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE SOUTH 58°13'55" EAST 135.00 FEET TO THE EASTERLY CORNER OF SAID LOT 1; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 1 SOUTH 34°03'50" WEST 11.21 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 160.20 FEET, A RADIAL LINE FROM SAID POINT BEARS NORTH 19°07" EAST; THENCE NORTHWESTERLY ALONG SAID CURVE 17.93 FEET THROUGH A CENTRAL ANGLE OF 06°24'41"; THENCE NORTH 64°09'12" WEST 100.07 FEET; THENCE SOUTH 74°59'02" WEST 27.92 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 1 AND SAID SOUTHEASTERLY RIGHT-OF-WAY LINE; THENCE ALONG SAID NORTHWESTERLY LINE AND SAID SOUTHEASTERLY RIGHT-OF-WAY LINE NORTH 34°03'50" EAST 44.75 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT ANY PORTION OF SAID LOT 1 LYING WITHIN DUQUESNE AVENUE (HALF WIDTH 30 FEET) OR CULVER BOULEVARD, FORMERLY KNOWN AS PUTNAM AVENUE (HALF WIDTH 70 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

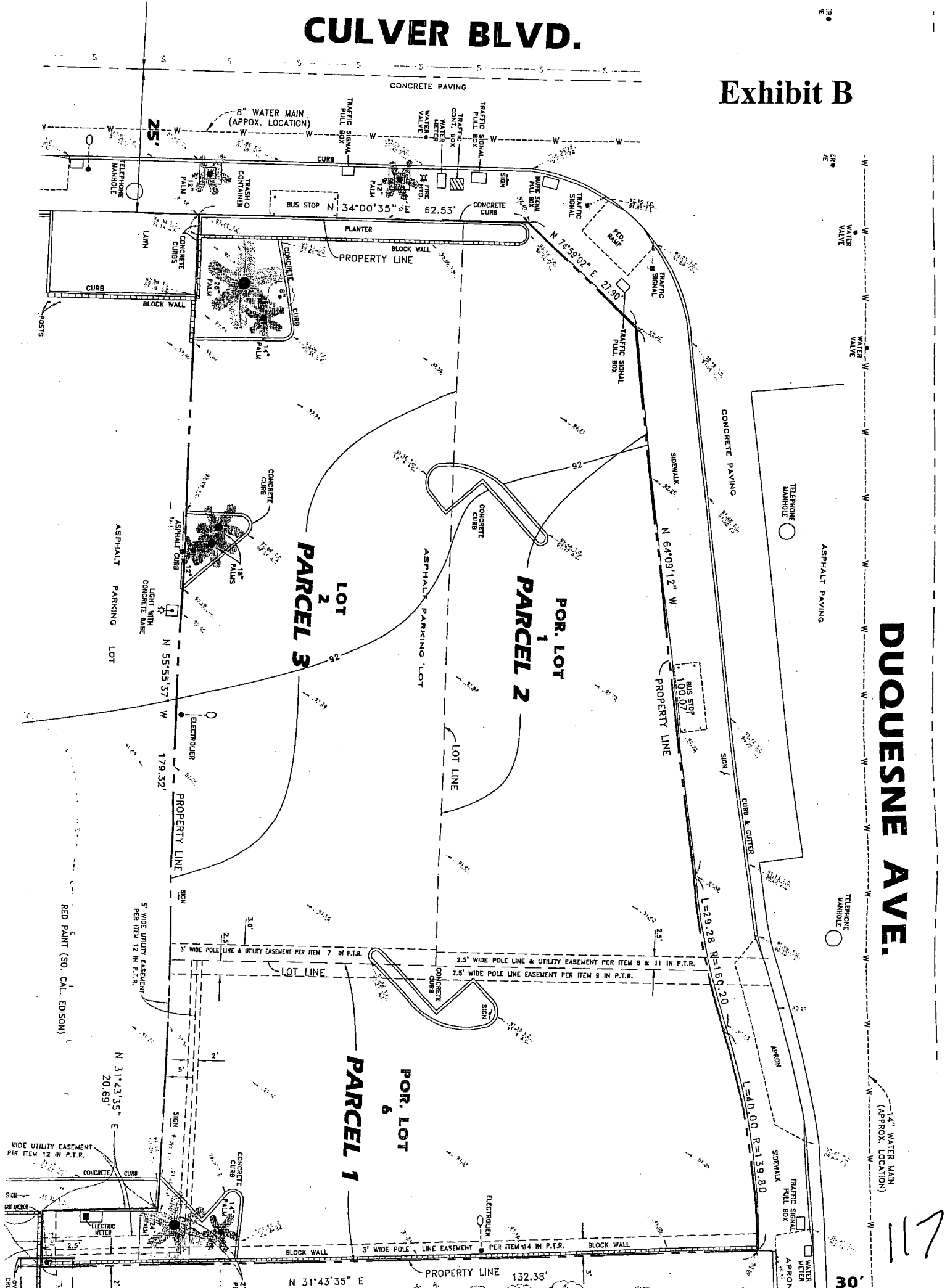
PARCEL 3:

LOT 2 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED ON BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ANY PORTION OF SAID LOT 2 LYING WITHIN CULVER BOULEVARD, FORMERLY KNOWN AS PUTNAM AVENUE (HALF WIDTH 70 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

116

DUQUESNE AVE.



Attachment No. 5

RESOLUTION NO. 2007-R____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA GRANTING AN APPEAL TO THE PLANNING COMMISSION'S DENIAL OF THE APPLICANT'S SITE PLAN REVIEW AND ADMINISTRATIVE USE PERMIT APPLICATIONS, THEREBY APPROVING SAID APPLICATIONS, FOR A MIXED USE DEVELOPMENT OF 18 RESIDENTIAL UNITS WITH GROUND FLOOR RETAIL AT 9900 CULVER BOULEVARD IN THE COMMERCIAL DOWNTOWN (CD) ZONE, AS TO BE APPROVED BY ORDINANCE NO. 2007-_____ INTRODUCED CONCURRENTLY HEREWITH.

(SPR P-2006147 and AUP P-2006146)

WHEREAS, on November 1, 2006, SPF: architects, as the applicant of 9900 Culver Boulevard, filed Site Plan Review and Administrative Use Permit applications to facilitate General Plan Map Amendment, Tentative Tract Map, and Zoning Map Amendment applications for construction of a mixed use development consisting of 18 residential units, ground floor retail, surface level parking, and subterranean parking, on the project site described more fully in "Exhibit A" of this Resolution, which is attached hereto and incorporated herein as though set forth in full; and

WHEREAS, on April 25, 2007, after conducting a duly noticed public hearing on those applications, the Planning Commission adopted Resolution No. 2007-P005, recommending denial of General Plan Map Amendment, GPMA P-2006150, Zoning Map Amendment, ZMA P-2006149, and Tentative Tract Map, TTM P-2006148 and denying Site Plan Review, SPR P-2006147, Administrative Use Permit, AUP P-2006146, and Administrative Modification, AM P-2007034; and

WHEREAS, the Applicant submitted an appeal to the City Clerk on April 30, 2007, requesting the Planning Commission denial of the project be overturned and the project approved; and

1 WHEREAS, on July 9, 2007, the City Council conducted a duly noticed public
2 hearing on the appeal of the Planning Commission decision, fully considering the application,
3 plans, staff report, environmental information and all testimony presented and requested the
4 appeal hearing be continued so that additional information and possible revisions to the
5 project could be presented to the Council; and
6

7 WHEREAS, after several continuances, on September 17, 2007, the City
8 Council conducted a duly noticed continued public hearing on the appeal, fully considering
9 the application, plans, staff report, environmental information and all testimony presented,
10 including revisions to the project by the applicant that included withdrawal of Administrative
11 Modification, AM P-2007034, that request no longer being necessary; and
12

13 WHEREAS, on September 17, 2007, following conclusion of the public hearing
14 and thorough deliberation of the subject matter, the City Council determined by a vote of 3 to
15 2 to (i) grant the appeal, overturn the Planning Commission's denial, and approve the
16 modified Site Plan Review and Administrative Use Permit with additional conditions, (ii) direct
17 staff to return with the appropriate resolution outlining the findings and appropriate conditions
18 of approval, and (iii) continue the Public Hearing to a date certain to act upon the General
19 Plan and Zoning Map Amendments and Tentative Tract Map; and
20

21 WHEREAS, a companion City Council resolution and ordinance to this
22 resolution address the findings and conditions approving the General Plan Map Amendment,
23 Tentative Tract Map, and Zoning Map Amendment; and
24

25 WHEREAS, on October 15, 2007, the City Council conducted a duly noticed
26 public hearing on the Site Plan Review and the Administrative Use Permit, fully considering
27
28
29

1 the application, plans, staff report, environmental information and all testimony presented;
2 and

3 WHEREAS, on October 15, 2007, in accordance with the California
4 Environmental Quality Act (CEQA), the City Council adopted a Negative Declaration finding
5 the project will not have any significant adverse impacts on the environment, taking into
6 account the project's reduced height and density compared to the project that was denied by
7 the Planning Commission; and

8
9 WHEREAS, on October 15, 2007, following conclusion of the public hearing
10 and thorough deliberation of the subject matter, the City Council determined by a vote of ____
11 to ____ that (i) no new information has become available and no changes in the proposed
12 project have been made since the City Council granting of the appeal and, therefore, no
13 additional environmental analysis is required and (ii) Site Plan Review, SPR P-2006147 and
14 Administrative Use Permit, AUP P-2006146, shall be approved as set forth herein below.
15

16
17 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
18 CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

19 **SECTION 1.** Based on the foregoing the City Council hereby grants the
20 Applicant's appeal of the Planning Commission denial of the project and approves the Site
21 Plan Review and Administrative Use Permit applications making the appropriate findings and
22 requiring Conditions of Approval, including two City Council requested conditions, as noted
23 below.
24

25 **SECTION 2.** As provided in Culver City Municipal Code (CCMC) Title 17,
26 Section 17.540.020, the following required findings for a Site Plan Review are hereby made:
27

28 **A. The general layout of the project, including orientation and location of buildings,**
29 **open space, vehicular and pedestrian access and circulation, parking and**

1 **loading facilities, building setbacks and heights, and other improvements on the**
2 **site, is consistent with the purpose and intent of this Chapter, the requirements**
3 **of the zoning district in which the site is located, and with all applicable**
4 **development standards and design guidelines.**

5 The general layout of the project is consistent with the Commercial Downtown (CD)
6 zoning district in which the site is located and with the mixed use development
7 standards (CCMC 17.400.065). The proposed project conforms to all applicable
8 provisions of the CD zone and the Mixed Use development standards. The project
9 provides adequate parking as required by the code; the proposed building meets the
10 code requirements for height and building setbacks, and building projections are within
11 code required height limits for architectural projections. Vehicular access to on-site
12 parking is situated off Duquesne Avenue. The structure is well designed for
13 pedestrian access to the commercial and residential components of the project from
14 the street and from surface and subterranean parking areas.

15 **B. The architectural design of the structure and the materials and colors are**
16 **compatible with the scale and character of surrounding development and other**
17 **improvements on the site and are consistent with the purpose and intent of this**
18 **Chapter, the requirements of the zoning district in which the site is located, and**
19 **with all applicable development standards and design guidelines.**

20 The project is designed to conform to all applicable provisions of the CD Zone and all
21 City development standards including the Mixed Use development standards. The
22 project is designed as a modern rectangular structure with various architectural
23 projections and recesses for patios. The site contains a central courtyard that divides
24 the structure into two main sections that are connected by the roof and access
25 balconies. As called for in the Mixed Use Standards of the Zoning Code, building
26 elevations contain a top, middle, and bottom. The top portion includes a non-linear
27 design giving way to translucent shielding and landscaping for a common area open
28 space deck, projections off of the outside building face, a break in the roof line where
29 the central courtyard is located (the division between the two buildings), and balcony
projections. The middle is also characterized with architectural projections and
balcony recesses. The bottom is dominated by store front glazing, a canopy just
above the ground floor for signage and pedestrian shading, and the side entrance to
the parking areas. Elevation materials provide contrasting materials and colors that
compliment each other. These materials and colors include glazing, cement and
plaster with off white coloring, aluminum paneling, painted steel, wood louvers, and
wood composite panels. The different materials and colors treat the outer walls in
such a manner that no surface is plain and create an articulated surface comprised of
a series of projections and colors to differentiate the building face.

