



Culver CITY

MIKE BALKMAN COUNCIL CHAMBERS
9770 CULVER BOULEVARD
CULVER CITY, CALIFORNIA 90232-0507
CITY HALL Tel. (310) 253-5710
FAX (310) 253-5721

**PLANNING COMMISSION
MEETING AGENDA
THURSDAY, MARCH 3, 2011
7:00 P.M.**

PUBLIC COMMENT

The Planning Commission will listen to the public on any item on the agenda or item of interest that is not on the agenda. The Planning Commission cannot legally take action on any item not scheduled on the agenda. Such items may be referred for administrative action or scheduled on a future agenda.

If you wish to speak to the Commissioners, please complete a Speaker's Card and present it to the Secretary before the agenda item is called. You will be called to the podium by name when it is your turn to speak to the Commissioners.

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

Persons wishing to speak on agenda items will be called at the time the agenda item is brought forward. Comments will generally be limited to five minutes per speaker; however, a three-minute limit may be declared by the Chairperson for agenda items for which many Speaker Cards have been submitted.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

A total of twenty minutes shall be devoted to audience participation at the beginning of the agenda. Speakers will be called on in the order cards were received by the Secretary. If additional time is needed, the Chairperson will allow for same at the end of the agenda.

When the Secretary calls your name, please advance to the podium and state your name and city of residence. Speakers must limit their comments to five minutes. A three-minute limit may be declared by the Chairperson if there is a large number of individuals desiring to address the Commissioners.

NOTE: AT OR ABOUT 11:00 P.M., COMMISSION MEMBERS WILL DETERMINE WHETHER TO CONTINUE WITH DISCUSSION OF REMAINING ITEMS ON THE AGENDA OR TO CARRY SOME/ALL OF THE ITEMS OVER TO A FUTURE MEETING DATE.

CELL PHONES AND OTHER DISTRACTIONS

Use of cell phones, pagers and other communication devices is prohibited while the Planning Commission Meeting is in session. Please turn all devices off or place on silent alert and leave the Chambers to use. During the meeting, please refrain from applause or other actions that may be disruptive to the speakers or the conduct of City business.

MEETING INFORMATION

Planning Commission meetings are regularly scheduled for the second and fourth Wednesdays of every month. Planning Commission Agenda information is available 72 hours before each Planning Commission meeting via a tape recorded message by calling 310-253-5741.

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Culver CITY

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AGENDA
Planning Commission
Thursday, March 3, 2011
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

Linda Smith-Frost, Chair
Anthony Pleskow, Vice Chair
Scott Wyant, Commissioner
Marcus Tiggs, Commissioner
John Kuechle, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

PUBLIC HEARING

PH-1. Site Plan Review, Administrative Modification, and Density and Other Bonus Incentives to allow the development of a 3-story mixed use building with 10,700 square feet of commercial space and 33 residential units located at 11042-11056 Washington Boulevard. **Approve.**

Case Manager: Susan Yun, Senior Planner (310) 253-5755

CONSENT CALENDAR. *Note: Consent Calendar items are considered to be routine in nature and may be approved by one motion. Public requests to discuss Consent Calendar items must be filed with the Secretary before the Consent Calendar is called.*

C-1. Secretary's Report. **Approve Report.**

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

**Next Planning Commission Meeting
March 15, 2011
7:00 PM**

Upcoming Public Meeting Schedule –Tentative – 2011

Date	Day	Time	Location
City Council			
March 14	Monday	7:00PM	Council Chambers
Redevelopment Agency			
March 7	Monday	7:00PM	Council Chambers
Civil Service Commission			
April 6	Wednesday	7:00PM	Council Chambers
Cultural Affairs Commission			
March 8	Tuesday	7:00PM	Council Chambers
Parks & Recreation Commission			
April 5	Wednesday	7:00PM	Patacchia Room
Planning Commission			
March 15	Wednesday	7:00PM	Council Chambers

Meetings may be added or changed.

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Planning Commission Agenda Item Report

Meeting Date: March 3, 2011		Item Number: PH-1	
AGENDA ITEM: Site Plan Review, Administrative Modification, and Density and Other Bonus Incentives to allow the development of a 3-story mixed use building with 10,700 square feet of commercial space and 33 residential units located at 11042-11056 Washington Boulevard.			
Contact Person/Dept.: Susan Yun, Senior Planner		Phone Number: (310) 253-5755 /	
Public Hearing: ☒		Action Item: ☐	
Attachments: ☒			
Public Notification: On February 10, 2010, a notice (approximately 1,900 recipients) was mailed to all the property owners and occupants beyond a 500-foot radius of the site, posted on the site and emailed to the Master Notification List.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Community Development Director	

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Mitigated Negative Declaration (MND) based on the Initial Study finding that the project will not have a significant adverse impact on the environment (Attachment No. 3); and
2. Approve Site Plan Review, SPR P-2011012, Administrative Modification, AM P-2011014, and Recommend Approval to the City Council of Density and Other Bonus Incentives, DOBI P-2011015, subject to the Conditions of Approval as stated in Resolution No. 2011-P003 (Attachment No. 7); and

NOTE: Due to a technical error in the posting of the Notice of Intent to Adopt the MND, the public review period for the MND had to be extended and does not end until March 15, 2011. Therefore, the Commission will not be able to adopt the MND at this meeting and cannot take formal action on the entitlements until the end of the CEQA comment period. As such, staff is recommending that the Commission proceed as noted below and after conducting the public hearing on this item continue the item to March 15, 2011 for adoption of the MND and adoption of the resolution approving the Site Plan Review and Administrative Modification and the resolution recommending approval to the City Council of the Density and Other Bonus Incentives.

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PROCEDURES:

1. Chair calls on staff for a staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision
5. Commission continues the item to March 15, 2011 for adoption of the MND and the resolutions.

BACKGROUND:

The proposed entitlement request is a Site Plan Review (SPR), to allow the development of a three story mixed use residential building with one level of subterranean parking; an Administrative Modification (AM) to reduce the parking drive aisle width; and a Density and Other Bonus Incentive (DOBI) to allow for an increase in the base residential unit density in exchange for the provision of affordable housing consistent with State law.

The proposed project is the product of efforts by the Redevelopment Agency and the City to redevelop this area of Washington Boulevard with a high quality development that promotes commercial revitalization as well as provision of affordable housing in accordance with the Redevelopment Agency's Comprehensive Housing Strategy and the City's 2008-2014 General Plan Housing Element.

The Redevelopment Agency (the Agency) acquired the blighted Pleasant View convalescent facility (11056 Washington Blvd.) and the Arco Electric Company (11054 Washington Blvd.) in 2007 for demolition and redevelopment. The adjacent commercial building is vacant and will be incorporated in the project. The Agency commenced negotiations with the developer, Los Angeles Housing Partnership (LAHP) in 2010 to redevelop the Agency's site as well as the adjoining properties subject to the terms and conditions of an Agency and developer Disposition and Development Agreement (DDA) to be considered upon completion of project entitlements.

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The Agency's expectation is to develop a place-making project that promotes area redevelopment and revitalization. Toward that end, staff has worked diligently over the last four months with the project developer and the community to incorporate design and revitalization programming that enhances the street and is fitting with the adjacent residential neighborhood. The project is designed as a high quality mixed used development with ample plazas and setbacks to provide opportunities for outdoor dining and landscaping. The retail component is considered as important to the project as the residential component and is designed to communicate effectively with the street and sidewalks. The retail spaces will include design features that help ensure quality retail tenants with attractive storefronts and signage. The materials, colors and textures of the building are intended to evoke quality and permanence. The building finishes include corten steel, wood and an abundant use of glass. The building includes step backs and setbacks to create an attractive building form and provide visual interest. Clerestory windows are used to provide light to the residential units and common areas. The Agency has also programmed funds to improve the public spaces with new street furniture, crosswalks and landscaping and will provide a commercial rehabilitation program for some of the adjacent commercial properties.

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The project site, approximately 32,279 square feet in area, is located at 11042-11056 Washington Boulevard on three contiguous parcels which span the south side of Washington Boulevard, on the block between Tilden Avenue on the east and Harter Avenue on the west, see Area Map (Attachment No. 2), in the Commercial General (CG) zone. The rear of the project site is bordered by a 20' wide public alley. The project site is surrounded by commercial retail uses to the north, east, and west in the CG zone, and single and two-family residential uses to the south in the R2 zone.

As noted above, a portion of the project site (11056 Washington Boulevard) that contained the 8,079 square feet Pleasant View facility was cleared in 2007 and is currently unpaved and vacant. There is a chain link security fence that surrounds the perimeter of this portion of the site. The remaining portion of the project site contains two commercial buildings with paved parking areas at the rear of the site adjacent to the alley. One of the buildings located at 11042-11052 Washington Boulevard is developed with a single story 6,029 square foot building that contains small retail stores such as a printer, nail salon and a

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collector's armory. The middle lot, located at 11054 Washington Boulevard contains a vacant 3,600 square foot building previously occupied by Arco Electric Company.

Project Description

The proposed project consists of a 3-story, 35-foot high, mixed use building with 10,700 square feet of ground floor commercial space and a total of 33 residential units at the second and third levels (48,525 square feet overall). The total units proposed include a density bonus of 35% as allowed by State law for the provision of affordable housing within the project. The project will provide a total of 106 parking spaces (41 surface parking spaces for the commercial visitors, employees and residential guests and 65 spaces in a one-level subterranean garage for the residential tenants).

The project will provide a number of on-site amenities for residents including a 700 square foot community/recreational room, a 440 square foot cyber library computer lab fully equipped for educational use, two large interior central courtyards totaling 4,440 square feet with benches and tables for passive recreational activities, a laundry facility on both the second and third floors and a 860 square foot community garden at the roof level.

The project also includes offsite improvements including new sidewalks, street furniture and street trees and new landscaped medians adjacent to the site as well as various operational and circulation improvements at the adjacent intersections of Washington Boulevard including Washington Place, Tilden Avenue and Harter Avenue.

ANALYSIS:

Site Plan and Architectural Design

The project has been designed to conform to all applicable provisions of the Mixed Use Ordinance, Commercial General (CG) Zone, and all City development standards. The building mass and scale is modest compared to the base zoning height and setback allowances and has been designed to be compatible with the adjacent residential uses to the south and to provide a pedestrian oriented streetscape along Washington Boulevard. The building will cover approximately 60 percent of the site, with remainder of the site developed with courtyard open space, landscaping or areas for parking and vehicular or pedestrian circulation. The proposed building is well articulated and aesthetically engaging by incorporating varying building heights, setbacks and design elements. The

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project's mechanical equipments and refuse containers have been designed to be concealed from the street, public places and neighboring properties.

Height. The mixed use development standards require a 35 foot height limit for portions of the building within 35 feet of an R1 or R2 zone with allowance for the building to go up to 45 feet in height for the building 35 feet or more from the R1 or R2 zone. The proposed building will be 3 stories, with the majority of the building at 35 feet in height including portions beyond 35 feet from the abutting residential zone. The corner portion of the building on the northeast side at Tilden Avenue and Washington Boulevard has a design element comprising of a clerestory window for the two story cyber library and will be 40 feet in height which is still under the 45 feet height limit for the portion of the building setback 35 feet or greater from a R1 or R2 zone.

Setback. The building frontage at ground level along Washington Boulevard will be setback up to 5 feet, as allowed in the City's mixed use ordinance to accommodate pedestrian amenities such as landscaped planter areas, seating niches for tables and benches, and building canopies to provide for an enhanced pedestrian friendly street edge. The Tilden Avenue corner of the building is setback up to 15 feet to provide for an enhanced pedestrian plaza area for utilization by commercial uses at the ground floor. The project accommodates an additional 3 foot building setback along the rear alley beyond the required 2 feet, for a total setback of 5 feet along the alley to allow the planting of a row of columnar type trees that will create a significant landscaped buffer between the project and the residential buildings behind the alley. Further, the project meets the requirements of the mixed use development standards 60 degree clear zone setback adjacent to the abutting residential zone resulting in the rear of the building being stepped back at the second level.

Architectural Design. The proposed project is an architecturally modern building making use of a variety of building materials including, corten steel, aluminum framing, glass store fronts, metal awnings, wood railings and stucco. The colors and materials are neutral and will not conflict with the character of the neighborhood. The building is well articulated with the use of stepbacks, overhangs and canopies; private balconies for residential uses on the second and third floors; substantial use of planter areas on the second floor and open space/courtyard areas which provide visual interest to all four sides of the building.