The proposed elevations with contrasting materials and colors as well as the series of
different colored projections along the exterior walls provide a compatible contrast to
the immediate surroundings and uses. Its modern architectural style along with the
transitional style of City Hall balances the terraced Sony multi-story building and

1 historic Kirk Douglas Theatre. Its massing and bulk is similar to that of City Hall's,
2 while its distance from the Post Office acts to minimize any potential conflicts with the
3 design of that building. The colors of these surrounding structures such as off white,
4 red brick, tope, red marble, translucent glazing, and plaster white complement the
5 cement plaster off white, aluminum, glazing, and wood brown colors of the proposed
6 mixed use project.

- 7 **C. The landscaping, including the location, type, size, color, texture, and coverage**
8 **of plant materials, provisions for irrigation, and protection of landscape**
9 **elements has been designed to create visual relief, complement structures, and**
10 **provide an attractive environment and is consistent with the purpose and intent**
11 **of this Chapter, the requirements of the zoning district in which the site is**
12 **located ,and with all applicable development standards and design guidelines.**

13 Landscaping along the rear wall will be achieved with tall bamboo and with planter
14 areas along rear balconies and at the south end of the common area open deck. This
15 landscaping along with an 8 foot high rear wall will provide visual relief for the
16 residences south of the site. The central courtyard dividing the two buildings will
17 include planter areas that visually soften the first level residential walkway. The west
18 elevation will contain a series of residential balcony walkways per level for access to
19 individual units. These walkways will be enhanced with trees softening that elevation
20 facing the Post Office parking lot. The applicant will plant street trees as required by
21 the Public Works Department that will assist in providing an aesthetic compliment to
22 the ground floor. Through these landscaping techniques the site will be harmonized
23 with its surroundings.

- 24 **D. The design and layout of the proposed project will not interfere with the use and**
25 **enjoyment of neighboring existing or future development, will not result in**
26 **vehicular or pedestrian hazards, and will be in the best interest of the public**
27 **health, safety, and general welfare.**

28 The proposed design and layout is consistent with the CD Zone development
29 standards and the Mixed Use Development Standards. The project site is located
along a Downtown commercial boulevard that includes the Sony multi-story office
building and single story Kirk Douglas Theatre to the north, the 3-story City Hall to the
east, multi-family housing to the south, and the Post Office and single story
commercial buildings to the west.

The site location of the commercial and residential components of the project will
minimize conflicts these uses may have with the existing adjacent residential
neighborhood and commercial area. The commercial use is located along an existing
commercial corridor with pedestrian access off of the commercial sidewalk (that can
also be accessed from the surface level parking by walking north on Duquesne
Avenue). Access to the residential units are by secured elevators accessed in the
subterranean residential parking or lobby areas off of commercial sidewalk entrances.
Both the residential and commercial parking areas have a driveway off of Duquesne

1 Avenue. With these entry points, conflict between adjoining residential and
2 commercial areas will be minimized. The orientation of vehicular access on Duquesne
3 Avenue avoids vehicular hazards and minimizes potential pedestrian hazards that
4 could otherwise result from the design and layout of the proposed project.

5 The project requires that along the southern boundary of the property the building
6 meet a 60 degree clear-zone angle after clearing a 10 foot setback off the property
7 line for a vertical distance of 15 feet. The project meets and exceeds these setbacks
8 by placing the structure approximately 30 feet from the rear property line. These
9 increased setbacks result in a less perceived massing to the residential neighborhood
10 to the south.

- 11 **E. The existing or proposed public facilities necessary to accommodate the
12 proposed project (e.g., fire protection devices, parkways, public utilities,
13 sewers, sidewalks, storm drains, street lights, traffic control devices, and the
14 width and pavement of adjoining streets and alleys) will be available to serve the
15 subject site.**

16 The existing and proposed public service facilities necessary to accommodate the
17 project such as: the width and pavement of the adjoining street, traffic control devices,
18 sewers, storm drains, proposed or improved sidewalks, street lights, proposed street
19 trees, fire protection devices, and public utilities are provided for adequately as
20 confirmed by the City agencies that reviewed the project during the interdepartmental
21 review process.

- 22 **F. The proposed project is consistent with the General Plan and any applicable
23 specific plan.**

24 The proposed project is consistent with the General Plan. Land Use Element
25 Objective 2 "*Housing Supply*" identifies the creation of housing throughout the City as
26 desirable. Objective 2; Policy 2.H furthermore states that street-facing ground floor
27 development with residential units above or behind the commercial frontage is the
28 encouraged form of mixed use development. The ground floor commercial space is
29 consistent with Objective 5. Economic Diversity, because it will encourage new
business opportunities that will potentially serve both the nearby multi-family
residential homes as well as the mixed use residential uses. Objective 6 will be
implemented by taking a current surface parking lot and revitalizing it with both
commercial and residential users. The mixed use project will provide a balance
between small retail tenant spaces and residential units that help to compliment each
other and mutually compatible land uses as called for in Objective 16. Land Use
Compatibility.

The proposed mixed use development is consistent the goals of Objective 22 of the
General Plan Land Use Element because the project will allow ground floor retail uses
and higher density housing thereby encouraging reinvestment in the Downtown area
and improving the economic vitality, visual quality, and the pedestrian environment.

1 The project will include pedestrian oriented ground floor retail, multi-family housing,
2 and a new, modern structure providing a new visual quality. The proposed
3 development facilitates Objective 28 of the Land Use Element: [*“...Protect and*
4 *enhance residential and business uses within the Central Sub-Area ...”*] because it will
5 contain both residential and retail uses as a mixed use project. Overall the project will
6 help to support future commercial uses and mixed use housing opportunities as
7 described in the descriptive language for the General Plan Land Use Downtown
8 designation.

9 **SECTION 3.** As outlined in Culver City Municipal Code Title 17, Section
10 17.530.020, the following required findings for an Administrative Use Permit are hereby
11 made:

12 **A. The proposed use is allowed within the subject zoning district with the approval**
13 **of an Administrative Use Permit and complies with all applicable provision of**
14 **this Title and CCMC.**

15 The existing Commercial Downtown (CD) zoning designation allows the proposed use
16 of tandem parking subject to an Administrative Use Permit as outlined in CCMC
17 Section 17.320.035.C.1.b, and the proposed tandem parking layout complies with all
18 other applicable provisions regarding parking design and layout guidelines. Each stall
19 is nine (9) feet in length and 36 feet in depth with an adequate aisle width.

20 **B. The proposed use is consistent with the General Plan and any applicable**
21 **Specific Plan.**

22 The proposed use of tandem parking to facilitate the residential component of the
23 mixed use project is consistent with the “Downtown” General Plan Land Use
24 Designation. The Downtown designation encourages existing and future commercial
25 uses and mixed-housing opportunities. The tandem parking with each pair of tandem
26 spaces assigned to one residential unit will support the housing component for this
27 mixed use project by providing adequate parking. The commercial parking component
28 will not be affected.

29 **C. The design, location, size and operating characteristics of the proposed use are**
compatible with the existing and future land use in the vicinity of the subject
site.

The proposed use, design, location, size and operating characteristics of the tandem
parking spaces will not have an impact on adjacent uses and are therefore found to be
compatible with the existing and future residential and commercial land uses in the
vicinity of the subject site. All residential tandem parking is separated from the
commercial uses and there is no commercial tandem parking. Each pair of tandem
spaces is assigned to one residential unit and because of this allocation, no attendant

1 parking is necessary. Further, each tandem pair is nine (9) feet in width by 36 feet in
2 length, sufficient for two vehicles to maneuver into and out of said spaces.

3 **D. The subject site is physically suitable for the type and intensity of use being**
4 **proposed, including access, compatibility with adjoining land uses, shape, size,**
5 **provision of utilities and the absence of physical constraints.**

6 The generally flat configuration of the site, the vehicular access to the site from
7 Duquesne Avenue, the adequate design of the ramp down into the subterranean
8 parking where the Tandem parking is located, and the proposed onsite parking
9 configuration is physically suitable to accommodate tandem parking. The tandem
10 parking is compatible with the adjoining commercial and residential uses because of
11 its segregation from commercial parking and its assignment to one unit per tandem
12 pair. The tandem parking will not impact any utilities and there are no physical
13 constraints that would prevent the use of tandem parking.

14 **E. The establishment, maintenance or operation of the proposed use will not be**
15 **detrimental to the public interest, health, safety or general welfare or injurious to**
16 **persons, property or improvements in the vicinity and zoning district in which**
17 **the property is located.**

18 The establishment of tandem parking on the site through this approval subject to the
19 conditions of approval will not be detrimental to the public interest, health, safety or
20 general welfare or injurious to persons, property or improvements in the surrounding
21 commercial zoning district or vicinity since said tandem parking will not generate any
22 onsite or offsite impacts. They are designed to allow access by residences through an
23 on-site secured ramping system that allows for its operation independent of the public
24 right-of-way and the commercial parking component of the mixed use project.

25 **SECTION 4.** Effective on the date Ordinance No. 2007-____ becomes effective,
26 and pursuant to the foregoing recitations and findings, the City Council of the City of Culver
27 City, California, hereby approves Site Plan Review, SPR P-2006147 and Administrative Use
28 Permit, AUP P-2006146, subject to the following conditions:

29 ***Special Conditions in Bold Italics***

A. ADMINISTRATIVE USE PERMIT AND SITE PLAN REVIEW

GENERAL CONDITIONS

PLANNING

1. The final working drawings shall conform to the preliminary development plans date received October 1, 2007, and for reference to conceptual architectural and landscaping plans only, preliminary development plans date received January 10, 2007, and approved by the City Council on October 15, 2007, except as noted below, as noted in Condition No. 91 below and herein, and as otherwise noted during the building permit review process.
2. The resolutions approving the Tentative Tract Map, Site Plan Review, and Administrative Use Permit and the Conditions of Approval as stated herein shall be referenced on the cover sheet, and repeated in full on the cover sheet or attached additional sheets of the final working drawings.
3. The applicant or the property owner shall provide the construction contractor(s) and each subcontractor related to the Project a copy of the final project Conditions of Approval. These conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the applicant or property owner on or near the Project site. The applicant, property owner and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor.
4. Conditions of approval herein shall apply to the applicant, the contractor/builder of the project, the property owner, and any successor property owner that may legally assume benefit of this Site Plan Review, Tentative Tract Map, and Administrative Use Permit.
5. The City reserves the right to periodically inspect the premises without prior notification, to ensure ongoing compliance with all conditions of approval.
6. Minor modifications to building siting or design may be approved by the Planning Manager in keeping with the general design and content of the project approval. The minor modifications may include, but not be limited to, the reconfiguration of the new building footprint so long as the GSF of the project is not materially increased and the adjoining pedestrian and vehicle access and landscape design are approved by the Planning Manager and City Engineer. All minor modifications considered for approval shall not be in conflict with any specifically approved or required development or improvement feature, nor be in conflict with any other condition of approval or Culver City Municipal Code (CCMC) requirement.
7. The Site Plan Review and Administrative Use Permit shall not become effective until the effective date of the City Council approval of the General Plan Land Use Element Map Amendment, Zone Map Amendment, and Tentative Tract Map, and the effective date of the Redevelopment Agency approval of the proposed subdivision of land and the preliminary development plans.
8. The approval of the Site Plan Review and Administrative Use Permit will expire, unless (i) actual construction, in accordance with a valid City-issued building permit, is

1 commenced on the site within 365 days after the effective date of that approval or (ii)
2 prior to that expiration date, or any previously granted extension to that expiration date,
3 a written request for an extension, accompanied by any and all required fees, has been
4 satisfactorily filed by or on behalf of the applicant or property owner and, thereafter, an
5 extension is granted by the Community Development Director, or his/her designee or
6 the Planning Commission. During the period any extension request has been
7 satisfactorily and timely filed and any decision regarding that request has been made
8 by the City, this Site Plan Review approval shall be suspended.

9 9. A certificate of occupancy for the approved project will be issued only upon completion
10 of all applicable conditions of approval and required site improvements.

11 10. The applicant, property owner, and contractors shall use all reasonable efforts to reuse
12 and recycle construction and demolition debris, to use environmentally friendly
13 materials, and to provide energy efficient buildings, equipment and systems.

14 11. All planted areas shall be landscaped and irrigated pursuant to CCMC Title 17 –
15 Chapter 17.310 Landscaping. After issuance of the building permit, a minimum of
16 three (3) sets of detailed landscaping and irrigation plans separate from the final
17 working drawings shall be submitted to the Planning Division for review and approval.

18 12. All new (and existing) street trees shall be supplied irrigation water from the overall site
19 irrigation system which shall include a timer and a rain sensor. All new (and existing)
20 street trees, landscaping, and irrigation shall be indicated on the overall site
21 landscaping/ irrigation plan. The property owner shall maintain all street trees.

22 13. In addition to the screening requirements for onsite parking areas including loading
23 areas, refuse storage / trash compactor facilities, and Fire Department connections, the
24 following items shall be screened from surrounding and nearby public and private
25 properties in a manner consistent with City standards and suitable to the subject
26 development as approved by the Planning Manager. In general, the height of any
27 required screening device shall be no lower on any side than the height of the highest
28 feature requiring screening and:

- 29 A. All exteriors of the proposed buildings shall be free of all un-aesthetically
treated, exposed elements (i.e., plumbing pipes, electrical conduits, and
National Pollution Discharge Elimination System (NPDES) elements) which
shall be placed within the exterior walls. Where exposed wall-mounted
features or equipment may be necessary (i.e., ventilators and utility meters),
recessed wall mounted cabinets or other similar devices shall be
constructed within the wall, whenever possible, to accommodate such
features and equipment so that they are flush with and do not project out
from the main exterior wall plane. With or without recesses, the exposed
portions of such features or equipment shall be of a color to blend, not
contrast, with the adjoining finished building color, subject to the approval of
the Planning Manager;

- 1 B. All roof-mounted mechanical equipment, duct vents and the like shall not
2 project above the horizontal plane of the building's lowest primary opaque
3 architectural feature(s) (i.e., parapet walls, penthouse structures or
4 screening walls); and
- 5 C. All ground-mounted equipment (i.e., transformers and air conditioners) shall
6 be located within the building or in underground vaults if the equipment is
7 located within a street facing setback, or it shall be screened with walls
8 and/or landscaping if not located within a street facing setback. Ground-
9 mounted equipment shall not be located in the landscaped areas fronting
10 any public right-of-way.
- 11 14. The public notification signs installed in accordance with the CCMC public notification
12 requirements for this review process shall be removed within ten (10) days of the final
13 decision of the City Council/Redevelopment Agency.
- 14 15. All perimeter block walls shall be stuccoed to match the color of the proposed building
15 or be of decorative block and shall be approved by the Planning Division.
- 16 16. The refuse containers assigned to the complex shall be stored on-site in the trash
17 enclosures.
- 18 17. All hardscape areas along both the exterior of the buildings and/or within the interior of
19 the project sites shall include the use of decorative pavement [i.e., materials, finish and
20 color] in select areas to the satisfaction of the Planning Manager.
- 21 18. The project and its operations shall comply with all applicable local, special district or
22 authority, county and federal statutes, codes, standards, and regulations including, but
23 not limited to, Building and Safety Division, Fire Department, Planning Division and
24 Public Works Department code requirements and it shall comply with all applicable
25 comments and code requirements as determined during the City's building permit
26 review process.
- 27 19. All signs shall be designed and installed pursuant to CCMC Title 17 - Chapter 17.330
28 Signs, including the submission of a Multiple Business Sign Program (MBSP)
29 application with all plans and fees to the Planning Division for review and approval prior
to the installation of any sign.
- 20 20. All parking areas shall be developed pursuant to CCMC Title 17 - Chapter 17.320, Off-
21 Street Parking and Loading. Additionally, all parking driveways shall be provided with
22 automatic loop detectors for exiting vehicles to open any security gate(s) from within
23 the parking areas; said gates for all parking areas serving commercial uses shall
24 remain in an open position between the hours of 7:00 AM and 7:00 PM seven (7) days
25 a week to the satisfaction of the Planning Manager; and all vehicle surfaces shall be
26 provided with an anti-squeal finish. All parking areas shall be provided with signs

announcing the applicable parking restrictions for resident, guest and commercial parking spaces to the satisfaction of the Planning Manager. Hand held remote garage gate openers will also be required in order to minimize queuing onto Duquesne Avenue. Residential guest parking spaces shall be available 24 hours and shall be appropriately signed for residential guest parking.

21. The applicant shall assign all tandem (blocked and unblocked) parking spaces to the same residential unit and tandem parking shall not be made available for non-residential uses.

22. The project shall meet performance requirements for mixed use projects as listed in Section 17.400.065 Mixed Use Development Standards.

23. The applicant shall execute, file and pay for the recordation of a covenant in favor of the City to be recorded with the Los Angeles County Recorder that sets forth the applicant's obligations as outlined in the City's Art In Public Places Ordinance. Should the applicant decide to pay the in-lieu fee for the cultural resources/public art requirement prior to requesting a Certificate of Occupancy (CO), the covenant requirement shall not be required.

FIRE

24. Plans submitted for the building permit shall have a "Fire Department Note:" section and shall include fire code requirements and any specific life safety requirements.

25. A manual and automatic fire alarm system shall be provided and it shall be connected to an offsite reporting system. A fire room accessible to the exterior and acceptable to the Fire Department shall be provided. Other voice communication systems shall be provided if the Fire Department radios or communication system is restricted by the structure.

26. A KNOX Box is required for the building and KNOX key switches are required to open all security gates and drive way gates. Three sets of master keys shall be provided for the KNOX Box.

27. An address or addresses that are viewable and legible from the public right-of-way shall be placed on the building exterior.

28. The development shall provide 2A10BC fire extinguishers and a project walk with Fire Marshal shall be required.

29. All parapets over five feet shall have catwalks as approved by the Fire Marshal.

30. All fascia and tops of exterior walls and parapets shall be constructed of hard materials (no foam or soft materials) as approved by the Fire Marshal.

1 31. The development shall provide a minimum of 13' 6" vertical clearance for a driveway
2 entry at side of the property.

3 32. All door security systems shall be connected to the fire alarm system and an over ride
4 switch shall be provided to shutdown stairway locking systems. All exterior doors shall
5 have keyways and handles.

6 33. All emergency lights and exit lights shall have built in battery backup and all fascia and
7 parapets shall be constructed of solid materials.

8 **34. Roof access doors may be locked to stop access to the roof area but egress
9 from the exterior side shall be provided without obstruction.**

10 **35. The development shall provide a smooth surface from the parking area to
11 Duquesne Avenue for use of Fire Department gurneys and elevators shall be
12 gurney accessible.**

13 **36. The open area fourth floor deck shall be designed for safe exiting.**

14 **37. The applicant shall provide a Class I standpipe system per 2001 CA Fire code
15 table 1004-A. Risers for fire sprinklers and the stand pipe system shall be
16 installed in both stairs 1 and 2.**

17 **Prior to the Issuance of Any Demolition, Grading, Excavation and/or Building Permit,**
18 **the Applicant shall be required to comply with the following conditions**

19 **PLANNING**

20 38. The applicant and property owner shall indemnify, defend and hold harmless the City,
21 and the City's elected and appointed officials, officers, employees, agents, contractors
22 and consultants from and against any and all claims, demands, lawsuits, judgments,
23 liability, injury or damage which may result from or arise in connection with third party
24 challenges to the City's approval of the project. Said indemnification shall be set forth
25 in a written instrument acceptable to the City Attorney.

26 39. The applicant shall provide the construction contractor(s) and each subcontractor
27 related to the project a copy of the final project conditions of approval. The applicant
28 and the City agree that these conditions shall be enforceable through all legal and
29 equitable actions and any remedies, including the imposition of fines against each and
every person who conducts any activity on behalf of the applicant on or near the project
site. The applicant and general construction contractor are ultimately responsible for
all actions or omissions of a subcontractor.

40. The project shall comply with all residential multiple family residential standards
applicable to "mixed use" as outlined in CCMC Section 17.400.105 including, but not
limited to, the following:

1 A. Private storage areas for each residential unit either within each unit and/or
2 within the overhead area of each residential parking space; and

3 B. Washer / dryer laundry facilities hookups for each residential unit

4 41. All exterior lighting shall be developed pursuant to CCMC Title 17, Chapter 17.300,
5 General Property Development and Use Standards. The applicant shall submit to the
6 Planning Manager for approval an exterior light fixture plan. The plan shall identify the
7 location and type of all exterior light fixtures to be installed by the applicant. All lighting
8 shall be directed onsite and light sources shall be shielded so as not to be intrusive to
9 surrounding properties.

10 42. The applicant shall submit to and receive written approval from the Planning Manager
11 of a vector/pest control abatement plan prepared by a pest control specialist licensed
12 and/or certified by the State of California. Said plan shall outline all steps to be taken
13 prior to the commencement of any demolition/construction activity so as to insure any
14 and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that
15 may populate the subject site do not relocate to or impact adjoining residences and/or
16 businesses.

17 **Public Works/ Engineering**

18 43. Prior to the issuance of any building permits, two (2) sets of Site Improvement/Grading
19 Plans prepared by a civil engineer registered in the State of California, shall be
20 submitted to the Engineering Division for review, approval, and permitting. Among
21 other things, the Site Improvement/Grading Plan shall include detailed drainage and
22 grading of the site indicated by topographical lines and spot elevations, and indicate all
23 proposed and existing utilities.

24 44. The construction contractor shall advise the Public Works Inspector of the schedule
25 and shall meet with the inspector prior to commencement of work.

26 45. The applicant shall provide a geotechnical report from a State of California licensed
27 geotechnical engineer reporting on the suitability of the onsite soils to support the
28 proposed construction and shall include a liquefaction analysis. The report shall also
29 identify any special considerations necessary to satisfy California Building Code (CBC)
requirements.

30 ***46. The applicant shall delineate the egress/ingress of the driveway and
31 intersections of the driveway aisles with a 4" solid yellow stripe. This
32 requirement is applicable on the ground level and basement levels of the
33 proposed parking area. There shall be no significant visibility impairment at the
34 junction of ingress/egress aisles and intersecting driveway aisles.***

35 47. A Landscape and Irrigation Plan for parkway landscaping, to include planting of
36 additional trees with tree wells, and irrigation within the public right-of-way shall be
37 submitted for review and approval by the City Engineer. The owner shall maintain the
38 parkway area to the satisfaction of the Public Works Department.

- 1 48. Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway
2 pavement shall be designed to the latest edition of the American Public Works
3 Association (APWA) Standard Plans. Roof drainage shall extend through the street
4 curb or to an onsite drainage inlet. All onsite drainage inlets shall convey pre-treated
storm water underground through the street curb.
- 5 49. Upon completion of rough grading and prior to the issuance of a building permit, the
6 geotechnical and civil engineers shall submit certifications and final reports in
7 accordance with Appendix Chapter 33 of the CBC. These certifications and reports
shall be submitted to the Engineering Division for review and approval.
- 8 50. A hydrology and hydraulic study for the site drainage shall be prepared by registered
9 civil engineer in the State of California and submitted for review and approval.
- 10 51. Prior to the commencement of any excavation or construction, the applicant shall install
11 a temporary construction fence around the site. The height and fence material is
12 subject to approval by the City Engineer and the Director and must be sufficient in
height to provide adequate pedestrian protection to adjoining residential property.
- 13 52. Due to the change of use and increased density, this project is subject to the City's
14 Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.
- 15 **53. The applicant shall re-design the existing driveway approach to the satisfaction
of the Public Works Director.**
- 16 54. Applicant shall provide two (2) trash enclosures with minimum inside dimension of 10' x
17 12' minimum for commercial and residential uses. However, the appropriate size of the
18 trash enclosure, location, and required number of bins for the proposed development
19 must be approved by the Public Works/Sanitation Division Manager. The proposed
20 trash enclosure shall include a minimum eight feet wide clear opening, six inch
concrete curb along the perimeter wall of the trash enclosure, and a gate.
- 21 **55. Any damage to public rights-of-way and public sidewalks incurred because of
22 construction operation shall be repaired by the applicant to the satisfaction of
the City Engineer.**
- 23 **56. Prior to the issuance of a building permit, the applicant shall obtain an
24 encroachment permit for all architectural features that project over the public
25 right-of-way. The applicant shall provide the City with all required plats,
26 calculations, fees, and other documents necessary to process the encroachment
permit.**
- 27 57. Per the Culver City Municipal Code CCMC Section 5.01.010, Ordinance No. 2201-011
28 Solid Waste Management, the Culver City Sanitation Division has the exclusion
29 franchise for all solid and recyclable waste material handling within the City limits. To

1 arrange for waste management activities, contact Sanitation representative at (310)
2 253-6400.