Sustainability/Green Building. An additional feature of the overall site design is the incorporation of environmentally friendly and energy efficient building design elements. The proposed project will incorporate building design standards to meet the U.S. Green Building Council (USGBC's) Leadership in Energy and

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Environmental Design (LEED) green building standards at the Silver certification level or higher. Sustainable/green building elements include:

- Open Space Courtyards. The project includes two large interior central courtyards totaling 4,440 square feet at the second floor of the building, creating an open-air passive recreational area for residents. This courtyard will be landscaped to satisfy LEED requirements, and will provide shaded areas equipped with benches and tables.
- Planters. Planters on the second floor are proposed to receive storm water from the roof, filtering and retaining the water before it is released into the City's storm drainage system. The filtration planter consists of a layer of pebbles and a growth medium over filter fabric and gravel. The planters are proposed to help purify the water, reduce the amount of water and slow the rate of water into the storm drain.
- Green Screens. At the back of the building, adjacent to the alley, vines will be planted along a "green screen" (metal mesh with landscaping) located behind the 5 foot planter area.
- Rooftop Community Garden. The project also offers an approximately 860 square foot community garden on the rooftop of the building for the residents that serves as a water reclamation system to irrigate landscaping and to contribute to sustainable building features, attributable to LEED requirements.
- Solar Power. The project provides photovoltaic solar arrays of approximately 5,000 square feet in area which is estimated to generate 30 Kilowatts of power. This exceeds the City's minimum requirement of 4.8 Kilowatts for a building and project of this size. The solar panels which are elevated from the roof also provide shade for the roof surface, which in turn, cools the roof and spaces below.
- Natural Ventilation. Each residential unit will be strategically designed to maximize day lighting as well as natural ventilation for a comfortable and healthy quality of life for residents. The rooftop community garden, perimeter landscaped planters areas, the interior courtyards and green screens are intended to provide ecological benefits such as cooling and humidifying the surrounding air, retaining and reducing storm water run-off, and improving the thermal insulation of the roof itself, thereby mitigating the effects of "urban heat islands".

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Mixed Use Requirements. To reinforce the commercial use of the area, the project proposes 10,700 square feet of commercial space on the ground floor that meet the minimum depth and floor area as required by the mixed use development standards. The commercial storefronts face Washington Boulevard and both the Harter and Tilden Avenue corners with pedestrian access from the Washington Boulevard sidewalk and from the surface level parking area.

Access to the residential units is secured by elevators located in the subterranean residential parking accessed off of Harter Avenue or in lobby areas off of the Tilden Avenue sidewalk entrance. The project proposes separate driveways for the residential and commercial components of the project. A driveway on Tilden Avenue leads to the surface level commercial parking and a driveway on Harter Avenue leads to the subterranean residential parking. Access off of the alley is limited to 4 parking spaces designated for employee parking. There will be no project access off of Washington Boulevard. The orientation of vehicular access to the site avoids the creation of vehicular hazards. Pedestrian hazards will not result from the design and layout of the proposed project.

Further compatibility will be achieved through mixed use performance standards. These standards 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. All of these design standards are incorporated into the project.

Parking. A total of 106 parking spaces are provided on site to meet the Zoning Code required parking for both the residential and commercial components of the project. A total of 72 spaces are required for the 33 residential units (1 each for the 2 one bedroom units; 2 each for the 31 two bedroom units; and 8 residential guest parking spaces). 34 spaces are required for the commercial components of the project. The parking for the residential component will include 65 spaces (64 for the residential units and 1 guest space) in the one-level subterranean garage and 41 spaces (7 residential guest and 34 commercial spaces) located on grade, immediately behind the commercial tenant spaces. Handicap accessible parking is provided both at the surface level (4 spaces) and at the subterranean level (1 space). Bicycle parking is also provided both on-site and along the sidewalk.

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The applicant is requesting an Administrative Modification to reduce the required parking aisle width of 27 feet by 2 feet and allowing for 25 feet at both the surface and the subterranean parking levels. The project originally provided the minimum required 2-foot planter strip at the rear of the development's alley frontage adjacent to residential zones. In order to provide enhanced screening and privacy to the nearby residential areas behind the development, staff requested that the 2 foot landscape planter strip be increased to 5 feet to provide for significant planting of columnar type trees. This staff requested enhanced strip narrows the site's geometry and its ability to provide the code required 27 foot wide drive aisle at both the surface and subterranean parking levels. Providing the code required 27 foot drive aisle after the installation of the increased planter strip would result in a site redesign and subsequent loss of parking spaces, further requiring a reduction in the number of dwelling units and/or commercial square footage.

As a result of the rear planter strip increase to 5 feet, the parking aisle width at both the surface and subterranean levels will need to be reduced to 25 feet so that the project's goal of 33 dwelling units and 10,700 square feet of ground floor retail can be achieved. The requested modification is below the maximum allowed 10% adjustment as stated in Zoning Code Section 17.550 - Variances and Modifications. Additionally, the requested 25 foot backup space will be sufficient for automobiles to maneuver into and out of the surface and subterranean parking spaces and will not cause a negative impact to the projects vehicular circulation.

Traffic and Circulation

A traffic analysis was conducted for the project by Arthur L. Kassan, P.E., consulting traffic engineer and reviewed and accepted for scope and content by the City's Traffic Engineer (Attachment No. 4).

The traffic analysis evaluated the existing (year 2011) and forecast future (year 2013) conditions at six intersections in the vicinity of the project site during both the AM and PM peak hours. In addition to these six study intersections, an investigation of potential project traffic impacts to four residential streets adjacent to or near the project was conducted. The traffic analysis estimated that the project would generate 428 net new daily vehicle trips, including 23 net trips during the AM peak hour, and 33 net trips during the PM peak hour. The traffic analysis 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).

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The traffic analysis also indicates that the proposed project will not impact any of the study intersections, nor would it produce sufficient net new traffic to create significant impacts to any of the adjacent local/residential streets, or to the area's regional arterial roadways and freeways. As a result no off-site traffic mitigation measures are warranted for the project.

Access to the surface parking lot will be provided through a two-way (entry and exit) driveway on Tilden Avenue. Access to the subterranean parking which will be for residents only will be from a two-way driveway on Harter Avenue. The proposed access locations are anticipated to operate adequately, with no external vehicular queuing on the fronting streets, and no significant internal queuing within the parking areas. Vehicles entering the site's driveway are provided with adequate visibility and maneuvering room both along the fronting streets and within the site itself. Site distance and driver visibility of oncoming vehicles at the site exits are also acceptable. Any structure or fence at driveway locations will not exceed "eye height" of exiting drivers, and site lines will not be affected.

The loading area for the project is proposed to be on-street at curbside adjacent to the project's frontage on Harter Avenue as permitted by the Zoning Code. The City Engineer/Public Works Director reviewed the proposed curbside loading and determined it met Public Works' standards and does not anticipate significant operational or access issues. A proposed condition of approval requires the applicant to process the curbside loading request through the Engineering Division and to make necessary curbside demarcations as required by the City Engineer/Public Works Director.

Offsite Improvements

Off-Site Median and Intersection Improvements. Although there are no identified traffic related impacts per the traffic analysis, staff has identified several pedestrian and vehicular operational improvements at and near the adjacent signalized intersections of Washington Boulevard at Washington Place, Harter Avenue and Tilden Avenue. Improvements to the medians and intersections as described below is initiated and will be funded by the Redevelopment Agency as part of an overall effort to revitalize this area and also address community concerns regarding existing circulation and parking spillover issues.

- Parking will be prohibited on the west side of Tilden Avenue, which is a thirty foot wide roadway, between the alley and Washington Boulevard. Also, the existing roadway will be striped to create a twelve foot

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unobstructed curbside driving lane and an eighteen foot northbound curb lane with parking available on the east side of Tilden Avenue.

- The curb at the southwest corner of Tilden Avenue and Washington Boulevard will be reconstructed to provide a larger radius and minimize the impact of the existing acute angle experienced by motorists eastbound on Washington Boulevard turning onto Tilden Avenue. Each of the changes above will enhance ingress/egress for motorists on Tilden Avenue, in particular for emergency vehicle access.
- The signalized intersections will be reconfigured to relocate the crosswalk across Washington Boulevard closer to Tilden Avenue and implement pedestrian crossings within a single phase in-lieu of the existing two phase pedestrian crossing.
- The existing raised median islands will also be reconfigured to provide for more vehicle storage area for east and west traffic on Washington Boulevard and Washington Place within the multi-leg intersection. The street medians adjacent to the project site will also be improved with enhanced landscaping.
- In addition, two low volume left turn movements will be eliminated to and from Tilden Avenue north of Washington Place. Emergency vehicle access will not be impaired by the proposed changes.
- New or relocated traffic signals will be repositioned to augment their visibility for all motorists that traverse the intersections and will be constructed in conjunction with a Traffic Signal/Intersection Reconfiguration Improvement Plan.

Streetscape Improvements. The public rights-of-way in and around the project site area lack streetscape improvements. In the parkway within the public right-of-way of Washington Boulevard, there are two palm trees and two sets of side by side palm trees scattered along Washington Boulevard (total of 6 street trees). In the parkway on Harter Avenue, there are two palm trees set approximately 20 feet to 25 feet apart. There is one palm tree on the corner of Tilden Avenue parkway. The street trees (primarily palm trees) in the vicinity of the project site along the Washington Boulevard corridor were planted over 40 years ago and need to be trimmed or removed. The tree planting in this area is not coherent and is randomly located. The parkways lack adequate tree planting and landscaping.

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In order to create a pedestrian and environmentally friendly streetscape a new design for the portion of Washington Boulevard between Harter Avenue and Tilden Avenue will be included as part of the Redevelopment Agency's offsite improvement plan for this area. The streetscape improvements include new street trees, planters, new concrete sidewalks with pervious paving inserts, and new street furniture (benches, trash receptacles, and bicycle racks). The existing palm trees will be replaced with up to eleven new street trees (seven trees along Washington Blvd., two trees on Harter Avenue and two trees on Tilden Avenue). Exact tree location is pending placement of traffic signal equipments. Spreading, shade trees will be planted to enhance the pedestrian environment and help rescale the street. The concept of new pedestrian scale street trees for the proposed project were reviewed and supported by the City's Landscape Architect (Parks Manager) and the Public Works Department, which is responsible for overseeing street trees on the public way. The preliminary landscape plan identifies the London Plane tree (*Platanus Acerfolia*) as the street tree that best fits the area. The streetscape improvements will be similar to what has been approved by the City Council for installation on portions of Sepulveda Boulevard between Culver Boulevard and Franklin Avenue.

The applicant/developer (Los Angeles Housing Partnership) as part of the project development will be required to upgrade the existing bus stop area on the sidewalk to include a bus shelter, a new bus bench, trash receptacle and bus stop sign/transit information display. Los Angeles Housing Partnership will also be required to pay a fee towards the cost and future installation of a real-time bus arrival information system.

Street Sweeping and Parking District. Feedback from the neighborhood as part of the community outreach for the project included requested changes relevant to two services under the charge of the Public Works Department: 1) That the existing street sweeping schedule on Fridays be modified to not occur during the mid-day hours; 2) That the City create a permit parking district for the whole neighborhood, outside of the process articulated by the City Council-adopted Permit Parking Program, due to existing parking intrusion, as well as due to concerns over future parking intrusion from the proposed project.

Regarding item 1, the Public Works Department has worked with the street sweeping contractor and negotiated to modify the street sweeping schedule, at no cost to the City. Additionally, staff accomplished the reduction of the window of time for street sweeping from four hours to three hours on both street sweeping days. The new street sweeping schedule took effect on Wednesday, February 23rd and Friday, February 25, 2011. Prior to the commencement of the new schedule all the street sweeping signs in the neighborhood were modified by Public Works staff to reflect the revised hours.

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Regarding item 2, the City Council is scheduled to consider a proposed preferential parking district for the neighborhood on February 28, 2011. The proposed district would have time-limited parking of 2 hours, Monday through Saturday, from 8 am to 6 pm. Anyone with a permit would not be bound to the time limitation.

Density and Other Incentives (DOBI)

The proposed project includes an increased residential unit density for the provision of affordable housing consistent with the provisions of State law. The increased density is allowed per State Density Bonus law (California Government Code Section 65915, et. seq.) and is stipulated in the Zoning Code that the processing of density increase requests are required to be consistent with Government Code Section 65915. The project meets the requirements of State density bonus law in that it provides an adequate number of affordable housing units for the percentage increase in density. The base density for this project is 25 dwelling units at the 35 dwelling units per acre, permitted pursuant to the mixed use development standards. The project includes 8 additional units which equates to an increase of 35% over the base density for a grand total of 33 dwelling units proposed at the project site. The State allows a maximum of 35% increase in density provided that 11% of the base units are at the very low income or 20% are in the low income categories. The project meets and exceeds this minimum criterion for allowing density increase by providing 14 units at the very low category, 6 units in the low category and 12 units in the moderate category. There will be one manager's unit that will be at the market rate and not restricted.

The DOBI process includes review of the project and conditions of approval intended to address any potential impacts associated with the density increase. The site plan review also addresses these potential impacts and the discussion on traffic, off-site improvements, and site design further illustrate how the project with its density increase will not impact the community.

Regional Housing Needs Assessment (RHNA)

This project will address a portion of Culver City's share of the RHNA by constructing 32 affordable units and 1 market rate unit. All California cities and counties are subject to the California State Regional Housing Needs Assessment (RHNA). The RHNA is updated by the State and administered by local metropolitan planning organizations (MPO's) such the Southern California Association of Governments (SCAG). After direction from the State, SCAG updates and allocates RHNA numbers for member jurisdictions within its boundaries including Culver City approximately every 4 to 7 years. The intended

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purpose of the RHNA is to set a goal of new housing production within that 4 to 7 year period with an emphasis on new affordable housing. The City's allocation for the current planning period is 504 units. The project will address a portion of Culver City's share of the RHNA by constructing 32 affordable units (14 very low income; 6 low income; and 12 moderate income).

Depicted in the table below are the City's RHNA production requirements for the current planning period and organized by income category and income maximum limits. Based upon the RHNA requirements, the City must annually develop approximately 17 units of very-low income, 10 units of low-income and 11 units of moderate income housing. During the last RHNA cycle, the City only produced 29% of its allocation of 650 units. It should be noted, in the last ten (10) years, the City has only constructed twenty-one (21) units of affordable housing. All these units were part of the Grandview Palms Assisted Living Facility for seniors with disabilities.