3 **Public Works/ Stormwater Conditions**

4 Standard Urban Stormwater Mitigation Plan

5 58. Concurrent with the submittal of the site improvement plan, a Standard Urban
6 Stormwater Mitigation Plan (SUSMP) or a site-specific mitigation package prepared by
7 a registered civil engineer shall be submitted for review and approval by the City
8 Engineer. The SUSMP shall be developed and implemented in accordance with the
9 requirements of:

- 10 a. The current Los Angeles County Municipal Stormwater NPDES Permit No.
11 CAS004001 (Order No. 01-182);
- 12 b. The most recent SUSMP for Los Angeles County and Cities in Los Angeles
13 County as approved by the Los Angeles Regional Water Quality Control Board;
- 14 c. The Culver City Municipal Code Section 5.05.040.

15 59. The SUSMP or site-specific mitigation package shall include all of the items listed in
16 the Engineering Division's "SUSMP/Site Specific Plan Check List". If the LSWPPP
17 package fails to contain all required items, the package will not be accepted.

18 60. The site plans shall note that the contractor shall comply with the California Stormwater
19 Best Management Practice (BMP) Handbooks.

20 61. To facilitate the NPDES review process, please limit the scope of the information
21 shown on these plans to NPDES-relevant information (i.e. turn off utility, architectural,
22 or other features not relevant to the NPDES requirements).

23 62. The SUSMP or site-specific mitigation package shall be consistent with the details in
24 the Engineering Division's SUSMP Criteria and Guidelines, which may be obtained
25 from the Engineering Counter.

26 63. The transfer of ownership, sale or lease of the property shall include provisions, by a
27 covenant recorded with the Los Angeles County Recorder, requiring any new owner
28 and their successors to:

- 29 a. File a new covenant of agreement (obtained from the City Engineering Division).
- 30 b. Assume responsibility for maintenance of any existing structural or treatment
31 control BMP; and
- 32 c. Replace any existing structural or treatment control BMP with new control
33 measures or BMPs meeting the most current standards of the City and the
34 SUSMP.
- 35 d. Such requirements shall be included in any sale, lease agreement or deed for
36 the property. The condition of transfer shall include a provision that the new
37 owner and their successors conduct routine maintenance inspections of all

structural and/or treatment control BMPs to ensure they are in good working order at all times and retain proof of inspection.

- e. In the case of a transfer of ownership, sale or lease of the property, the previous owner or seller must complete and record a termination of covenant of agreement (form available from the Engineering Counter) with the Los Angeles County Recorder. A copy of the recorded termination of covenant of agreement form must be submitted by the (previous) owner or seller to the City Stormwater Program Manager.

64. If structural and/or treatment control BMPs are located within an area proposed for dedication as an easement or fee title to the City or Redevelopment Agency, the BMPs shall remain the property and responsibility of the developer/owner until the dedication is accepted by the City Council and recorded with the Los Angeles County Recorder.

65. Prior to the start of design of these plans and of necessary reports, the applicant shall retain a registered civil engineer in the State of California who is experienced in designing LSWPPP and preparing a BMP report for review and approval with other municipalities. The Civil Engineer shall meet with the City's Stormwater Program Manager for a mutual understanding of the required submittals.

Local Stormwater Pollution Prevention Plan

66. Concurrent with the submittal of the Site Improvement/Grading Plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) package prepared by a registered Civil Engineer shall be submitted for review and approval by the City Engineer. (Note: The Site Improvement Plans will not be accepted for review unless the LSWPP Plan is included in the submittal package.)

67. The LSWPPP shall be developed and implemented in accordance with the requirements of the current Los Angeles County Municipal Stormwater NPDES Permit No. CAS614001 and the CCMC Section 5.05.035. Prior to the issuance of any demolition, grading, excavation and/or building permit, the applicant shall have a LSWPPP package approved by the City Engineer.

68. The LSWPPP package shall include all of the individual items listed in the Engineering Division's "Requirements for Local Storm Water Pollution Prevention Plan" handout, which may be obtained from the Engineering Counter. If the LSWPPP package fails to contain all required items, the package will not be accepted.

69. The scope of the information shown on the site plans must be limited to NPDES-relevant information (i.e. turn off utility, architectural, or other features not relevant to the NPDES requirements). 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 LSWPPP requirements.

1 70. Plan check fee for the LSWPPP shall be paid at the time of the initial submittal, per the
2 fee schedule established in City Council Resolution No. 2006-R 053, Exhibit H-1.

3 71. The LSWPPP package shall be submitted to the attention of the Storm Water Program
4 Manager.

5 72. Applicant shall appropriately and effectively implement the BMPs identified in the
6 LSWPPP and reduce to the Maximum Extent Practicable (MEP) both the volume of
7 storm water leaving the site as well as the amount of sediments and other pollutants in
8 the storm water and the non-storm water discharges.

9 **DURING CONSTRUCTION:**

10 **PLANNING**

11 73. During all phases of construction, information that includes contact names and
12 telephone numbers of the applicant, construction contractor(s), and City, shall be
13 posted at the project site so as to be visible to the public. These names and telephone
14 numbers shall be made available to adjacent homeowners. During all phases of
15 construction, the applicant shall, to the best of their ability, assure that all construction
16 workers and contractors have the ability to park on-site or at designated off-site
17 locations and not in the surrounding neighborhood.

18 74. During all phases of construction and once the development becomes operational, all
19 graffiti shall be removed within 48 hours of its application.

20 75. All construction and permanent equipment shall be modified so as to insure the
21 following noise standards:

- 22 a. Equipped with mufflers and sound control devices (i.e., intake silencers and
23 noise shrouds) no less effective than those provided on the original equipment
24 and no equipment shall be operated without an exhaust muffler;
- 25 b. Properly maintained to minimize noise emissions;
- 26 c. If serviced at a location onsite, the vehicle(s) shall be setback from any street so
27 as to maintain the greatest distance from the public right-of-way;
- 28 d. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators,
29 and air conditioning units) shall be minimized by proper selection of equipment
and the installation of acoustical shielding as determined necessary by the
Planning Manager and the Building Official in order that compliance with the
CCMC Noise Regulations and Standards is achieved; and
- e. Stationary source equipment (i.e., compressors) shall be located so as to
maintain the greatest distance from the public right-of-way.

76. The construction contractor shall advise the Public Works inspector of the schedule
and shall meet with the inspector prior to commencement of work.

77. Hours of construction shall be limited from 8:00 A.M. to 6:00 P.M. Monday to Friday,
and from 9:00 A.M. to 6:00 P.M. on Saturday. Construction is prohibited on Sundays

and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 A.M. to 9:00 A.M.) and afternoon (4:00 P.M. to 6:00 P.M.) peak traffic periods.

78. During construction, dust shall be controlled by regular watering and as directed by the Public Works Department City inspector.

79. All staging and storage of construction equipment and materials, including the construction dumpster and storage containers shall be on-site only. The applicant shall obtain prior written permission from adjacent property owners for any construction staging occurring on adjacent property.

80. A copy of the Local SWPPP, inspection logs, and training records shall also be kept on site and available for inspection at all times during construction.

81. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods.

PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO):

PLANNING

82. Pursuant to CCMC Title 15, Section 15.10.755, parkland dedication or payment of an in-lieu parkland fee will be required.

83. All onsite and offsite landscaping and irrigation shall be completed to the satisfaction of the City.

81. The applicant shall submit a parking plan to the Planning Manager for review and approval that designates assigned parking spaces for residents, guests, commercial uses and visitors to the sites.

82. The declaration of covenants, conditions and restrictions (CC&R's), the homeowners' association bylaws and, if applicable, the condominium plan (Condo Plan) shall be submitted to the City Attorney and approved. Additionally, the applicant shall record, concurrently with the recordation of the final map, the City approved CC&R's and, if applicable, the Condo Plan.

83. A covenant and agreement shall be executed in favor of the City outlining land use restrictions per CCMC Section 17.400.065 D(4) and filed with the Los Angeles County Recorder and paid for by the owner of each residential unit within the project.

ENGINEERING

84. The applicant shall be responsible for the expense to repair or replace any damage to the public right-of-way caused by the construction of the proposed project. Such repair or replacement shall be completed to the satisfaction of the City Engineer.

1 85. Prior to issuance of the Certificate of Occupancy, the operators and/or owners shall
2 construct all the stormwater pollution control BMPs and structural treatment control
3 BMPs shown on the approved SUSMP or site-specific mitigation plan and submit a
4 stormwater observation report (may obtain form from the City's Stormwater Program
5 Manager), which shall include a wet-signed and stamped certification statement by the
6 engineer, who prepared the SUSMP site plans, confirming that the SUSMP BMPs have
7 been built as designed.

8 86. The applicant shall submit to the City Stormwater Program Manager a notarized Master
9 Covenant and Agreement (regarding on-site BMP maintenance) to be recorded by the
10 County Recorder of Los Angeles County. Prior to getting the Agreement notarized, the
11 applicant's civil engineer shall contact the City's Stormwater Program Manager for
12 review of the Agreement and for information on other requirements associated with the
13 recording process.

14 87. After the construction of the SUSMP-related BMPs, the applicant shall submit to the
15 City Stormwater Program Manager a completed Stormwater Observation Report Form
16 (stamped and signed by the civil engineer, or architect responsible for the SUSMP
17 design) to certify, based on their observations, that all SUSMP-related BMPs have
18 been constructed per the specifications and drawings.

19 88. All conditions of Approval shall be completed to the satisfactory of the City Engineer.

20 FIRE

21 89. The applicant shall provide a pre-fire plan to the Culver City Fire Department prior to
22 request for certificate of occupancy.

23 90. A hazardous materials disclosure package shall be filed with the Culver City Fire
24 Department Hazardous Materials Specialist.

25 CITY COUNCIL CONDITIONS OF APPROVAL

26 ***91. The project shall not exceed 4 stories and approximately 46 feet in height, height
27 measured from the street grade to the roof deck, and the maximum number
28 residential condominiums shall not exceed 18.***

29 ***92. The retail parking area shall remain open, with no gates, during normal business
hours.***

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93. During construction, the applicant shall install a perimeter construction fence to measure 10 to 15 feet in height and shall be covered with opaque material; the fence shall be subject to approval by the Building Official and Planning Manager.

APPROVED and ADOPTED this 15th day of October, 2007.

ALAN CORLIN, Mayor
City of Culver City, California

ATTESTED BY:

APPROVED TO AS FORM:

CHRISTOPHER ARMENTA, City Clerk

CAROL SCHWAB, City Attorney

EXHIBIT A

REAL PROPERTY IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,
DESCRIBED AS FOLLOWS:

PARCEL 1:

ALL OF LOT 6 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED IN BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 6 BOUNDED & DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF LOT 3 IN SAID BLOCK; THENCE SOUTHEASTERLY ALONG THE PROLONGED NORTHEASTERLY LINE OF SAID LOT 3 TO AN INTERSECTION WITH THE NORTHEASTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LOT 18 IN SAID BLOCK; THENCE SOUTHWESTERLY ALONG SAID LAST MENTIONED PROLONGATION TO THE SOUTHWESTERLY LINE OF SAID LOT 6; THENCE NORTHWESTERLY AND NORTH EASTERLY ALONG THE BOUNDARY LINES OF LOT 6 TO THE POINT OF BEGINNING.