Regional Housing Needs Assessment

Number of Units	Income Category	% of Area Median Income*	Max. Income Limits+
129	Very-low	50	\$75,600
80	Low	80	\$66,250
85	Moderate	120	\$74,500
210	Above Moderate (Market)	Above 120	Unrestricted

*2010 Los Angeles Median Income = \$63,000

+Income Limits based upon a household size of four (4) persons

Comprehensive Housing Strategy

In addition to providing for affordable housing through a density bonus process and addressing a portion of Culver City's share of the RHNA, this project furthers the goals of the City's Comprehensive Housing Strategy (CHS). As noted above Culver City's RHNA requirement over the next 7 years is 504 housing units, with 294 units designated for very-low, low and moderate income households.

The CHS is intended to improve the City's affordable housing stock and meet housing production requirements under RHNA through the use of Redevelopment Agency Housing Set Aside Funds. The premise of the Housing Set Aside Fund is to "preserve, improve and increase the supply of affordable housing" (Health and Safety Code Section 33334.2(a)). The CHS is based on the concept of mixed-income, low-density, scattered site affordable housing developments. With the RHNA housing production requirements functioning as a guide, the CHS accomplishes the following 3 broad objectives:

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- Assess the housing needs and funding requirements over the 7 ½ year RHNA planning cycle.
- Provide realistic housing initiatives that best address the City's unmet housing needs consistent with the goals and objectives of the Housing Element over the 7 ½ year planning cycle with Agency owned, small/medium lot development, TOD developments, building preservation and rehabilitation.
- Effectively allocates the Housing Set Aside Fund to meet the City's housing needs.

In March 2008, the Agency reviewed and approved the implementation of Years 1-2 of the CHS. The CHS contains a list of sites proposed for construction of affordable housing units. The project site is on the list with the objective of 33 affordable units for this location. The project will achieve 32 of the stated goal of 33 units.

Community Meetings and Advisory Committee on Redevelopment (ACOR)

Pursuant to the City's Community Outreach Guidelines, LAHP hosted community meetings on September 16, 2010, October 13, 2010, and January 13, 2011; and will host a final meeting on March 2, 2011. In the initial meetings there was a lot of concern and questions regarding the project. Many community members expressed concerns about the existing conditions in the neighborhood. In particular, concerns were expressed about the demand for on-street parking, vehicle and pedestrian circulation at the Washington Blvd/Washington Place/Tilden Ave. intersection, and the elimination of on-street parking for street sweeping purposes around the mosque at noon on Fridays, when parking demand at the nearby mosque peaks. As noted above, the project includes off-site improvements as well as City street sweeping operations revisions, and the establishment of permit parking intended to address these concerns.

With regard to design, most comments at the community meetings were concerned with height, density, massing, and privacy. The project architects and staff attended each community meeting. Staff worked closely with the project architect and the developer and made significant design and site plan changes to address most of the concerns raised by the community. As noted above, the building is within the allowed height, and actually lower than the maximum permitted. The massing has been broken up into various planes by compliance with the mixed use development standards setback and stepback requirements and the incorporation of open space/courtyards, overhangs and canopies, balconies and landscape planters. Variations introduced by the color and material finishes palette also address the massing issue. Privacy concerns are addressed through the enhanced rear landscape strip. New streetscape

City of Culver City, California
Planning Commission Agenda Item Report

improvements will be provided along Washington Boulevard to further enhance the project and the neighborhood.

The final community meeting on March 2nd will provide an opportunity for the applicant to present the final design to the community prior to the Planning Commission public hearing. Staff will give a verbal report on this meeting as part of its presentation on March 3rd.

Written comments for and against the project were received by the City and the Redevelopment Agency (refer to Attachment No. 5).

On October 7, 2010, the proposed project was presented to the Advisory Committee on Redevelopment (ACOR.) No final vote or resolution was taken by the members of ACOR but in their individual comments they tended to support the project while echoing some of the concerns expressed by the neighborhood (refer to ACOR minutes, Attachment No. 6).

CONCLUSION:

Staff has worked closely with the applicant from the project inception to guide its design in order to meet Zoning Code requirements, address potential community concerns and create a mixed use residential development that promotes area redevelopment goals and is consistent good planning practice. Based on the analysis contained herein staff believes the findings for a Site Plan Review, Administrative Modification and Density and Other Incentives, can be made as outlined in proposed Resolution No. 2011-P003 (Attachment No. 7) and recommends project approval.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines a Mitigated Negative Declaration (MND) has been prepared; the project has been determined to have less than significant impacts on the community. The project is consistent with the Zoning Code regulations, and the traffic study determined that expected increased traffic will be below thresholds of significance.

ALTERNATIVE OPTIONS:

The following alternative actions may be considered by the Planning Commission:

1. Approve the application with the recommended conditions of approval if the application is deemed to meet the required findings.

City of Culver City, California
Planning Commission Agenda Item Report

2. Approve the application with additional or different conditions of approval, if deemed necessary to meet the required findings and mitigate any new project impacts identified at the meeting.
3. Disapprove the application if it does not meet the required findings.

ATTACHMENTS:

1. Project Summary
2. Area Map
3. Initial Study/Mitigated Negative Declaration dated February 10, 2011.
4. Traffic Analysis prepared by Art L. Kassan, P.E., dated February 2011.
5. Written Comments or Correspondence Regarding the Project.
6. ACOR Minutes, dated October 7, 2010.
7. Draft Resolution No. 2011-P003 (SPR P-2011012, AM P-2011014, and DOB P-2011015)
8. Development Plans date stamped February 24, 2011.

Attachment No. 1
PROJECT SUMMARY

APPLICATION TITLE & CASE NO:		
Tilden Terrace Mixed Use Affordable Housing Project: The project includes a Site Plan Review (SPR P-2011012), Administrative Modification (AM P-2011014), and Density and Other Bonus Incentives (DOBI P-2011015) for the construction of a 3 story mixed use development with approximately 10,700 square feet of commercial uses on the ground floor and a total of 33 residential units on the upper floors.		
PROJECT ADDRESS/LOCATION:		APPLICANT INFORMATION:
11042-11056 Washington Boulevard (between Harter and Tilden Avenues)		Los Angeles Housing Partnership Mary Silverstein 1200 Wilshire Blvd. Ste. 307 Los Angeles, CA 90017 Culver City Redev. Agency John Fisanotti 9770 Culver Boulevard Culver City, CA 90232
PERMIT/APPLICATION TYPE:		
☐ Administrative Use Permit ☐ Conditional Use Permit ☐ Administrative Site Plan Review ☒ Site Plan Review ☐ Administrative Variance ☐ Variance ☐ Master Sign Program ☐ Certificate of Appropriateness ☐ Certificate of Exemption ☒ DOBI ☐ Tentative Parcel Map ☐ Tentative Tract Map ☐ Lot Line Adjustment ☐ Zoning Code Amendment - Text ☐ Zoning Code Amendment -Map ☐ General Plan Amendment - Text ☐ General Plan Amendment - Map ☐ Planned Unit Development ☐ Specific Plan ☒ Other: Administrative Modification		
APPROVAL BODY:		
☒ Public Hearing ☐ Public Meeting ☐ Administrative		
☐ Administrative ☒ Planning Commission ☒ City Council		☒ Redevelopment Agency ☐ Other:
ENVIRONMENTAL DETERMINATION AND NOTICING:		
CEQA Determination	☐ Categorical Exemption ☐ Negative Declaration ☒ Mitigated Negative Declaration ☐ Environmental Impact Report	
CEQA Noticing	☐ Notice of Exemption (w/in 5 days of decision) ☒ Notice of Intent to Adopt (21 days prior to decision) ☐ Notice of Determination (w/in 5 days of decision) ☐ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision) ☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness	
PUBLIC NOTIFICATION:		
Mailing Date: 2/10/11	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 500' foot radius ☐ w/in 500' foot radius / extended ☒ Other: Beyond 500' radius
Posting Date: 2/10/11	☒ Onsite ☐ Offsite	☐ Other:
Publication Date: N/A	☐ Culver City News	☐ Other:
Courtesy Date: 2/10/11	☒ City Council ☒ Commissions ☒ Master Notification List ☒ Culver City Website ☐ Cable Crawler	☐ Press Release ☒ HOA /Neighborhood Groups ☐ Culver City Organizations ☐ Other:

PROJECT SUMMARY

GENERAL INFORMATION:	
General Plan General Corridor	Zoning Commercial General (CG)
Redevelopment Plan Component Area No. 4	Overlay Zone/District Commercial Zero Setback Overlay Zone
Legal Description Lot 1, 2, 3, 4, 5, 6, 7, 8 of Tract No. 9648	Existing Land Use 11042-11050: retail and office uses 11054: vacant commercial building 11056: vacant lot

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>
North	CG	Commercial Building & Tellefson Park
South :	R2	Single & Two-Family Residences
East:	CG	Commercial Building
West	CG	Commercial Building

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required</u>
Lot Area	32,279 s.f.	NA	NA
Building Coverage:	9,629 s.f.	48,525 s.f.	NA
Landscaped Area:	None	7,851 s.f.	No min

Parking:			
Standard	14 (approx.)	101	101
Handicapped	0	5	5
Total:		106	106

Building Height:	16 ft. (approx.)	35 ft. (40 ft. at corner)	35 ft. (up to 45 ft. with 35' setback adjacent to R2 zone)
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Building Setbacks:	<u>Existing</u>	<u>Proposed</u>	<u>Required</u>
Front	4 ft.	5 ft.	0 ft. (ground floor- 5 ft. may be permitted with enhanced landscaping or high quality paving)
Rear	22 ft.	5 ft. 5 ft. 32' (upper floors, (23'6" at Tilden Ave. corner)	5 ft. (upper floors) 2 ft. (ground floor) (upper floors- a 60 degree clear-zone angle must be maintained, measured from 15' above the existing grade)
Side (east)	0 ft.	0-15 ft.	None
Side (west)	0 ft.	0-19 ft.	None

ESTIMATED FEES:			
☒ New Development Impact Fee	☒ School District: TBD	☒ Plan Check: TBD	
☐ In Lieu Parkland Fee: NA	☒ Art: TBD	☒ Sewer: TBD	
INTERDEPARTMENTAL REVIEW:			
The Project Review Committee reviewed the project on February 3, 2011. Comments have been incorporated into the plans or were made part of the recommended conditions of approval.			
ART IN PUBLIC PLACES:			
The project will be subject to the City's Art in Public Places Program.			

Culver CITY

Project Address(es)
11042-11056 Washington Boulevard

—●— Project Site

Site Plan Review
P-2011012
Administrative Modification
P-2011014
Density and Other Bonus Incentives
P-2011015



THE CITY OF
CULVER CITY



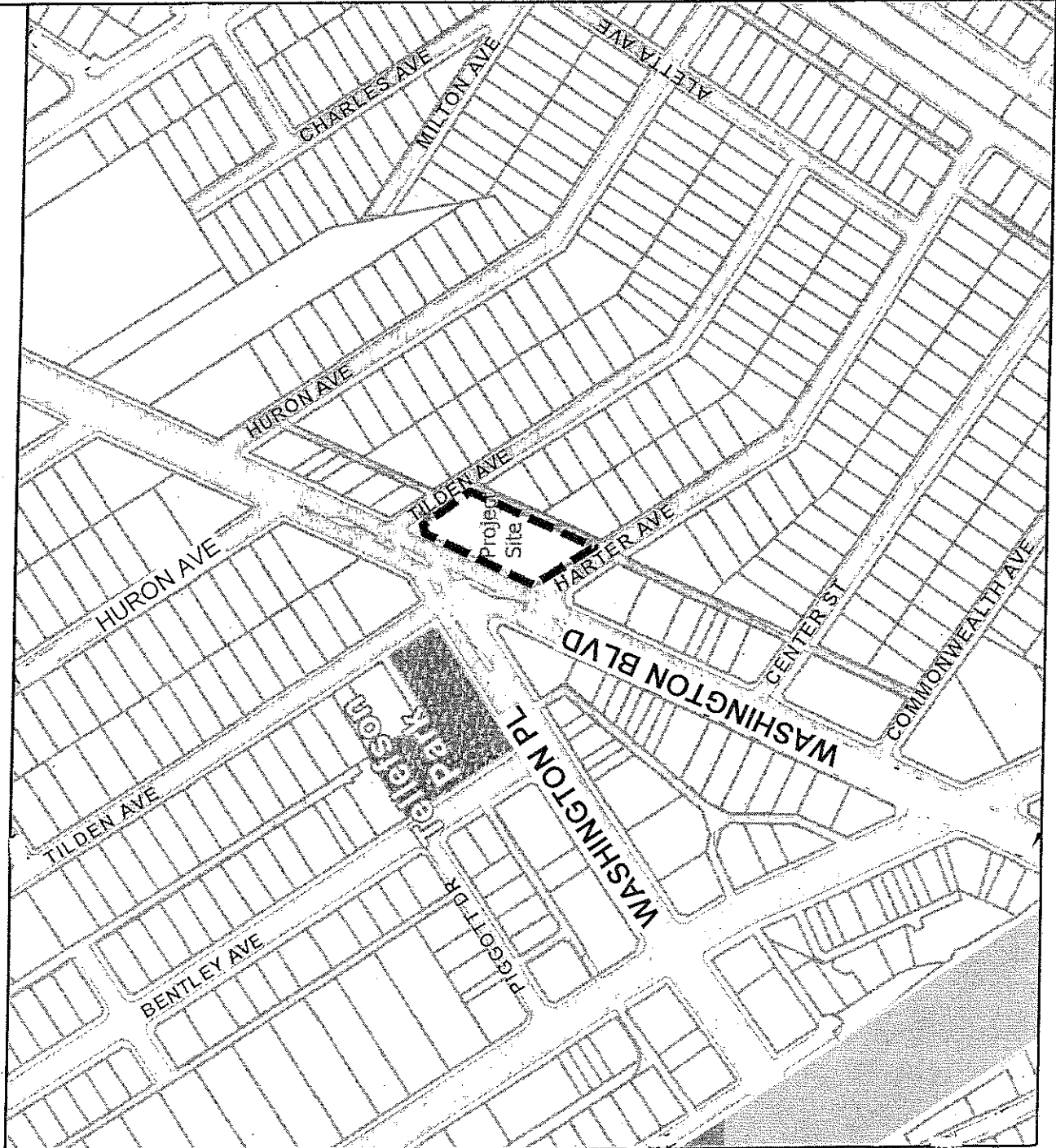
INFORMATION TECHNOLOGY DEPARTMENT
GEOGRAPHIC INFORMATION SYSTEMS
8770 CULVER BLVD
CULVER CITY, CA 90232