ALSO EXCEPT THAT PORTION OF SAID LOT 6 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERLY CORNER OF SAID LOT 6, SAID POINT ALSO BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DUQUESNE AVENUE (HALF WIDTH 30 FEET); THENCE ALONG SOUTHWESTERLY RIGHT-OF-WAY LINE SOUTH 58°13'55" EAST 50.00 FEET TO THE EASTERLY CORNER OF SAID LOT 6; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 6 SOUTH 31°46'05" WEST 2.70 FEET RADially TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 139.80 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE 40.00 FEET THROUGH A CENTRAL ANGLE OF 16°23'34" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 160.20 FEET, A RADIAL LINE FROM SAID POINT BEARS SOUTH 15°22'31" WEST; THENCE NORTHWESTERLY ALONG SAID CURVE 11.35 FEET THROUGH A CENTRAL ANGLE OF 04°03'36" TO THE NORTHWESTERLY LINE OF SAID LOT 6; THENCE ALONG SAID NORTHWESTERLY LINE NORTH 34°03'50" EAST 11.21 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT ANY PORTION OF SAID LOT 6 LYING WITHIN DUQUESNE AVENUE (HALF WIDTH 30 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

PARCEL 2:

LOT 1 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED IN BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 1 BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF SAID LOT 1, SAID POINT ALSO BEING THE INTERSECTION OF THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF DUQUESNE AVENUE (HALF WIDTH 30 FEET) AND THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF CULVER BOULEVARD (HALF WIDTH 70 FEET); THENCE ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE SOUTH 58°13'55" EAST 135.00 FEET TO THE EASTERLY CORNER OF SAID LOT 1; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 1 SOUTH 34°03'50" WEST 11.21 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 160.20 FEET, A RADIAL LINE FROM SAID POINT BEARS NORTH 19°07' EAST; THENCE NORTHWESTERLY ALONG SAID CURVE 17.93 FEET THROUGH A CENTRAL ANGLE OF 06°24'41"; THENCE NORTH 64°09'12" WEST 100.07 FEET; THENCE SOUTH 74°59'02" WEST 27.92 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 1 AND SAID SOUTHEASTERLY RIGHT-OF-WAY LINE; THENCE ALONG SAID NORTHWESTERLY LINE AND SAID SOUTHEASTERLY RIGHT-OF-WAY LINE NORTH 34°03'50" EAST 44.75 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT ANY PORTION OF SAID LOT 1 LYING WITHIN DUQUESNE AVENUE (HALF WIDTH 30 FEET) OR CULVER BOULEVARD, FORMERLY KNOWN AS PUTNAM AVENUE (HALF WIDTH 70 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

PARCEL 3:

LOT 2 IN BLOCK 17 OF TRACT 1775, IN THE CITY OF CULVER CITY, AS PER MAP RECORDED ON BOOK 21 PAGES 190 AND 191 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

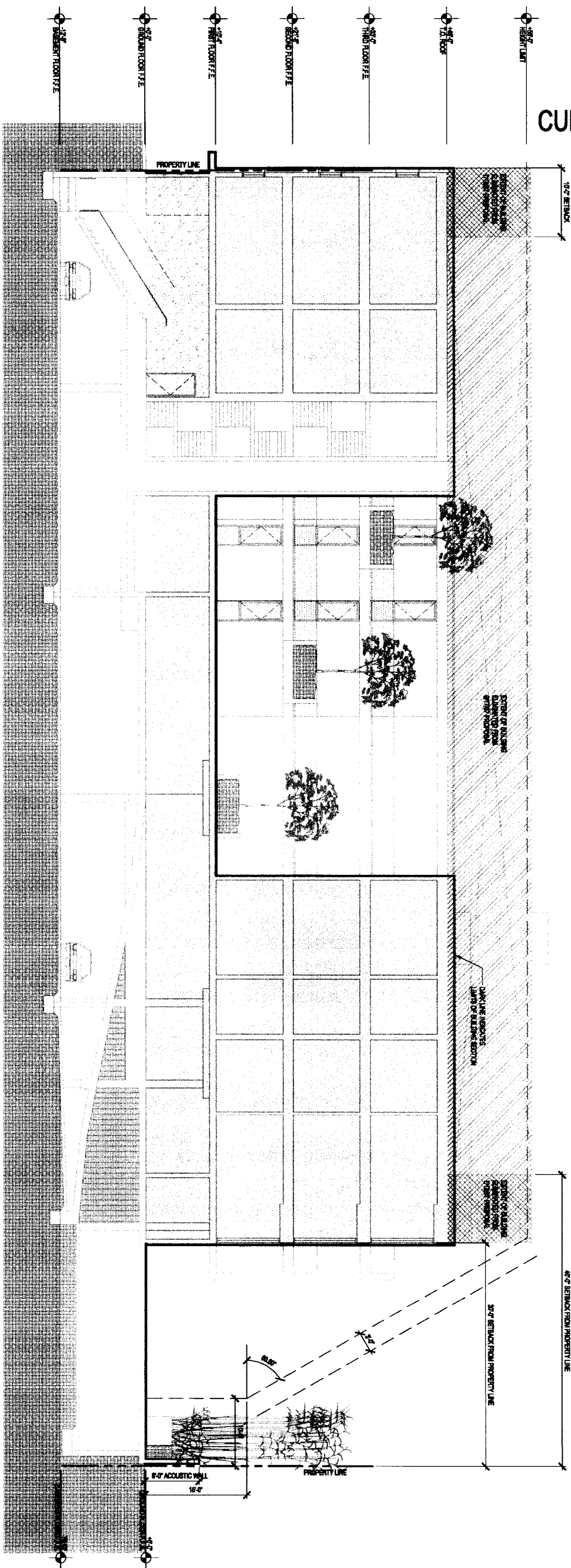
EXCEPT ANY PORTION OF SAID LOT 2 LYING WITHIN CULVER BOULEVARD, FORMERLY KNOWN AS PUTNAM AVENUE (HALF WIDTH 70 FEET), AS SHOWN ON THE MAP OF SAID TRACT NO. 1775.

139

RECEIVED
OCT 9, 2007
Culver City
Planning Division

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OCT 11, 2007
Culver City
Planning Division

CULVER BLVD.



BUILDING SECTION A-A, SCALE: 1/16" = 1'-0"

9900 CULVER BLVD., CULVER CITY, CA 90232

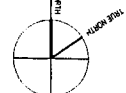
DATE

SPF:a

Studio Pail / Fekete architects

8609 E. Washington Blvd
Culver City, CA 90232
P. 310.558.0902
F. 310.558.0904
www.spfa.com

EXISTING
VICINITY PLAN



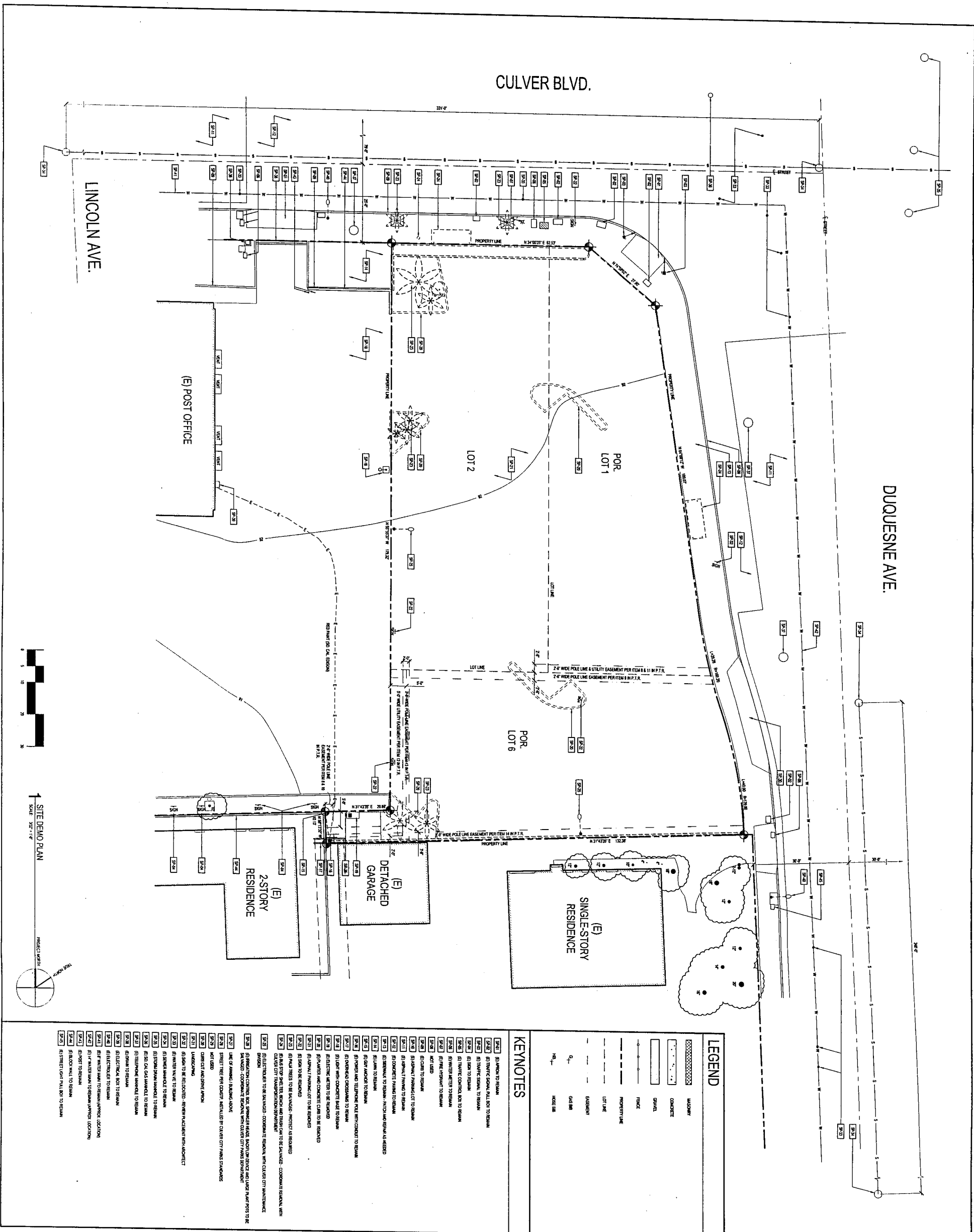
MASTERY	
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1.2.1	1.2.2	1.2.3	1.2.4	1.2.5	1.2.6	1.2.7	1.2.8	1.2.9	1.2.10	1.2.11	1.2.12	1.2.13	1.2.14	1.2.15	1.2.16	1.2.17	1.2.18	1.2.19	1.2.20	1.2.21	1.2.22	1.2.23	1.2.24	1.2.25	1.2.26	1.2.27	1.2.28	1.2.29	1.2.30	1.2.31	1.2.32	1.2.33	1.2.34	1.2.35	1.2.36	1.2.37	1.2.38	1.2.39	1.2.40	1.2.41	1.2.42	1.2.43	1.2.44	1.2.45	1.2.46	1.2.47	1.2.48	1.2.49	1.2.50	1.2.51	1.2.52	1.2.53	1.2.54	1.2.55	1.2.56	1.2.57	1.2.58	1.2.59	1.2.60	1.2.61	1.2.62	1.2.63	1.2.64	1.2.65	1.2.66	1.2.67	1.2.68	1.2.69	1.2.70	1.2.71	1.2.72	1.2.73	1.2.74	1.2.75	1.2.76	1.2.77	1.2.78	1.2.79	1.2.80	1.2.81	1.2.82	1.2.83	1.2.84	1.2.85	1.2.86	1.2.87	1.2.88	1.2.89	1.2.90	1.2.91	1.2.92	1.2.93	1.2.94	1.2.95	1.2.96	1.2.97	1.2.98	1.2.99	1.3	1.4	1.5	1.6	1.7	1.8	1.9	1.10	1.11	1.12	1.13	1.14	1.15	1.16	1.17	1.18	1.19	1.20	1.21	1.22	1.23	1.24	1.25	1.26	1.27	1.28	1.29	1.30	1.31	1.32	1.33	1.34	1.35	1.36	1.37	1.38	1.39	1.40	1.41	1.42	1.43	1.44	1.45	1.46	1.47	1.48	1.49	1.50	1.51	1.52	1.53	1.54	1.55	1.56	1.57	1.58	1.59	1.60	1.61	1.62	1.63	1.64	1.65	1.66	1.67	1.68	1.69	1.70	1.71	1.72	1.73	1.74	1.75	1.76	1.77	1.78	1.79	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	1.92	1.93	1.94	1.95	1.96	1.97	1.98	1.99	2.00	2.01	2.02	2.03	2.04	2.05	2.06	2.07	2.08	2.09	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17	2.18	2.19	2.20	2.21	2.22	2.23	2.24	2.25	2.26	2.27	2.28	2.29	2.30	2.31	2.32	2.33	2.34	2.35	2.36	2.37	2.38	2.39	2.40	2.41	2.42	2.43	2.44	2.45	2.46	2.47	2.48	2.49	2.50	2.51	2.52	2.53	2.54	2.55	2.56	2.57	2.58	2.59	2.60	2.61	2.62	2.63	2.64	2.65	2.66	2.67	2.68	2.69	2.70	2.71	2.72	2.73	2.74	2.75	2.76	2.77	2.78	2.79	2.80	2.81	2.82	2.83	2.84	2.85	2.86	2.87	2.88	2.89	2.90	2.91	2.92	2.93	2.94	2.95	2.96	2.97	2.98	2.99	3.00	3.01	3.02	3.03	3.04	3.05	3.06	3.07	3.08	3.09	3.10	3.11	3.12	3.13	3.14	3.15	3.16	3.17	3.18	3.19	3.20	3.21	3.22	3.23	3.24	3.25	3.26	3.27	3.28	3.29	3.30	3.31	3.32	3.33	3.34	3.35	3.36	3.37	3.38	3.39	3.40	3.41	3.42	3.43	3.44	3.45	3.46	3.47	3.48	3.49	3.50	3.51	3.52	3.53	3.54	3.55	3.56	3.57	3.58	3.59	3.60	3.61	3.62	3.63	3.64	3.65	3.66	3.67	3.68	3.69	3.70	3.71	3.72	3.73	3.74	3.75	3.76	3.77	3.78	3.79	3.80	3.81	3.82	3.83	3.84	3.85	3.86	3.87	3.88	3.89	3.90	3.91	3.92	3.93	3.94	3.95	3.96	3.97	3.98	3.99	4.00	4.01	4.02	4.03	4.04	4.05	4.06	4.07	4.08	4.09	4.10	4.11	4.12	4.13	4.14	4.15	4.16	4.17	4.18	4.19	4.20	4.21	4.22	4.23	4.24	4.25	4.26	4.27	4.28	4.29	4.30	4.31	4.32	4.33	4.34	4.35	4.36	4.37
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SPF:a
JAMES T. WOODMAN, INC.
CULVER CITY, CA 90232
TEL: 310.554.0000
FAX: 310.554.0001
Studio: Paul Fawcett Architects