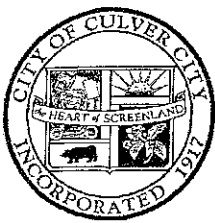


Scale: 1:3,642

0 151.75 303.5 Feet

Project Site Map





Culver CITY

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

Attachment No. 3

(310) 253-5710

FAX (310) 253-5721

PROPOSED MITIGATED NEGATIVE DECLARATION

Project Title and File No.: Tilden Terrace (Site Plan Review, SPR-P2011012, Administrative Modification, AM-P2011014, and Density and Other Bonus Incentives DOBI-P2011015)

Project Location: 11042-11056 Washington Boulevard

Project Sponsor: Los Angeles Housing Partnership and Culver City Redevelopment Agency

Project Description: Proposed Site Plan Review for 3-story mixed use development with approximately 10,700 square feet of commercial space on the ground floor and a total of 33 residential units on the upper floors with a total of 106 on-site parking spaces. The project includes a density bonus proposal, pursuant to State law, to allow for a density increase for the provision of affordable housing, an Administrative Modification request to reduce the width of the parking drive aisle and a Disposition and Development Agreement.

Environmental Determination:

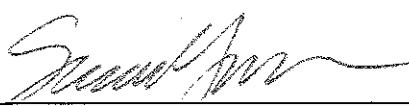
This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this MITIGATED NEGATIVE DECLARATION based on the following finding:

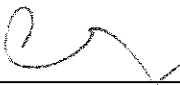
- ☐ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- ☒ The Initial Study identified potentially significant effects, but:
1. Revisions in the project plans or proposals made by, or agreed to by the applicant before this proposed MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY was released for public review would avoid the effects or mitigate the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

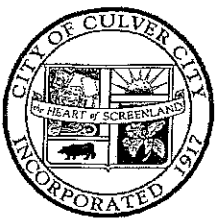
A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this MITIGATED NEGATIVE DECLARATION may be obtained at:

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

The public is invited to comment on the proposed MITIGATED NEGATIVE DECLARATION during the review period, which ends **Tuesday, March 15, 2011.**


Susan Yun, Senior Planner and Christina Rios, Assistant Planner


February 23, 2011



Culver CITY

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title/ Case Nos:	Tilden Terrace Site Plan Review (SPR)-P2011012 Density and Other Bonus Incentives, (DOBI)-P2011015 Administrative Modification (AM)-P2011014		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Susan Yun, Senior Planner (310) 253-5755 Christina Rios, Assistant Planner (310) 253-5756		
Project Location/Address:	11042-11056 Washington Boulevard		
Nearest Cross Street:	Harter and Tilden Avenues	APN:	4213-007-001 4213-007-901 4213-007-900
Project Sponsor's Name & Address:	L. A. Housing Partnership Mary Silverstein 1200 Wilshire Blvd, Ste. 307 Los Angeles, CA 90017	Culver City Redev. Agency John Fisanotti 9770 Culver Boulevard Culver City, CA 90232	
General Plan Designation:	General Corridor	Zoning:	Commercial General (CG)
Redevelopment Project Area:	Component Area No. 4		
Overlay Zone/Special District:	Commercial Zero Setback Overlay Zone		
Project Description and Requested Action: <i>(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)</i> The proposed project consists of the development and operation of a new three story mixed use building totaling approximately 48,525 square feet. The project comprises approximately 10,700 square feet of ground-floor commercial space and a total of 33 residential units at the second and third levels. The project will provide a total of 106 parking spaces (41 surface parking spaces for the commercial visitors, employees and residential guests and 65 subterranean spaces in a one-level subterranean garage for the residential tenants and one residential guest space). The project also includes a community room for use by residents for meetings and events, a cyber library computer lab fully equipped for educational use, two large interior central courtyards with benches and tables for passive recreational activities, a laundry facility for the residents on the second and third floors and a community garden at the roof level.			

The project will be built on three lots, two of the lots (11054-11056 Washington Boulevard) are currently owned by the Culver City Redevelopment Agency and the remaining lot (11042-11052 Washington Boulevard) is currently owned by Los Angeles Housing Partnership. A covenant and agreement, as part of this project, will tie the three lots into one parcel.

The requested approvals include a Site Plan Review to construct a three story mixed use building and one level of subterranean parking, and an Administrative Modification to reduce the parking drive aisle width by two feet. The project approval also include the request for Density and Other Bonus Incentives to allow for the density increase reflected in the site plan in exchange for the provision of affordable housing consistent with State law.

The project also includes offsite improvements including new curb, gutter, sidewalk, street furniture and street trees. It also includes new landscaping within the medians adjacent to the site as well as various pedestrian and vehicular operational and circulation improvements at the adjacent intersections of Washington Boulevard including Washington Place, Tilden Avenue and Harter Avenue.

Existing Conditions of the Project Site:

The project is comprised of three lots totaling approximately 32,279 square feet on the south side of Washington Boulevard between Harter and Tilden Avenues and is bordered by a twenty foot wide public alley at the rear of the property. Approximately sixty percent of the project site is currently vacant unpaved land, flat in topography and composed of dirt. The remaining portion is improved with a paved parking lot at the rear of the site adjacent to the alley and two commercial buildings which will be demolished.

11042-11052 Washington Boulevard is developed with a single story 6,029 square foot commercial building including office and retail uses and the middle lot (11054 Washington Boulevard) contains a 3,600 square foot vacant commercial building. The vacant lot (11056 Washington Boulevard) was first developed in 1947 as a hotel and was later converted into a residential care facility for the disabled and elderly with twenty-three bedrooms (two beds in each room). The facility was a single story 8,079 square feet building with a paved parking lot in the central courtyard of the property. In August 2007, a building permit was issued to demolish the structure and the parcel has since been cleared.

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

West: Harter Avenue and a commercial building beyond

East: Tilden Avenue and a commercial building beyond

North: Washington Boulevard and Washington Place intersection and a commercial building and Tellefson Park beyond

South: An alley and single and two-family units beyond

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

Culver City Redevelopment Agency and City Council – Disposition and Development Agreement

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

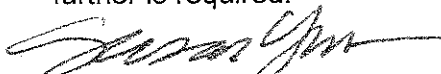
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

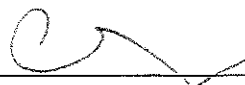
- | | |
|---|---|
| ☐ Aesthetics | ☐ Land Use / Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☐ Air Quality | ☐ Noise |
| ☐ Biological Resources | ☐ Population / Housing |
| ☐ Cultural Resources | ☐ Public Services |
| ☐ Geology /Soils | ☐ Recreation |
| ☐ Greenhouse Gas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

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

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


Susan Yun, Senior Planner
Christina Rios, Assistant Planner


Date

2.24.11

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Responses:				
a) <u>Less than Significant Impact.</u> The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is relatively flat with no substantial ocean or mountain views that can be considered scenic that will be affected by the project. No mitigation measures are necessary.				
b) <u>Less than Significant Impact.</u> There are no identified rock outcroppings or historic buildings within a state scenic highway on the site. The project site is currently void of any landscaping or trees as it is developed with two buildings and one of the lots is an unpaved vacant area covered with soil and dirt, gated with a chain link security fence. Street trees are minimal and randomly placed along the project's street frontage.				
The proposed project will include enhanced landscaping onsite by providing significant planting of columnar type trees along the alley edge of the building and perimeter planter areas on the ground and second levels of the building. Streetscape or off-site enhancements include planting of new street trees with ground cover along with associated streetscape furniture such as new benches, new trash receptacles, and bike racks will provide for visual uniformity and enhancements to the project's streetscape. The street medians adjacent to the project site will also be improved with enhanced landscaping. The proposed landscaping both onsite and offsite will reduce any potential impact to a level that is less than significant. No mitigation measures are necessary.				
c) <u>Less than Significant Impact.</u> Less than Significant Impact. There is minimal visual character or quality of the project site as it is predominantly vacant and void of any trees or significant landscaping. A chain link security fence surrounds the perimeter of the project site that is currently unpaved vacant land.				
The proposed project will improve the visual character and quality of the project site by constructing a new architectural modern building making use of a variety of building materials including stucco, glass store fronts, wood railings, metal awnings, corten steel and aluminum framing. In addition, the three-story mixed use building is consistent with the maximum height requirement as well as various building setback and stepback provisions of the Zoning Code resulting in a building that is compatible in size and scale with the existing single and multi-story commercial buildings surrounding the project site. The development will also incorporate sustainable design and construction features that comply with the Culver City Green Building Program, California Green Building Code and Leadership in Energy and Environmental Design (LEED). This includes the installation of a photovoltaic system, landscaping design with drought tolerant plants, use of planter areas as a filtration system for roof storm water runoff, inclusion of substantial open space/courtyard areas onsite for residents and passive building design elements to maximize day lighting and natural ventilation.				
As mentioned in Section I.b. above, the project will result in enhanced and improved streetscape improvements with the addition of new street trees and landscaping along the public right of way. Furthermore, the proposed project once implemented will act as a catalyst to help redevelop the commercial area at this section of Washington				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Boulevard by creating an active and pedestrian friendly commercial streetscape. The building is setback five feet along Washington Boulevard to include pedestrian amenities such as benches, awnings, and landscaped planters. In conclusion, the project will not degrade the visual character of the site and will be a significant improvement for the immediate area. No mitigation measures are necessary. d) <u>Less than Significant Impact</u>. The proposed project will bring new sources of light at nighttime from exterior lighting of the building and to a smaller extent, interior lighting of the building. However, the project is required to be built to City codes and all lighting is required to be shielded or recessed so that direct glare and reflections are confined to the boundaries of the site and do not shine or glare directly onto adjacent public and private properties. With implementation of these code requirements, this potential impact is reduced to a level that is less than significant. No mitigation measures are necessary. Mitigation Measure(s): None required				

II. AGRICULTURE RESOURCES AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

Responses:

a)- e) 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. The site is located in an urban area and there is no forest land in the vicinity of the project site. No mitigation measures are necessary.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mitigation Measure(s): None required				
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
Responses:				
a) <i>Less Than Significant Impact.</i> The project site is within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles County and Orange, Riverside, and San Bernardino counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing an Air Quality Management Plan (AQMP) for the basin. The current AQMP was approved in 2007. Implementation of the AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant targeted. Since the AQMP is based on growth projections reflected in local general plans, only new or amended general plans or projects that exceed the level of development contemplated in the general plan have the potential to conflict with the AQMP. The proposed project does not require an amendment to the General Plan land use designation of General Corridor and is consistent with expected commercial and mixed use development potential build out along the Washington Boulevard commercial corridor and is consistent with the Commercial General (CG) Zoning and State density bonus development standards. There is no conflict with the AQMP and no mitigation measures are necessary.				
b)-c) <i>Less Than Significant Impact.</i> Future new development in Culver City may contribute both at the project level and cumulatively to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. This project involves the demolition of two structures and construction of a three story mixed use building totaling approximately 48,525 square feet with 106 on-site parking spaces (ground level and subterranean). The project also includes various offsite streetscape improvements and operational improvements to adjacent intersections of the project site. During construction, air contaminant emissions would result from the use of construction equipment such as bulldozers, trucks, scrapers, loaders, graders, and backhoes, as well as construction workers that would be traveling to and from the project. Project related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards because the project would be subject to limits on the construction hours contained in the Municipal Code. The project will be subject to standard conditions that will reduce construction related pollutant emissions and dust				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
emissions.				
Operationally the project is also not expected to create significant air quality impacts. Based on the Traffic Impact Study prepared for the site, the proposed project will not generate significant traffic impacts at any of the studied intersections and roadway segments. Thus, emissions resulting from the number of vehicles related to the proposed project in the AM and PM peak hours are not expected to be significant as well.				
Overall, construction emissions would be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further the proposed project will implement standard SCAGMD-approved construction procedures and will comply with applicable provisions of SCAGMD Rule 403.				
d) <u>Less Than Significant Impact</u>. Sensitive receptors include single and two-family residential neighborhoods behind the twenty foot wide alley at the rear of the site. Although the project site would cause emissions in close proximity to the existing homes during construction, it would be for a limited period of time and the construction would be subject to standard construction conditions. Operationally as a primary residential and commercial use, emissions would not be expected to be significant or above normal emissions from any existing residential or commercial uses in the project vicinity. Impacts are expected to be less than significant (see Section III. a., above).				
e) <u>Less Than Significant Impact</u>. Diesel-powered equipment used for construction could cause odors and emissions that may be offensive to sensitive persons. The closest sensitive uses to the project area are single and two-family homes behind the twenty foot wide alley at the rear the site. This would be a temporary impact and would be mitigated by existing AQMD regulations requiring proper maintenance of vehicle engines and exhaust systems, and by standard construction conditions. Therefore, impacts are not expected to be significant. No mitigation measures are necessary.				
Mitigation Measure(s): None required				
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Responses:

a)-f) Less Than Significant Impact. The project site is comprised of three lots totaling 32,279 square feet as well as adjacent offsite intersection and streetscape enhancement and improvement areas. Two lots (12,520 square feet) are developed with a commercial building on each parcel totaling 9,629 square feet and the third lot (19,759 square feet) is vacant and void of any development or significant vegetation; however the site is existing disturbed land as it was previously developed with an 8,079 square foot single story residential care facility for the disabled and elderly. The site was first developed in 1947 as a hotel and was later converted into a residential care facility. In August 2007, a demolition permit was issued to demolish the structure. The site was cleared and now is bare dirt with no trees or significant vegetation. No sensitive native plants or wildlife are known to inhabit the site. There is no riparian habitat or other sensitive natural community on the site. The project site supports no federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site. Development of the proposed project would result in impacts that are less than significant. No mitigation measures are necessary.