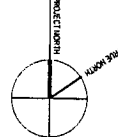
CULVER CONDOS
9800 CULVER BLVD., CULVER CITY, CA 90232

SITE DEMO
PLAN



A1.02

DATE: 10/1/02
DRAWN: JAW
CHECKED: JAW
APPROVED: JAW

PROPOSED
VICINITY PLAN

	MOORE
	COOPER
	GRUBB
	FACE
	PROPERTY LINE
	LOT LINE
	BOUNDARY
	54' 10"
	54' 10"
	54' 10"

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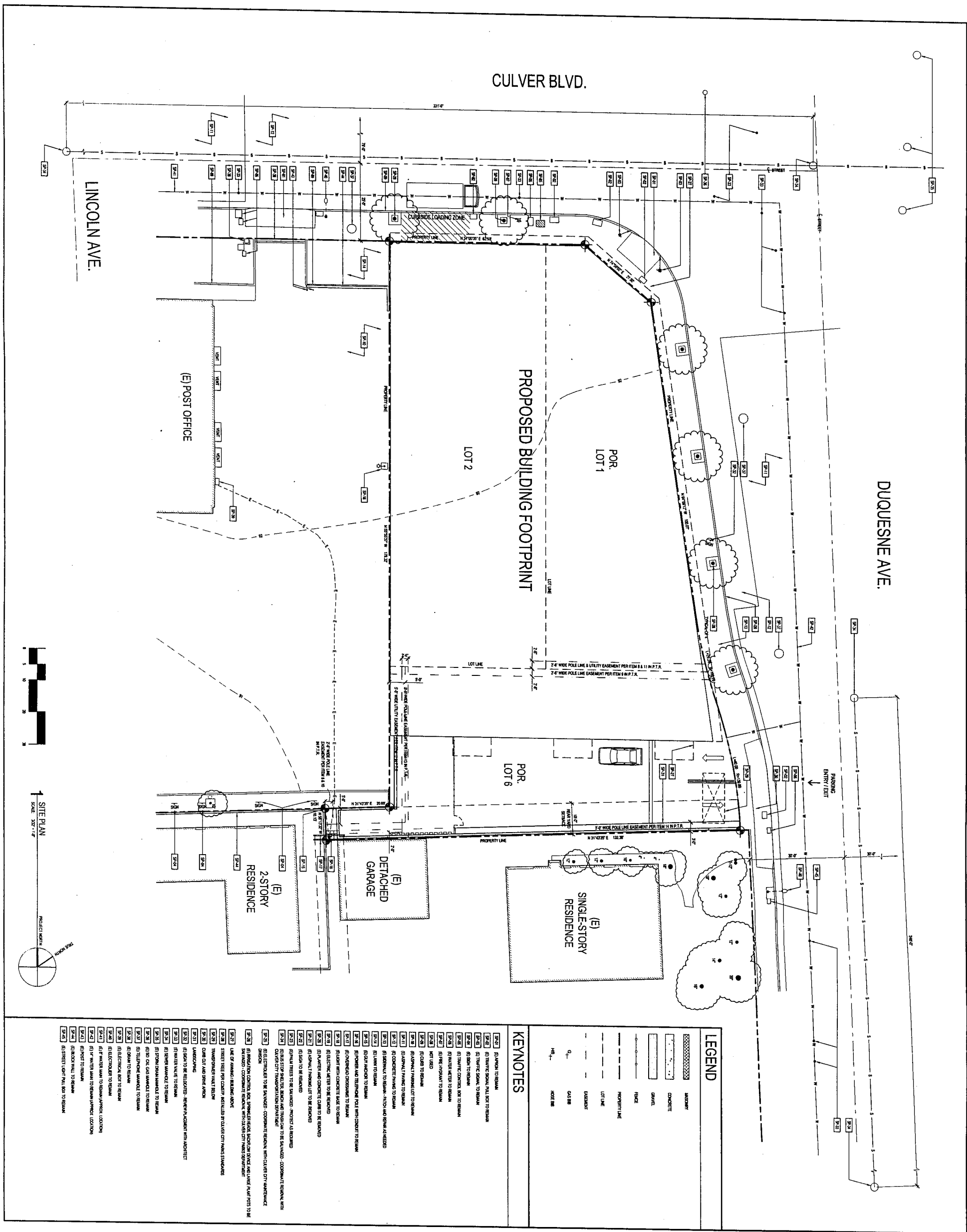
SPR:a
301 E. MULVANEY BLVD
P.O. BOX 555, 60322
CHICAGO, IL 60655
Studio Papi / PAPER ARCHITECTS

CULVER CONDOS
8900 CULVER BLVD., CULVER CITY, CA 90232

SITE PLAN

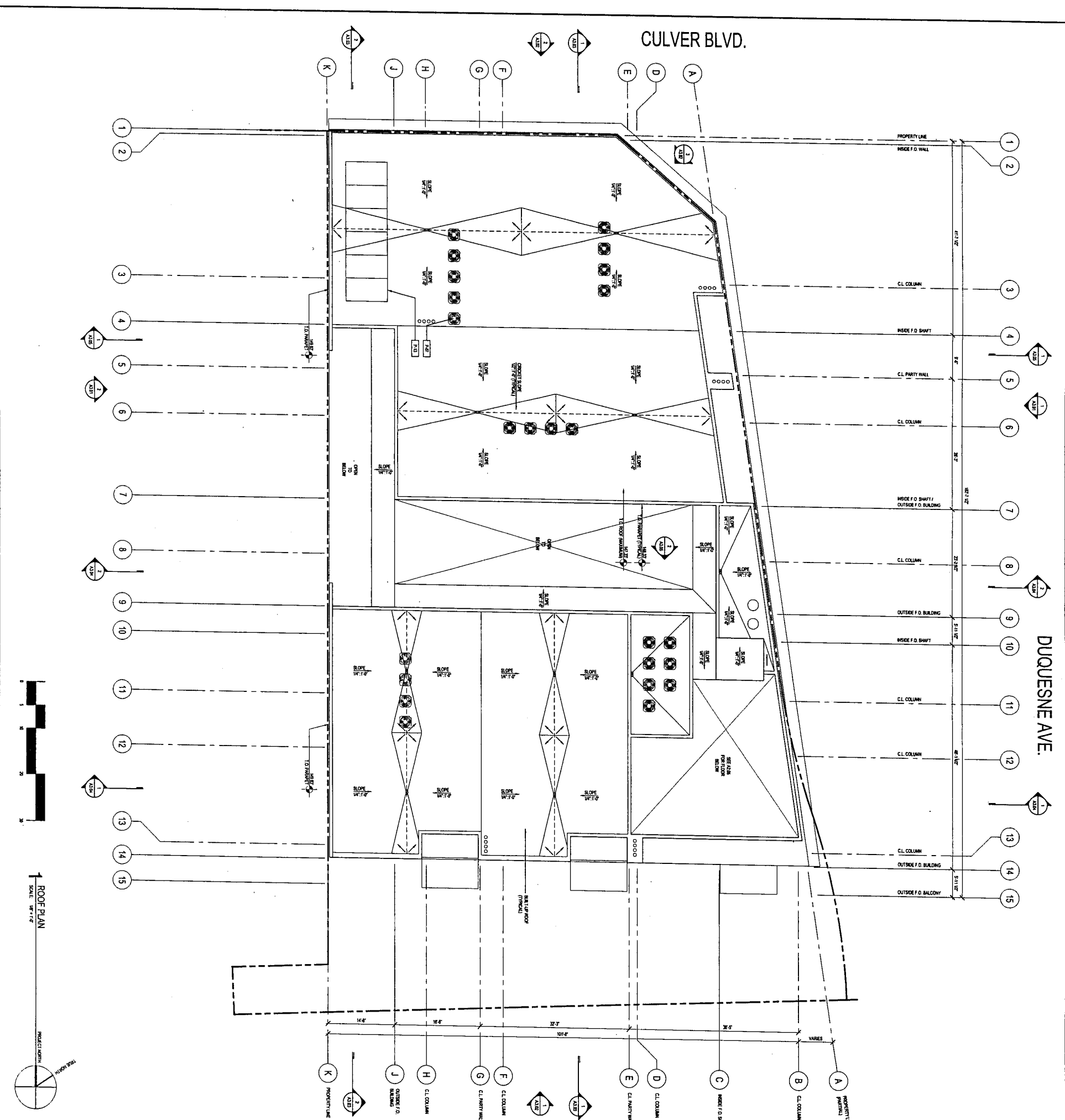
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CHECKED BY: [signature]
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SHEET: A1.04
TOTAL SHEETS: 10

COPYRIGHT © 2001 SPR, INC.



DUQUESNE AVE.

CULVER BLVD.



NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL ROOF SLOPES SHALL BE INDICATED BY AN ARROW AND PERCENT SIGN.
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LEGEND



ROOF SLOPE

KEYNOTES

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SPR: A

8000 CULVER BLVD., CULVER CITY, CA 90232

CULVER CONDOS

ROOF PLAN

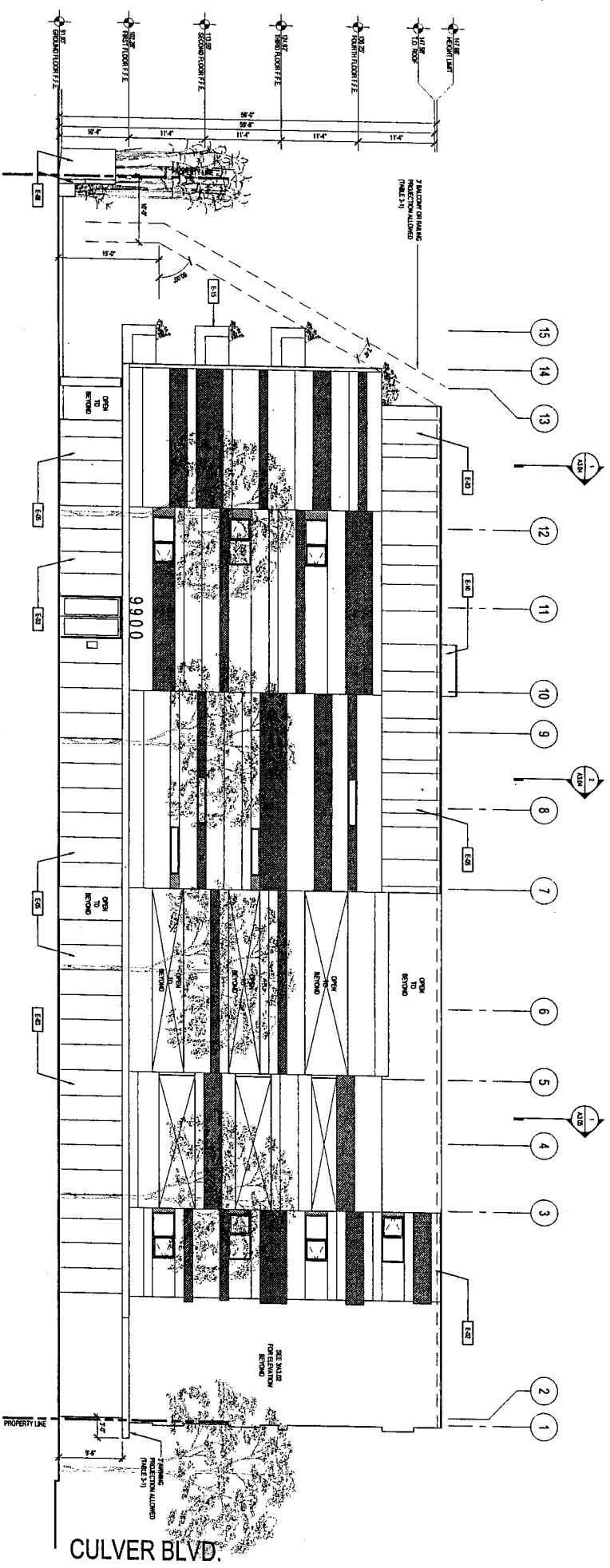
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SPF:a
Studio Park / Park Architects
1001 Washington Blvd.
P.O. Box 1584
Culver City, CA 90232
Tel: 310.251.1584
Fax: 310.251.1585

CULVER CONDOS
9900 CULVER BLVD., CULVER CITY, CA 90232
**EXTERIOR
ELEVATIONS**

NOTES



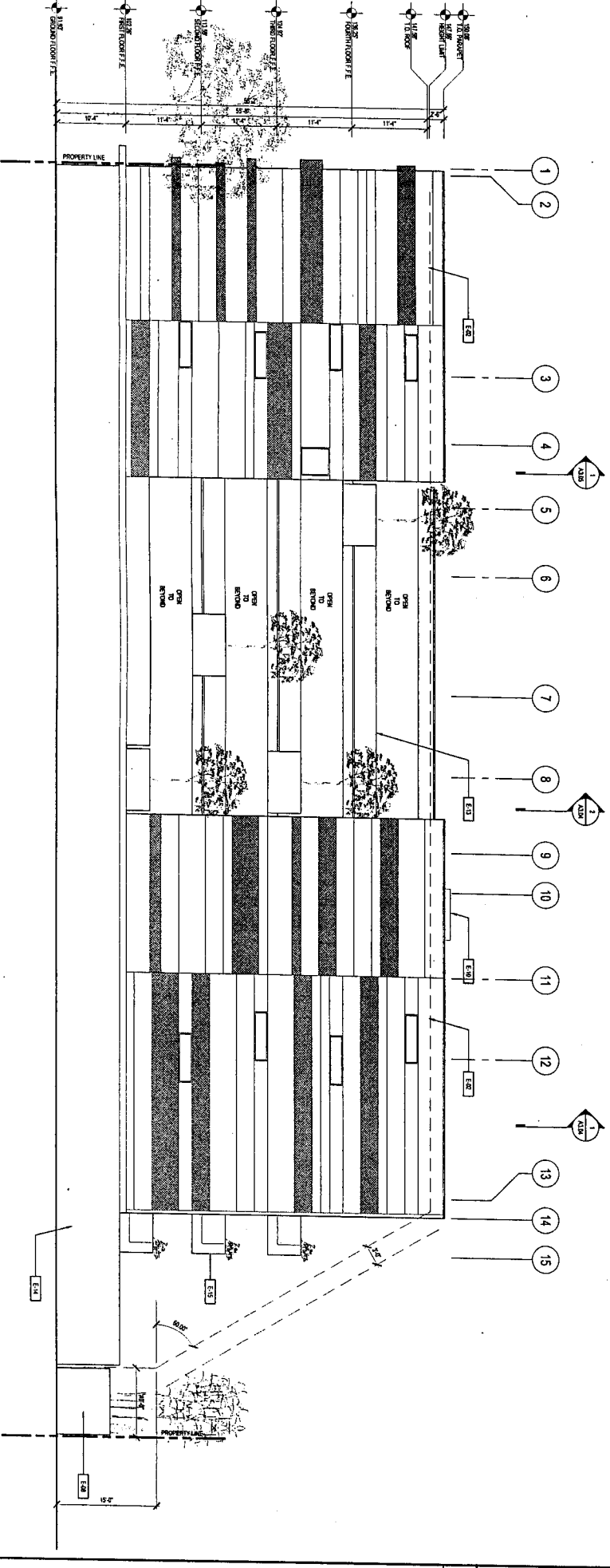
EAST ELEVATION FACING DOLORES AVE.
SCALE: 1/8" = 1'-0"

LEGEND

- CERAMIC TILE
- STONE CLADDING
- STONE FINISH
- WOOD FINISH
- METAL FINISH

KEYNOTES

- 1. CERAMIC TILE
- 2. STONE CLADDING
- 3. STONE FINISH
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- 5. METAL FINISH
- 6. CERAMIC TILE
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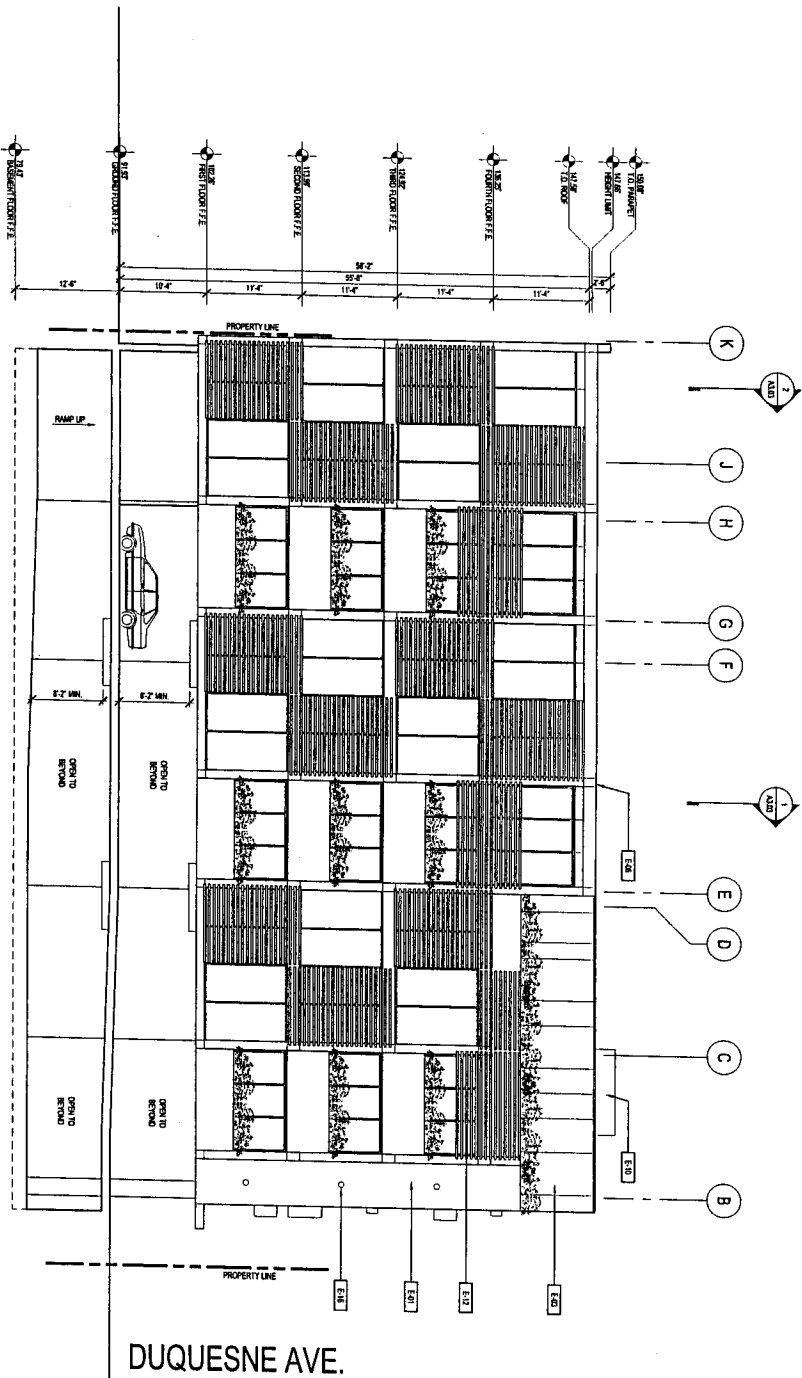
WEST ELEVATION FACING POST OFFICE
SCALE: 1/8" = 1'-0"

A3.01

DATE: APR 2, 2007
BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

SPF:a
SOUTH PACE ARCHITECTS
1111 12TH AVENUE, SUITE 200
DENVER, CO 80202
P: 303.533.5442
F: 303.533.5443
WWW.SPFAA.COM

NOTES



1 SOUTH ELEVATION FACING RESIDENTIAL AREA
SCALE: 1/8" = 1'-0"

LEGEND

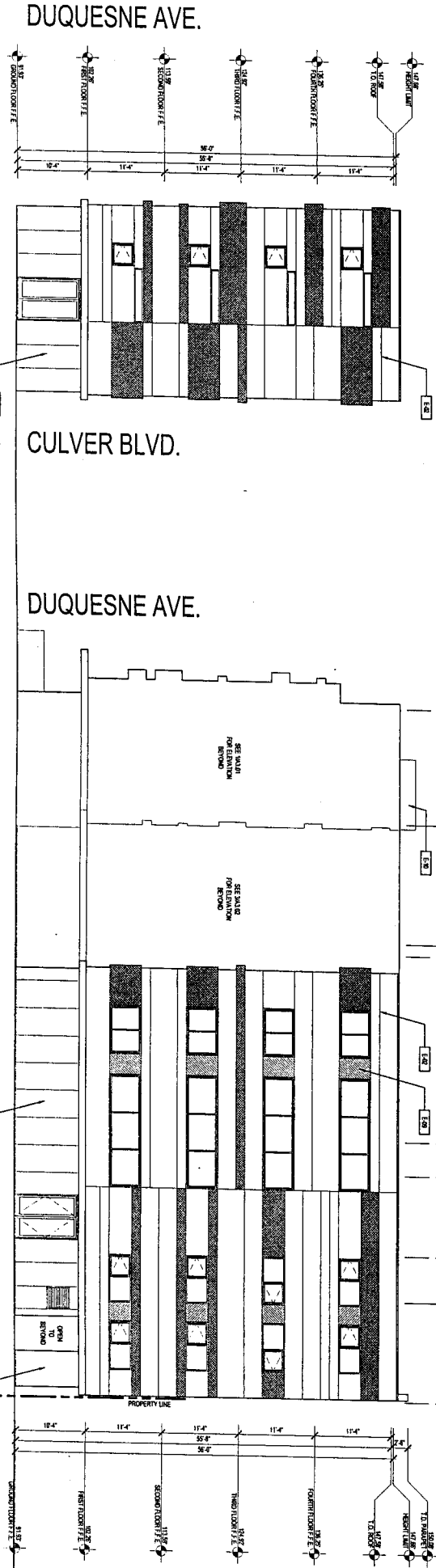
- GLAZED ALUMINUM
- GLAZED CLADDING
- GLAZED WINDOW PANELS
- WOOD CLADDING PANEL
- ALUMINUM PANEL