Mitigation Measure(s): None required

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																														
<u>Responses:</u>																																		
a) <u>Less than Significant Impact</u>. Information on existing conditions of the project site per City records and project application materials indicates that no identified historical resources exist on site and no significant adverse impacts relative to historical resources are associated with the project. The proposed project site includes a vacant lot that was previously developed and two lots with existing commercial buildings that will be demolished. None of the three (3) lots have been identified as historic resources. b) -- d) <u>Potentially Significant Impact Unless Mitigation Incorporated</u>. The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. At an excavation of at least ten (10) feet below grade for the subterranean parking, the potential does exist for fossil resources, burial sites, and other paleontological/archaeological resources to be unearthed during construction activities. Culver City is located in a region of western Los Angeles basin known to contain paleontological/archaeological resources and upon excavation for the subterranean level such resources could surface¹. This potential impact is considered significant without mitigation. A Phase 1 Archaeological/Paleontological Survey is required prior to building permit issuance. Implementation of the survey described below would reduce the significance of potential impacts to a less than significant level.																																		
<u>Mitigation Measure(s):</u>																																		
CR-1: Prior to building permit issuance, a Phase 1 Archaeological/Paleontological Survey shall be completed and submitted to the Planning Division and Building Safety Division for review. If the Phase 1 Archaeological/Paleontological Survey indicates the presence of archaeological and/or paleontological resources, then an archaeological and/or paleontological professional(s), approved by the City, shall monitor all phases of excavation for the project site. In the event that the Phase 1 Archaeological/Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains or other archaeological and/or paleontological resources are encountered during construction activities, work in that area must be halted and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist and paleontologist have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.																																		
VI. GEOLOGY AND SOILS -- Would the project:																																		
<table border="0"> <tr> <td data-bbox="87 1350 873 1444">a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td data-bbox="87 1455 873 1612">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.</td> <td align="center">☐</td> <td align="center">☐</td> <td align="center">☒</td> <td align="center">☐</td> </tr> <tr> <td data-bbox="87 1623 873 1654">ii) Strong seismic ground shaking?</td> <td align="center">☐</td> <td align="center">☐</td> <td align="center">☒</td> <td align="center">☐</td> </tr> <tr> <td data-bbox="87 1665 873 1696">iii) Seismic-related ground failure, including liquefaction?</td> <td align="center">☐</td> <td align="center">☐</td> <td align="center">☒</td> <td align="center">☐</td> </tr> <tr> <td data-bbox="87 1707 873 1738">iv) Landslides?</td> <td align="center">☐</td> <td align="center">☐</td> <td align="center">☒</td> <td align="center">☐</td> </tr> <tr> <td data-bbox="87 1749 873 1780">b) Result in substantial soil erosion or the loss of topsoil?</td> <td align="center">☐</td> <td align="center">☐</td> <td align="center">☒</td> <td align="center">☐</td> </tr> </table>					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?	☐	☐	☒	☐
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¹ Culver City General Plan Program EIR, November 1995, page 226

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Responses:

a) (i-ii) Less Than Significant Impact. Based on a Geotechnical Engineering Investigation (dated January 14, 2011) prepared by GEOCON, Inc. for the proposed project, the site is not located in an Alquist-Priolo zone. The closest active fault occurs on the Overland Fault located approximately 0.3 miles northeast of the site and the Newport-Inglewood Fault located approximately 1,020 feet east of the site. The faults do not present a potential surface fault rupture hazard however the site is subject to ground shaking during the event of an earthquake.

A standard code requirement requires the submittal of the geotechnical report to ensure adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. Compliance with the recommendations in the geotechnical report and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary.

a) (iii) Less Than Significant Impact. Based on information contained in the geotechnical report referenced above, the project site is located within an area identified as having a potential for liquefaction. Liquefaction involves the temporary loss in strength of soils and results in transformation of the soils into a fluid mass. A liquefaction analysis of the soils underlying the site was performed and indicates that the soils would not be prone to liquefaction during 475 year return period ground motion. This is a calculation standard used for site specific probability for earthquake magnitudes accounting for ground motion and different types of soils including water or clay.

The geotechnical report referenced above provides recommendations at the construction stage for adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. Compliance with recommendations in the geotechnical report and standard building code requirements would reduce this impact to a level that is less than significant. No mitigation measures are necessary.

a) (iv) Less Than Significant Impact. Based on the geotechnical report referenced above, the site is not within an area identified as having a potential for slope instability and there are no known landslides near the site nor is the site in the path of any potential landslides. No mitigation measures are necessary.

b)-c) Less Than Significant Impact. The project site is developed with two structures and is surrounded by urban development. The two developed parcels do not currently contain top soil as they are surfaced with structures and asphalt parking. The vacant lot was once developed with a structure and although currently it contains dirt, it is not planned or zoned for agriculture use. Therefore the proposed project will not result in substantial soil erosion or the loss of topsoil where none exists now or where none is needed.

d) Less Than Significant Impact. The soils at the project site are considered to have a very low to moderate expansive soil potential. However, standard code requirements and conditions of approval requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous conditions. These plans would reduce this impact to a level that is less than significant. e) <u>No Impact</u>. The project would not involve the use of septic tanks. All wastewater is proposed to be conveyed off-site via connections to the public sanitary sewer system. No mitigation measures are necessary. Mitigation Measure(s): None required				

VII. GREENHOUSE GAS EMISSIONS --Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Responses:

a)- b) Less Than Significant Impact. As discussed above, the project site is comprised of three (3) lots totaling 32,279 square feet as well as adjacent offsite intersection and streetscape enhancement and improvement areas. Two lots totaling 12,520 square feet are developed with a commercial building on each parcel totaling 9,629 square feet and the third lot is 19,759 square feet and currently vacant. The Greenhouse Gas Inventory and Analysis prepared by CAJA Environmental Services (dated January 2011) indicates that the greenhouse gas emissions associated with the existing site and retail uses, including the demand of natural gas, electricity, water, and motor vehicles, totals an estimated 595.34 metric tons per year. Specifically, the emissions are generated by fossil fuels necessary to generate electricity, provide heating and hot water for the on-site land uses, propel landscaping equipment, convey, transport and treat water and the consumption of fuel by mobile vehicles.

The analysis also assessed both short-term construction related activities and long-term operational activities of the proposed project. The estimated greenhouse gas emissions generated during construction during the year 2011 is 84.41 metric tons, 198.37 metric tons during 2012 and 29.46 metric tons in 2013. Activities associated with the emissions include the use of construction equipment during demolition, grading, construction and paving, haul truck trips, construction worker trips, and vendor trips to the site.

The total estimated greenhouse gas emissions for the proposed project long-term operational activities are 1,266.32 metric tons per year which is a net increase of 670.98 metric tons of the existing site. In an effort to put this increase in appropriate context, these emissions would be far less than 0.001% of the estimated Statewide total for the year 2008 which is the most current California green house gas inventory provided by the California Air Resource Board (CARB).

In addition, there are currently no quantified thresholds or guidance adopted by CARB, the City or SCAQMD to assess the significance of potential impacts associated with greenhouse gas emissions and the recently adopted CEQA Guidelines amendments do not establish a threshold of significance for emissions.

The generation rates do not account for the improved sustainability of modern construction and design compared to the existing buildings currently on-site. It is anticipated that greenhouse gas emissions would be reduced by the following sustainable design and construction features integrated in the project:

Water Efficiency: The proposed water efficient irrigation system is designed to meet the standards of the Model Efficient Landscape Ordinance by providing a drip irrigation system to reduce evaporation and eliminate runoff due to

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
overwatering, high efficiency fixtures and fittings will be provided in the bathrooms to minimize indoor water use, a filtration system will be installed to collect storm water and rain water from planters and the landscape design of drought tolerant plants to minimize the need for irrigation. Energy: Energy Star appliances will be installed including refrigerators, dishwashers, light fixtures, ceiling fans, etc. Energy Star products meet energy efficiency guidelines set by the Environmental Protection Agency and the US Department of Energy. The installation of a photovoltaic system will also be installed and will meet the City's Solar Photovoltaic Requirement. The residential portion will be built as certified at minimum to LEED silver standards. Materials: The use of products containing tropical wood that is certified by the Forest Stewardship Council (FSC). The FSC is a non-profit organization that sets standards to ensure forestry is practiced in an environmentally responsible, socially beneficial, and economic viable way. Also environmentally preferable products including renewable products and materials with low voc paints. Indoor Environmental Quality: The windows and doors in each residential unit will be designed to maximize day lighting as well as natural ventilation and Energy star labeled appliances will be used to reduce moisture and exposure to pollutants. Open Space: The project includes two large interior courtyards totaling approximately 4,440 square feet at the second floor of the building and an 860 square foot community garden on the roof of the building that provides private gardening for the residents. To further satisfy the City's open space requirements, all residential units will have private balconies. In the absence of established quantitative thresholds to evaluate impacts associated with greenhouse gas emissions, consistency with adopted programs and policies to reduce greenhouse gas emissions has been suggested as a method to qualitatively evaluate the significant of cumulative impacts. A project's consistency with implementing programs and regulations to achieve statewide greenhouse gas emissions reduction goals established under AB 32 cannot be evaluated because they are still under development. Although the City does not currently have a Climate Action Plan, the City does have standard code required conditions of approval to help reduce greenhouse gas emissions and the project will be subject to the City's Mandatory Green Building Program and Solar Photovoltaic Requirement. The project will also meet the design standards of the U.S. Green Building Council (USGBC)'s and Leadership in Energy Environmental Design (LEED) for a Silver certification. Mitigation Measure(s): None required				

VIII. 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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Responses:

a) Less Than Significant Impact. Operationally as a mixed use residential and commercial development, the project is not expected to involve the routine use, transport or disposal of hazardous materials. During demolition and construction there will be hazardous materials either on-site or transported to and from the site.

Two Phase I Environmental Site Assessment reports were prepared by Terracon Consultants for the project site. One report (dated November 2, 2010) examined the existing single story concrete cinder block and wood frame building constructed in 1957 and an associated asphalt-paved surface parking lot (11042-11052 Washington Boulevard). The second report (dated January 7, 2011) examined one parcel that is developed with a vacant structure built in 1961 addressed as 11054 Washington Boulevard and the second parcel that is currently vacant but previously developed with a single story residential care facility built in 1947 addressed as 11056 Washington Boulevard.

The Phase I Environmental Site Assessment reports for 11042-11052 Washington Boulevard and for 11054 and 11056 Washington Boulevard recommended a subsurface investigation due to the result of a potential release from four dry cleaning facilities within 0.2 miles of the project site. The Limited Site Investigation (LSI) report prepared by Terracon Consultants (dated January 6, 2011) indicates that volatile organic compounds (voc) were not detected at concentrations above their laboratory reporting limits set by the Environmental Protection Agency (EPA) and the California Environmental Protection Agency (Cal/EPA). Additional investigation is not necessary at this time.

b)-c) Potentially Significant Impact Unless Mitigation Incorporated. La Ballona Elementary School (10915 Washington Boulevard) is located to the east of the project site within one-quarter mile. As a mixed use residential and commercial development, hazardous materials are not expected to be used in connection with the new project. However, during construction there is a potential for disturbance of asbestos or lead paints in building materials to occur during demolition as well as transport of hazardous materials during construction. The environmental site assessment reports indicated that asbestos and lead were found on and in the buildings and that a thorough asbestos and lead survey is recommended prior to the demolition of the buildings. Implementation of the recommended mitigation measure below would reduce the significance of potential impacts to a level that is less than significant.

d) Less Than Significant Impact. The Phase I report dated January 7, 2011, indicates that the site addressed 11056 Washington Boulevard is listed on the Hazardous Waste Tanner Summary (HWTS) database for hazardous waste manifests. The building was properly demolished in 2007 and according to the report, the hazardous waste is no longer present at the site.

e)- f) No Impact. The proposed project is not located within two miles of any public or private airstrip that would result

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
in a safety hazard for people residing or working in the project area. The nearest airports to the project site are the Los Angeles International Airport (LAX), located approximately six miles south of the project site and the Santa Monica Airport located approximately four miles northwest of the site. Therefore, impacts are expected to be less than significant. There are no private airstrips within the project vicinity. No mitigation measures are necessary. g) <u>Less Than Significant Impact</u>. The proposed project would have no long-term effect on any emergency response or emergency evacuation plan or procedures. Emergency evacuation routes could be affected during construction however, temporary street or lane closures will be required to meet standard City conditions to prepare and implement traffic control plans to ensure that construction does not obstruct emergency access. No mitigation measures are necessary. h) <u>Less Than Significant Impact</u>. The project site currently contains two buildings and a paved surface parking lot at the rear of the site and surrounding properties are located in an area with urban uses. There are no wildlands on the project site or in the immediate vicinity of the site. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildfires. No impact would occur. Mitigation Measure(s): HM 1: Prior to the issuance of a demolition permit, an asbestos and lead survey shall be submitted to the Planning Division and Building Safety Division for review. The survey shall indicate the requirements on remediating the site and precautions taken during demolition and transport of hazardous materials according to the state regulations and Asbestos Hazard Emergency Response Act (AHERA).				

IX. 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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Responses:

a) Less Than Significant Impact. During excavation and construction, erosion and siltation could occur resulting in water pollution and a violation of Regional Water Quality Control Board standards if proper steps are not implemented. Standard code requirements and conditions of approval to the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous conditions. City and State standard code requirements and site design elements would reduce this potential impact to a level that is less than significant. No mitigation measures are necessary.

b) Less Than Significant Impact. Water service to the City is provided by the Golden State Water Company which contracts with the Metropolitan Water District for its supply. There are no water wells within the City and the project does not require the installation of wells for water service. The existing project site is comprised of a vacant lot and two commercial buildings. The amount of storm water runoff percolated on this site is insignificant. Development of the project will require the installation of landscaped areas that will percolate and filter the first ¾ inch of rain fall. No mitigation measures are necessary.

c) Less Than Significant Impact. Grading in connection with the project would result in insignificant changes to existing drainage patterns. Grading and building plans will be reviewed by the City's Engineering Division to ensure that grading and drainage would be done in manner that does not cause substantial erosion, siltation or flooding. No mitigation measures are necessary.

d) Less Than Significant Impact. Standard code requirements and conditions of approval to the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). The construction of the proposed commercial development would not result in a significant increase in runoff during storm events. There are no streams or rivers on or adjacent to the site. Standard City and State code requirements for stormwater runoff and drainage as described in the sections above would substantially reduce this impact to a level that is less than significant.

e)- f) Less Than Significant Impact. See Sections VIII. a)- d), above. The project would be expected to result in an insignificant increase in runoff, which would be conveyed to public storm drains by required drainage improvements. Also, there are no other known impacts to water quality. No mitigation measures are necessary.

g)- h) No Impact. The site is not within a 100-year flood hazard area. No mitigation measures are necessary.

i) Less Than Significant Impact. The site is located within the Stone Canyon Dam Inundation zone however; this dam

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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is continually monitored by the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers to guard against the threat of dam failure. Design and construction practices are intended to ensure that all dams are capable of withstanding the maximum considered earthquake (MCE) for the site. Due to the distance of the project site from the Stone Canyon Dam and the extent of the intervening development, as well as early warning systems in place, impacts associated with exposing people or structures to significant risk as a result of dam failure are less than significant.

j) No Impact. Inundation by seiche, tsunami, or mudflow is highly unlikely as the site is not near any inland body of water and is located in a relatively flat plane where mudflows would not occur. No mitigation measures are necessary.

Mitigation Measure(s): None required

X. LAND USE AND PLANNING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

Responses:

a) Less Than Significant Impact. The project would not physically divide an established community as the proposed residential, office and retail commercial uses are similar types of land uses to the existing adjacent commercial uses to the north, east and west and residential uses to the south of the project site.

b) Less Than Significant Impact. The General Plan Land Use Element designates the property as General Corridor which is a commercial designation and is located within the City's Redevelopment Project Component Area No. 4. As required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan Land Use Element. The property is presently zoned General Commercial which permits the proposed mixed use development. The proposal is consistent with these designations and respects all provisions and development regulations of the Zoning Code, General Plan, and Redevelopment Plan. The application does not include any variance or request to amend the General Plan, Redevelopment Plan or Zoning designation.

The proposed project includes an increased residential unit density for the provision of affordable housing consistent with the provisions of State law. The increased density is allowed per State Density Bonus law (California Government Code Section 65915, et seq) and is stipulated in the Zoning Code that the processing of density increase requests are required to be consistent with Government Code Section 65915. The project meets the requirements of State density bonus law in that it provides adequate number of affordable housing units for the percentage increase in density. The base density for this project is 25 dwelling units at 35 dwelling units per acre, permitted pursuant to the mixed use development standards. The project includes 8 additional units which equates to an increase of 35% over the base density for a grand total of 33 dwelling unit proposed at the project site. The State allows a maximum of 35% increase in density provided that 11% of the base units are at the very low income or 20% are in the low income categories. The project meets and exceeds this minimum criterion for allowing density increase.

c) No Impact. The site is not located within a Natural Community Conservation Plan area or other habitat conservation plan area. No mitigation measures are required.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mitigation Measure(s): None required				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
Responses:				
a)- b) <u>No Impact</u> . The project site and its surrounding area are currently developed with residential and commercial urban uses. Current site conditions indicate that there are no mineral resources on or within the project site and no locally important mineral resource recovery areas located in the project area. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. No mitigation measures are necessary.				
Mitigation Measure(s): None required				
XII. NOISE --Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
Responses:				
a)- d) <u>Less Than Significant Impact</u> . There are two potential sources of concern regarding noise: 1) noise generated on adjacent properties during construction and 2) noise impacts caused by the additional traffic generated by future occupants of the proposed project				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
A short-term noise increase during construction would be expected to occur from the use and transport of heavy constructed equipment. However, pursuant to the City's standard condition of approval, construction shall be limited to the hours of 8:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. through 6:00 p.m. on Saturday and 10:00 a.m. through 6:00 p.m. on Sundays and national holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). This condition of approval requirement limiting the hours on construction activity would reduce potential impact from construction noise to a level that is less than significant.				
A short-term increase in groundborne vibration and noise would be expected to occur during grading and construction. The size of the project and limitations on allowable hours of construction found in the City's Municipal Code as well as conditions of approval to the project would reduce this impact to a level that is less than significant.				
The marginal increases in traffic on surrounding streets would not generate a significant increase in noise levels. The project site is located in an area consisting of commercial and residential uses, a nearby freeway, and is located on a high traffic volume boulevard. The surrounding residential areas qualify as noise land uses and will potentially be exposed to noise generated by operational activities. Operational noise levels would result from vehicles entering and exiting the site and from noise normally generated by residential and commercial uses. These types of noise levels are consistent with existing surrounding ambient noise cause by existing residential and commercial uses and noise attributed to operational activities is not expected to be significant. No mitigation measures are necessary.				
e)- f) <u>No Impact</u>. The site is not located near an airport flight path and there are no private airstrips within the vicinity of the site. The nearest airports to the project site are the Los Angeles International Airport (LAX), located approximately six miles south of the project site and the Santa Monica Airport located approximately four miles northwest of the site. No mitigation measures are necessary.				
Mitigation Measure(s): None required				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Responses:				
a) <u>Less Than Significant Impact</u>. The project may result in a marginal increase in population however, the project is designed to be compatible with the scale and character of the adjacent neighborhood which is consistent with Objective 2 of the General Plan Housing Element to allow mixed use residential development and maintain opportunities for all types of housing while protecting the character of existing neighborhoods. The General Plan Land Use Element designation for the project site is General Corridor which allows mixed use residential development. The Zoning for this area is Commercial General which is consistent with the Land Use designation and provides development standards for mixed use residential development. Any population increase resulting from the project is no greater than what is anticipated for this land use designation and zoning.				
Furthermore, the project will provide thirty-three new residential units to the City's housing stock furthering the intent of the Regional Housing Needs Assessment (RHNA) as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD), which call for an addition of 504 housing units in Culver City in the planning period ending in 2014. By addressing Culver				

EVALUATION OF ENVIRONMENTAL IMPACTS:

Potentially
Significant
Impact

Potentially
Significant
Impact Unless
Mitigation
Incorporated

Less Than
Significant
Impact

No
Impact

City's share of new housing units as stipulated in the RHNA and the Housing Element, the new dwelling units and the requested density bonus (which meets the requirements of the State) is considered to be within the expected development threshold for the City during the current Housing Element cycle (2008 to 2014). Population increases due to the new units are also considered to be within this expected development threshold and impacts will be less than significant.

b)- c) No Impact The project is comprised of three parcels. Two parcels are developed with two commercial retail buildings that will be demolished and the third parcel is vacant. No significant reduction or displacement of population or housing is associated with the project.

Mitigation Measure(s): None required

XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

☐
☐
☒
☐

Police protection?

☐
☐
☒
☐

Schools?

☐
☐
☒
☐

Parks?

☐
☐
☒
☐

Other public facilities?

☐
☐
☐
☒

Responses:

a) & b) Fire and Police protection

Less Than Significant Impact. The Culver City Fire Department (CCFD) maintains three stations and the closest station to the proposed site is Station No. 2 located approximately 0.4 miles west of the site. The proposed project will be conducted and operated in accordance with the latest CCFD codes and guidelines for construction, access, water, fire flows and hydrants. Including, standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access.

The Culver City Police Department (CCPD) is located approximately two miles east of the project site. According to the CCPD, the emergency response time anywhere in the City for a top priority emergency is three minutes or less.

Currently the project site is developed with a single story 6,029 square foot commercial building including office and retail uses, a 3,600 square foot vacant commercial building, and a vacant lot that was previously developed with an 8,079 square foot residential care facility for the disabled and elderly. Although the proposed uses will result in a total of 33 residential dwelling units and approximately 10,700 square feet of commercial space, the existing uses are currently generating Fire and Police services as needed and the residential care facility for the disabled and elderly (23 bedrooms and 2 beds per room) at one time generated Fire/Paramedic and Police services. The change of use from a residential care facility and retail center to 33 residential dwelling units and 10,700 square feet of commercial space is not expected to result in a substantial increase in Fire and Police services. Neither the Fire Department nor the Police Department during the internal review of the project identified impacts to their response times as noted above; further they did not identify impacts to their ability to provide adequate services.