KEYNOTES

- 1.01 GLAZED ALUMINUM
- 1.02 GLAZED CLADDING
- 1.03 GLAZED WINDOW PANELS
- 1.04 WOOD CLADDING PANEL
- 1.05 ALUMINUM PANEL
- 1.06 GLAZED ALUMINUM
- 1.07 GLAZED CLADDING
- 1.08 GLAZED WINDOW PANELS
- 1.09 WOOD CLADDING PANEL
- 1.10 ALUMINUM PANEL
- 1.11 GLAZED ALUMINUM
- 1.12 GLAZED CLADDING
- 1.13 GLAZED WINDOW PANELS
- 1.14 WOOD CLADDING PANEL
- 1.15 ALUMINUM PANEL
- 1.16 GLAZED ALUMINUM
- 1.17 GLAZED CLADDING
- 1.18 GLAZED WINDOW PANELS
- 1.19 WOOD CLADDING PANEL
- 1.20 ALUMINUM PANEL

CULVER CONDOS
9900 CULVER BLVD., CULVER CITY, CA 90232

EXTERIOR
ELEVATIONS



2 NORTH ELEVATION FACING CULVER BLVD.
SCALE: 1/8" = 1'-0"

3 NORTHEAST CORNER ELEVATION
SCALE: 1/8" = 1'-0"

A3.02

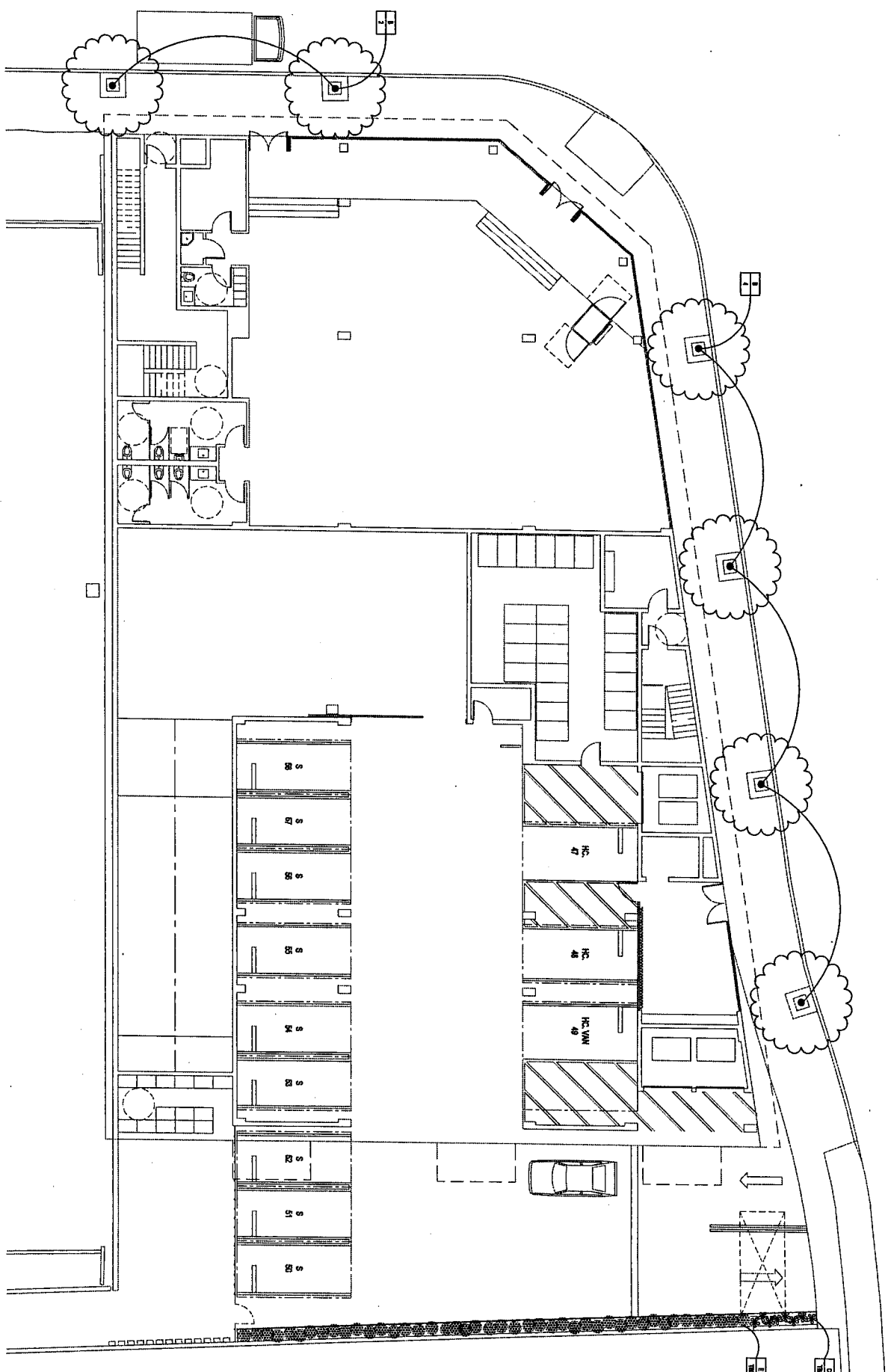
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GENERAL NOTES

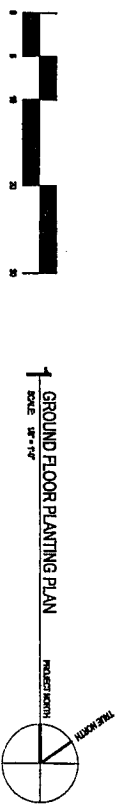
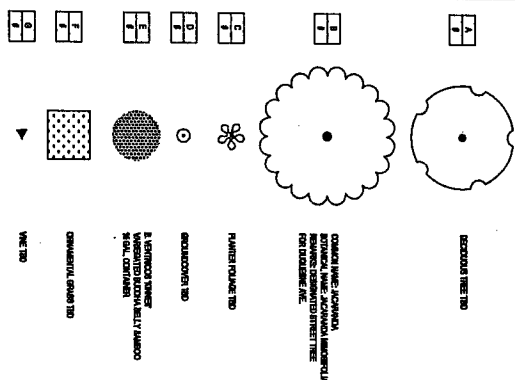
SPR:a
SPR:a ARCHITECTURE
2115 12th Street
San Francisco, CA 94103
415.398.1234
Studio: Paul / Pamela Architects

CULVER CONDOS
8900 CULVER BLVD., CULVER CITY, CA 90232

GROUND FLOOR
PLANNING PLAN



LEGEND



GROUND FLOOR PLANNING PLAN
SCALE: 1/8" = 1'-0"

L1.01

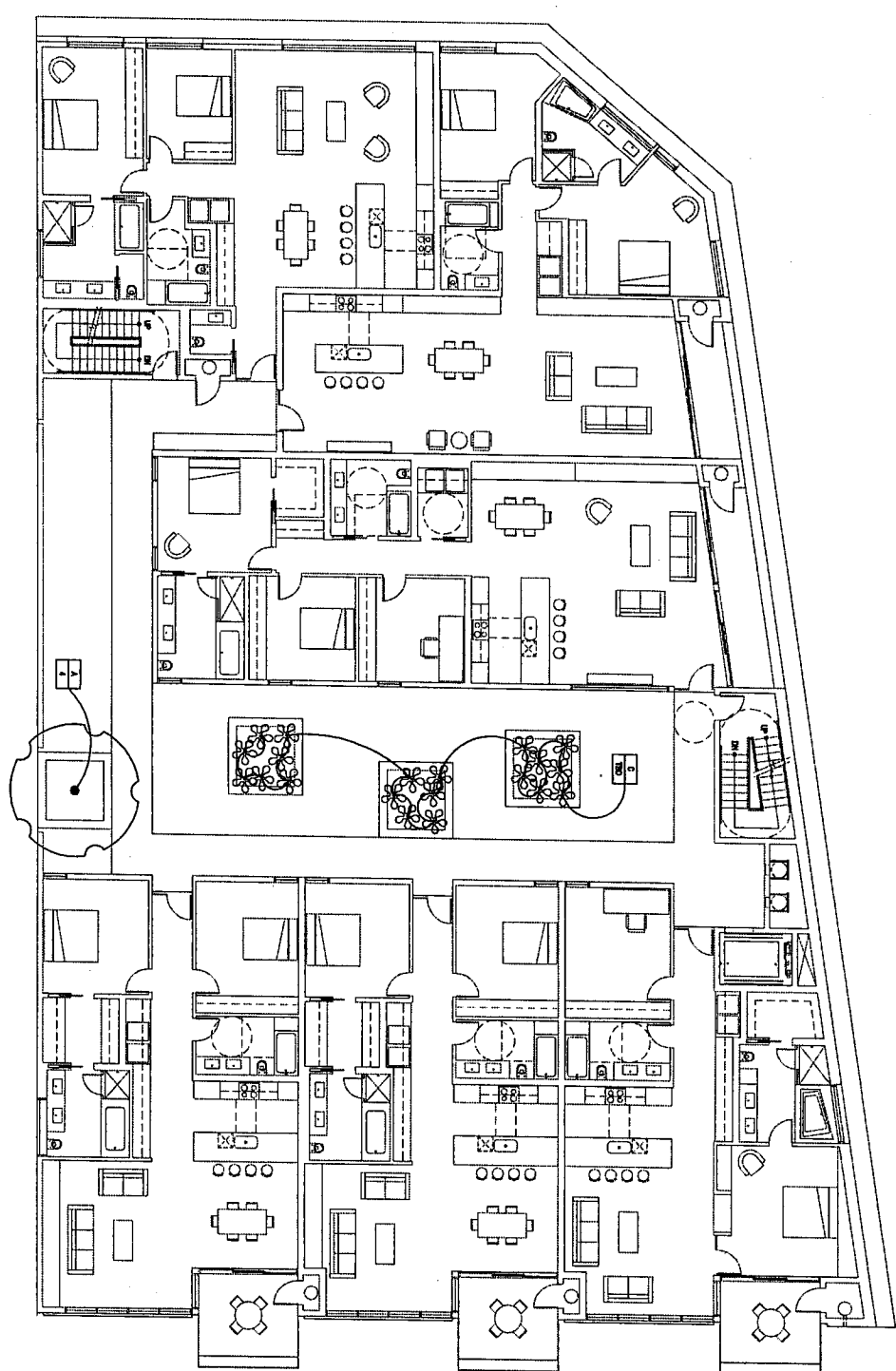
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GENERAL NOTES

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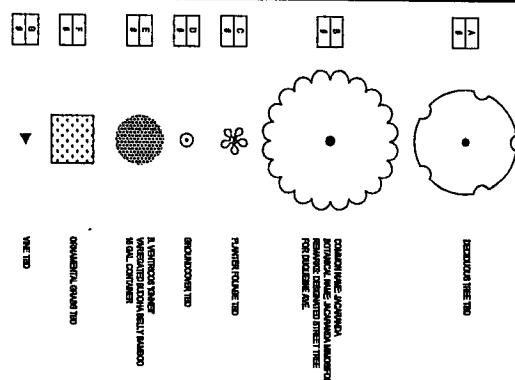
CULVER CONDOS
9000 CULVER BLVD., CULVER CITY, CA 90232

**FIRST FLOOR
PLANNING PLAN**



FIRST FLOOR PLANNING PLAN
SCALE: 1/8" = 1'-0"

LEGEND



PLANNING & DESIGN (P&D)
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STUDIO CITY / PAPER ARCHITECTS

DATE: 01/10/2002
PROJECT: CULVER CONDOS
SCALE: 1/8" = 1'-0"
FILE: CULVER CONDOS
DATE: 01/10/2002
FILE: CULVER CONDOS

L1.02

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