Implementation of standard Fire Department related requirements will address potential impacts and the inclusion of security measures such as gates separating the residential operations from the commercial operations and exterior lighting will assist in deterring potential criminal activity. Additionally the project is within the expected development envelope for this commercial strip of Washington Boulevard and is no greater than what is anticipated for this land use. Fire and Police comments did not indicate that this project was beyond their scope of services as would be expected along this commercial strip.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Schools <u>Less Than Significant Impact.</u> The use of existing neighboring schools is not expected to substantially increase with the addition of thirty-three dwelling units. The Culver City Unified School District (CCUSD), in accordance with California Government Code Section 53080 and 65995, collects statutory developer fees prior to the issuance of a building permit. CCUSD determines the use of these funds which can include construction or reconstruction of school facilities. The mixed use project will not result in significant adverse impacts relative to schools because it is not expected to generate a substantial population increase and payment of the school fees by the applicant, in accordance with State law, would offset impacts to school services. No mitigation measures are necessary.				
d) Parks <u>Less Than Significant Impact.</u> The use of the existing neighborhood and regional parks is not expected to substantially increase with the addition of thirty-three dwelling units and approximately 10,700 square feet of commercial space. The project will not require new construction or expansion of parks facilities as the project will include onsite open space areas and amenities including a community room for conducting meetings or events, a cyber library for children and adults to study and read, two large interior central courtyards on the second floor of the building for passive recreational activities, and a community garden on the roof.				
e) Other Public Facilities <u>No Impact.</u> Other facilities have not been identified that could be impacted by the project. No mitigation measures are necessary. <u>Mitigation Measure(s):</u> None required				
XV. 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?	☐	☐	☒	☐
<u>Responses:</u> a)-b) <u>Less Than Significant Impact.</u> As stated above in Section XIV- Parks, the use of the existing neighborhood and regional parks is not expected to substantially increase with the addition of thirty-three dwelling units and approximately 10,700 square feet of commercial space. The project will not require new construction or expansion of parks or recreational facilities as the project will include onsite open space areas and amenities including a community room for conducting meetings or events, a cyber library for children and adults to study and read, two large interior central courtyards on the second floor of the building for passive recreational activities, and a community garden on the roof. Overall, the mixed use project will not result in significant adverse impacts relative to recreation because it is not expected to generate a substantial population increase. No mitigation measures are necessary. <u>Mitigation Measure(s):</u> None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulating system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards 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) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
Responses:				
a),b),e) <u>Less Than Significant Impact.</u> Level of Service (LOS) is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. LOS is define on a scale of A to F, where LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, operating speeds beginning to be affected by traffic volumes; LOS C represents stable flow, more restrictions, speed and maneuverability more closely controlled by higher traffic volumes; LOS D represents conditions approaching unstable flow, traffic volumes profoundly affect arterial flow; LOS E represents unstable flow and some stoppages; and LOS F represents forced flow, many stoppages and low operating speeds. A traffic study prepared for the proposed mixed-use project, dated February 2011, by a consulting traffic engineer, Arthur L. Kassan, P.E., was reviewed and accepted by the City's Traffic Engineer. The traffic analysis evaluated the existing (year 2011) and forecast future (year 2013) conditions at six intersections in the vicinity of the project site during both the AM and PM peak hours. In addition to these six study intersections, an investigation of potential project traffic impacts to four residential streets adjacent to or near the project was conducted. The traffic analysis estimated that the project would generate 428 net new daily vehicle trips, including 23 net trips during the AM peak hour, and 33 net trips during the PM peak hour. The existing 6,029 square foot occupied commercial building generates 267 daily trips. The traffic analysis 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).				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
The traffic study identified the future levels of service at the six intersections and four residential streets for both "with" and "without" the new development. According to the traffic study the six street intersections will not experience a change in the morning peak hour and afternoon peak hour LOS with or without the development. The intersections will remain at LOS B through LOS D during the morning peak hours and the future afternoon peak hours will be at LOS B and LOS C. Therefore, no significant impacts will result at the six street intersections.				
Four (4) residential street segments were also analyzed. Three (3) residential streets (Harter, Tilden and Aletta Avenues) will have an increase of forty-five (45) or fewer trips in a twenty-four (24) hour volume and Elenda Street's twenty-four (24) hour volume increase will be 1.3%. The minor changes in traffic volumes does not meet the criteria for significance of impact on residential street segments therefore, no significant impacts would result on the residential streets.				
There will be off-site improvements as part of the project. Although there are no identified traffic related impacts, the project will include several pedestrian and vehicular operational improvements at and near the adjacent signalized intersections of Washington Boulevard at Washington Place, Harter Avenue, and Tilden Avenue.				
Parking will be prohibited on the west side of Tilden Avenue, which is a thirty foot wide roadway, between the alley and Washington Boulevard. Also, the existing roadway will be striped to create a twelve foot unobstructed curbside driving lane and an eighteen foot northbound curb lane with parking available on the east side of Tilden Avenue. The curb at the southwest corner of Tilden Avenue and Washington Boulevard will be reconstructed to provide a larger radius and minimize the impact of the existing acute angle experienced by motorists eastbound on Washington Boulevard turning onto Tilden Avenue. Each of the changes above will enhance ingress/egress for motorists on Tilden Avenue, in particular for emergency vehicle access.				
The signalized intersections will be reconfigured to relocate the crosswalk across Washington Boulevard closer to Tilden Avenue and implement pedestrian crossings with a single phase in-lieu of the existing two phase pedestrian crossing. The existing raised median islands will also be reconfigured to provide for more vehicle storage area for the east and west traffic on Washington Boulevard and Washington Place within the multi-leg intersection. The street medians adjacent to the project site will also be improved with enhanced landscaping. In addition, two low volume left turn movements will be eliminated to and from Tilden Avenue north of Washington Place. Emergency vehicle access will not be impaired by the proposed changes.				
New or relocated traffic signals will be repositioned to augment their visibility for all motorists that traverse the intersections and will be constructed in conjunction with a Traffic Signal/Intersection Reconfiguration Improvement Plan.				
No changes are anticipated on Harter Avenue south of Washington Boulevard.				
Other off-site improvements include streetscape enhancements such as new street trees, street furniture (i.e. benches, trash receptacles, bike racks, and a bus shelter), revisions to the neighborhood street sweeping operations, and the establishment of permit parking intended to address community concerns regarding on-street parking.				
c) <u>No Impact.</u> The project would have no effect on air traffic patterns.				
d)-e) <u>Less Than Significant Impact.</u> The Traffic Study analyzed the projects two driveways which both have one lane in each direction. The proposed driveway on Harter Avenue will serve the subterranean residential parking as well as the surface level commercial trash pick-up and the driveway on Tilden Avenue will serve the street level parking for the commercial uses. Five parking spaces on the west side of Tilden Avenue will be eliminated to provide sufficient roadway width for two traffic lanes. The existing parking on the east side will remain. Six parking spaces will be eliminated on the east side of Harter Avenue due to the construction of the new driveway and no stopping zones for improved driver visibility. Motorists entering and exiting the site's driveways are provided with adequate maneuvering and visibility.				
Loading for the project is proposed along Harter Avenue adjacent to the site north of the new driveway. Standard City code requires that any proposed on-street loading zone to be reviewed and approved by the City's Public Works				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Department to ensure no loading impacts will occur and that proper signing and hours of operation are in place. As mentioned above in Section XVI a, b, the project will be required to improve the existing radius curb return at the southwest corner of Washington Boulevard and Tilden Avenue to provide safer vehicular turn movements. Implementation of these code requirements and site design elements would reduce any potential impacts below the level of significance. No mitigation measures are necessary. f) <u>No Impact</u>. There are no policies that apply to the project related to alternative transportation. No mitigation measures are necessary. Mitigation Measure(s): None required				

XVII. 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?	☐	☐	☒	☐

Responses:

a),b),&e) Less Than Significant Impact. Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal service. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City which has sufficient capacity to serve the needs of the proposed project. Expansion of the existing facilities is not necessary. The proposed project will have less than significant impact to the waste water system.

c) Less Than Significant Impact. The City is primarily served by the Los Angeles County Storm Drainage System. The City currently maintains some of its own storm drains that connect to the County systems. The combined system is adequate to serve the proposed project.

d) Less Than Significant Impact. Water service for this project site is provided by the Golden State Water Company (GSWC) which contracts with the Metropolitan Water District for its supply. There are sufficient water supplies to the City to serve the proposed project. Expansion of the existing services is not necessary. The proposed project will

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
have less than significant impacts to the water system.				
f) <u>Less Than Significant Impact.</u> Solid waste from the proposed project area is disposed of at the Puente Hills landfill in the City of Industry. Other landfills available for City waste disposal include BKK Sanitary Landfill located in the City of West Covina and Bradley West Landfill located in the City of Sun Valley. The Municipal Code requires provision of trash containers for recyclable materials and yard waste to reduce solid waste generation. No mitigation measures are necessary.				
g) <u>Less Than Significant Impact.</u> See Section XVI.f, above. The project could generate solid waste during construction. Standard conditions requiring the contractor to remove and dispose of waste in accordance with applicable statutes and regulations would reduce this impact to a level that is less than significant. No mitigation measures are necessary.				
Mitigation Measure(s): None required				
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Responses:				
a) <u>Less Than Significant Impact.</u> The proposed project will improve the project site which currently contains a vacant parcel and two structures that will be demolished. The project site does not contain any threatened or endangered species or sensitive habitats. Therefore, the project will not degrade the quality of the environment or have any potential significant impacts to any plant or animal wildlife species.				
b) <u>Less Than Significant Impact.</u> Any potential cumulative impacts will be substantially reduced due to standards City code requirements and conditions of approval to less than significant.				
c) <u>Less Than Significant Impact.</u> The project will not result in significant environmental impacts from construction and operation of the project. Standard City code requirements will reduce any potential impacts to less than significant.				
Mitigation Measure(s): None required				

XVIII. EARLIER ANALYSES:

None

References Utilized:

1. Geotechnical Engineering Investigation prepared by GEOCON Consultants, Inc., January 14, 2011.
2. Greenhouse Gas Inventory and Analysis prepared by CAJA Environmental Services, LLC., January 3, 2011.
3. Phase I Environmental Site Assessment for 11042-11052 Washington Boulevard prepared by Terracon Consultants, Inc., November 2, 2010.
4. Phase I Environmental Assessment for 11054-11056 Washington Boulevard prepared by Terracon Consultants, Inc., January 7, 2011.
5. Limited Site Investigation prepared by Terracon Consultants, Inc. January 6, 2011.
6. Traffic Impact Study prepared by Consulting Traffic, Engineer Arthur L. Kassan, P.E., February 2011.
7. Culver City Redevelopment Plan Amendment and Merger Program Subsequent Environmental Impact Report, November 16, 1998.
8. Culver City General Plan Update Program Environmental Impact Report, November 1995

MITIGATION MONITORING PROGRAM

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

MITIGATION MONITORING PROGRAM SPR P2011012, DOBI P2011015 & AM P2011014 February 10, 2011				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Cultural Resources</u> CR-1 Prior to Building Permit issuance, a Phase 1 Archaeological/Paleontological Survey shall be completed and submitted to the Planning Division and Building Safety Division for review. If the Phase 1 Archaeological/Paleontological Survey indicates the presence of archaeological and/or paleontological resources, then an archaeological and/or paleontological professional(s), approved by the City, shall monitor all phases of the excavation for the project site. In the event that the Phase 1 Archaeological/Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains, or other archaeological/paleontological resources are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist and paleontologist have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.	Condition of Approval	Plan Check note and Field Inspection	Prior to Issuance of a Building Permit and On-Going during Construction	Building Safety Division and Building Safety Inspector
<u>Hazardous Materials</u> HM-1 Prior to the issuance of a demolition permit, an asbestos and lead survey shall be submitted to the Planning Division and Building Safety Division for review. The survey shall indicate the requirements on remediating the site and precautions taken during demolition and transport of hazardous materials according to the state regulations and Asbestos Hazard Emergency Response Act (AHERA).	Condition of Approval	Field Inspection	Prior to Issuance of a Demolition Permit	Building Safety Division and Building Safety Inspector

TRAFFIC IMPACT STUDY

PROPOSED RESIDENTIAL/COMMERCIAL DEVELOPMENT

WASHINGTON BOULEVARD
BETWEEN TILDEN AND HARTER AVENUES
CULVER CITY, CALIFORNIA

Prepared For

Los Angeles Housing Partnership, Inc.

Prepared By

Arthur L. Kassan, P.E.
Consulting Traffic Engineer

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Consulting Traffic Engineer
5105 Cimarron Lane
Culver City, California 90230
(310) 558-0808

Registered Civil Engineer No. 15563
Registered Traffic Engineer No. 152

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TRAFFIC IMPACT STUDY
PROPOSED RESIDENTIAL/COMMERCIAL DEVELOPMENT

**WASHINGTON BOULEVARD
BETWEEN TILDEN AND HARTER AVENUES
CULVER CITY, CALIFORNIA**

INTRODUCTION

Los Angeles Housing Partnership, Inc. has proposed a mixed-use development to be built at 11042-56 Washington Boulevard, located on the south side of Washington Boulevard, between Tilden and Harter Avenues in Culver City. An alley forms the southern boundary of the site. (See Figure 1, Location Map)

The development will contain two components, as follows:

- **33 units of affordable housing apartments; and**
- **10,750 square feet of neighborhood-oriented specialty retail shops.**

The proposed site plan is illustrated in Figure 2.

Parking for each component will be provided on-site beneath the building.

- Sixty-six spaces of residential parking will be on one subterranean level with access by way of a two-way driveway on Harter Avenue.
- Of the 34 spaces of commercial parking, 30 spaces will be at ground level with access by way of a two-way driveway on Tilden Avenue. The other four commercial spaces will be designated for commercial employee parking and will have direct access from/to the alley along the south side of the site.
- Nine residential guest parking spaces will be provided – two on the subterranean level and seven on the ground level.
- There will also be nine bicycle parking spaces within the ground floor parking level.

The quantities of parking to be provided conform to the requirements of the Culver City Code, according to the Project Architect. The development driveways will be discussed and evaluated in a later section of the report.

Currently, in the northeastern part of the site there is a building with several retail stores, open for business, totaling 6,029 square feet of floor area. (The vacant store at the western end of the building [3,600 square feet] is not included in that total floor area.) The remainder of the site is vacant. When the proposed development is built the existing buildings will be removed.

It is projected that the development will be completed and in full operation by the year 2013.

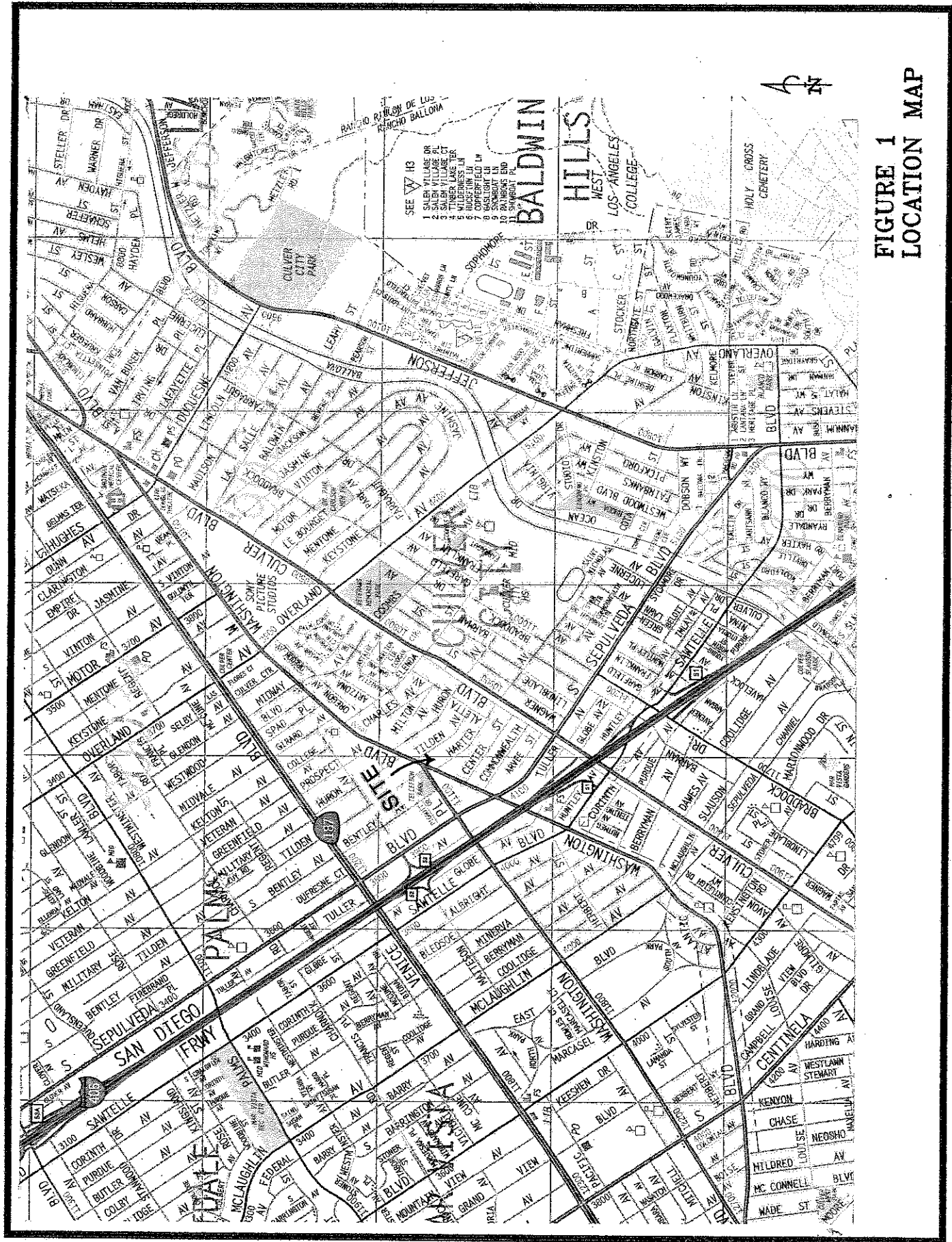


FIGURE 1
LOCATION MAP

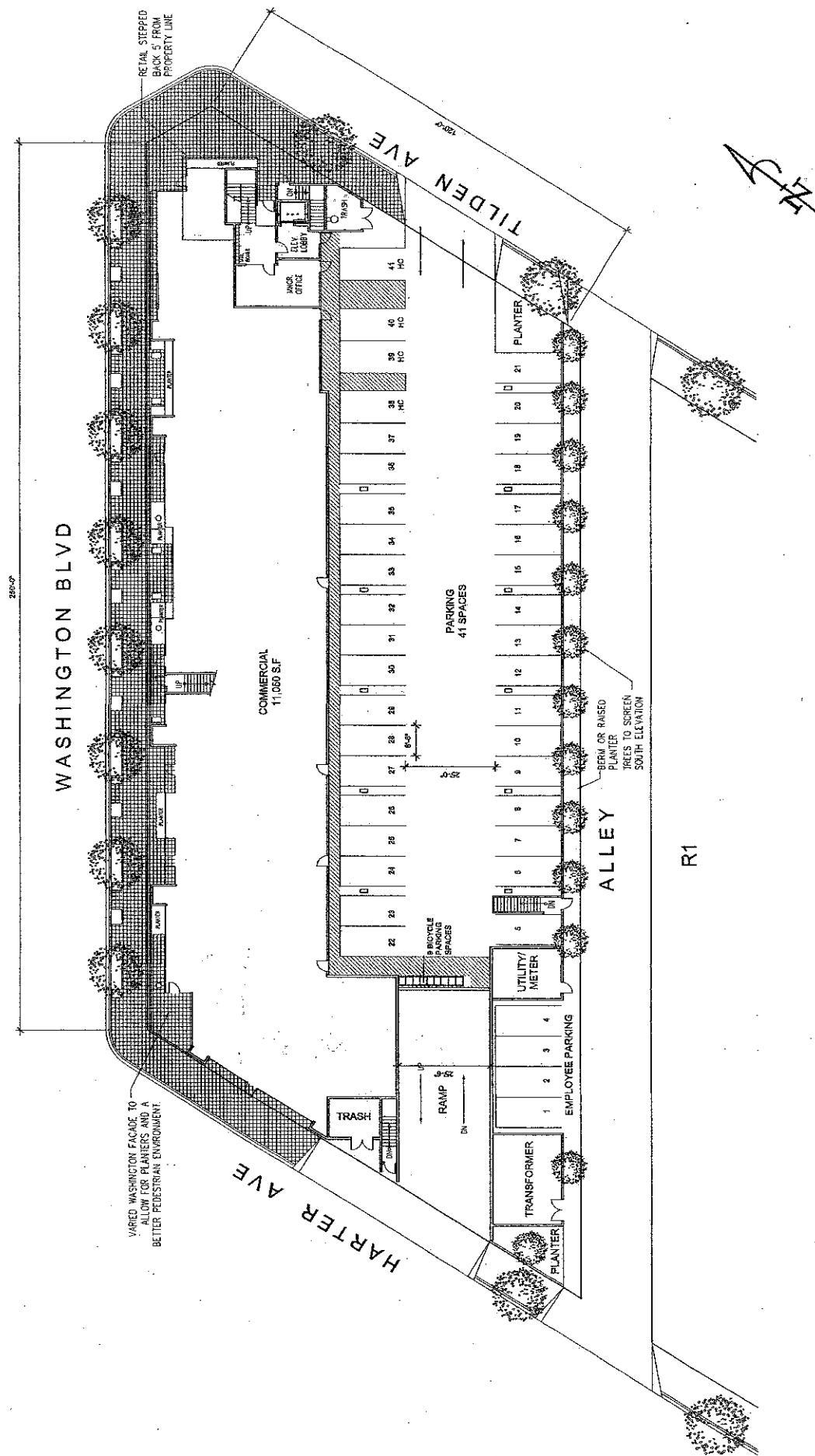


FIGURE 2
SITE PLAN

City of Culver City Public Works Department traffic engineers have requested that the potential impacts of the proposed development be evaluated at six street intersections and on four residential street segments, as follows:

Intersection impacts at:

- Washington Boulevard/Washington Place/Tilden Avenue/Harter Avenue
- Washington Boulevard/Sepulveda Boulevard
- Washington Place/Sepulveda Boulevard
- Culver Boulevard/Sepulveda Boulevard
- Washington Boulevard/Elenda Street/Girard Avenue
- Culver Boulevard/Elenda Street

Residential street segment impacts on:

- Tilden Avenue, south of the development site
- Harter Avenue, south of the development site
- Aletta Ave, east of Tilden Avenue
- Elenda Street, south of Aletta Avenue

Los Angeles Housing Partnership, Inc. has retained Arthur L. Kassan, P.E., Consulting Traffic Engineer (ALK) to estimate the trip generation of the proposed development and the distribution of those trips to the street network, to analyze the potential impacts of the development traffic, to evaluate the proposed driveways, and to recommend mitigation measures or improvements to the plan, if necessary.

The following report is a presentation of the methodologies, analyses, findings, and recommendations of the study.

INFORMATION SOURCES

Information about the existing streets and traffic controls in the vicinity of the site were obtained through field investigations by ALK personnel.

The traffic volumes at the study intersections and the residential street segments were counted by the firm, Wiltec, under contract to ALK in January 2011.

The site plan for the development was prepared by the firm, the albert group architects.

Data about other proposed and approved projects in the vicinity ("related projects") were obtained from the Culver City Planning Division and the Los Angeles Department of Transportation (LADOT). The information was verified in the field by ALK personnel.

EXISTING CONDITIONS

Streets

The vicinity of the proposed development is served by numerous arterial streets plus a grid of neighborhood residential streets. For clarity in this report, Washington Boulevard and all streets that are parallel or nearly so – Washington Place, Culver Boulevard, etc. – were considered to have east-west alignments, while streets that are perpendicular to Washington Boulevard, such as Sepulveda Boulevard, were considered to have north-south alignments.

Washington Boulevard [Primary Artery] forms the northern boundary of the development site. It extends westward to the Venice and Marina del Rey communities and eastward through downtown Culver City and downtown Los Angeles to Whittier. In the vicinity of the site, Washington Boulevard has two lanes in each direction, painted left-turn lanes, and parking on both sides. The right-of-way width is 100 to 101 feet, and the roadway width is 88 feet.

Washington Place [Primary Artery] runs from an intersection with Washington Boulevard, opposite the development site, westward to a second intersection with Washington Boulevard, west of Centinela Avenue. Washington Place has two lanes in each direction, two-way left-turn lanes, and parking on both sides. There are shared bicycle/parking lanes on both sides, between Washington Boulevard and west of Sawtelle Avenue.

Culver Boulevard [Primary Artery] extends from the Playa del Rey community eastward through downtown Culver City to an intersection with Venice Boulevard, west of Robertson Boulevard. East of Sepulveda Boulevard, Culver Boulevard has two lanes in each direction. There are left-turn lanes at Sepulveda Boulevard and at Elenda Street, but not at the intersections in between. There are left-turn lanes east of Elenda Street in a landscaped median. Parking is permitted on the south side between Sepulveda Boulevard and Elenda Street, but is prohibited on the north side in that section and on both sides east of Elenda Street. Between Elenda Street and west of Sawtelle Boulevard, there is a two-lane, two-way frontage road along the north side of Culver Boulevard.

Sepulveda Boulevard [Primary Artery] extends north-south through the western part of Los Angeles County. It intersects Washington Boulevard approximately one-fifth of a mile west of the site. Sepulveda Boulevard has two lanes in each direction, single and two-way left-turn lanes, and parking on both sides.

Elenda Street [Neighborhood Feeder] runs between Washington Boulevard and Farragut Drive, adjacent to the Middle School and High School campus. The intersection with Washington Boulevard is approximately one-quarter of a mile east of the subject site. The street has one lane in each direction, with left-turn lanes at signal-controlled intersections and a two-way left-turn lane between Washington Boulevard and Culver Boulevard.

Girard Avenue [Neighborhood Feeder] connects Washington Boulevard with Venice Boulevard. The intersection with Washington Boulevard is located approximately 150 feet east of the Washington Boulevard/Elenda Street intersection. (The offset intersection operates with a single traffic signal control, as described below.) Girard Avenue has one lane in each direction and parking on both sides.

Tilden Avenue [Local Street], the eastern boundary of the site, runs between Washington Boulevard and Aletta Avenue, terminating within the neighborhood south of the subject site. Adjacent to the site, Tilden Avenue has a 50-foot wide right-of-way and a 30-foot wide roadway. There is one lane in each direction and parking on both sides, including five spaces adjacent to the development site. Another segment of Tilden Avenue runs northward from Washington Place to Venice Boulevard. Although the street continues north of Venice Boulevard, there is no opening in the boulevard median, and vehicles cannot cross or turn left to/from Venice Boulevard.

Harter Avenue [Local Street], the western boundary of the site, runs between Washington Boulevard and the northern frontage road of Culver Boulevard. Harter Avenue has a 60-foot wide right-of-way and a 40-foot wide roadway. There is one lane in each direction and parking on both sides, including six spaces adjacent to the development site.

Aletta Avenue [Local Street] runs between Harter Avenue and Elenda Street in the southern part of the neighborhood. Aletta Avenue has one lane in each direction and parking on both sides.

The **alley** connecting Tilden Avenue and Harter Avenue forms the southern boundary of the site. The alley is approximately 20 feet wide.

Freeways

Two freeways pass near the site.

The **San Diego Freeway (Interstate Route 405)** is a north-south freeway that passes approximately one-quarter of a mile west of the site. There are on- and off-ramps for both directions of the freeway north of Washington Place and at (or south of) Culver Boulevard.

The **Santa Monica Freeway (Interstate Route 10)** is an east-west freeway that passes approximately one and three-quarters of a mile north of the site. At Overland Avenue, there is an off-ramp from the westbound freeway, an on-ramp to the westbound freeway, and an off-ramp to the eastbound freeway.

Study Intersections

The City of Culver City Public Works Department has chosen the following intersections for evaluation of the current and estimated future traffic operations and potential traffic impacts. The traffic control at each intersection is shown.

1. Washington Boulevard/Washington Place/Tilden Avenue/Harter Avenue

Traffic signal with the following operation pattern: a) green for eastbound and westbound Washington Boulevard, including westbound turn to Washington Place; b) green for eastbound Washington Place turning to Washington Boulevard plus green for northbound Harter Avenue; c) green for northbound and southbound Tilden Avenue; d) green for protected left turns from Washington Boulevard to northbound or southbound Tilden Avenue (The left turn from westbound Washington Boulevard to southbound Harter Avenue is a permitted green circular indication, not a protected green arrow.)

2. Washington Boulevard/Sepulveda Boulevard

Traffic signal with two phases (no phases for left turns)

3. Washington Place/Sepulveda Boulevard

Traffic signal with two phases (no phases for left turns)

4. Culver Boulevard/Sepulveda Boulevard

Traffic signal with protected left-turn phasing for northbound, eastbound, and westbound traffic plus protected/permitted left-turn phasing for southbound traffic

5. Washington Boulevard/Elenda Street/Girard Avenue

Traffic signal with protected/permitted left-turn phasing for each direction of Washington Boulevard and separate green phases for Elenda Street and for Girard Avenue; during the separate phases for the two north-south streets, there is a protected left-turn phase for the appropriate direction of Washington Boulevard – for example, during the Elenda Street green phase, there is a left-turn phase for eastbound Washington Boulevard at Girard Avenue, so northbound vehicles from Elenda Street can make a continuous movement to northbound Girard Avenue.

6. Culver Boulevard/Elenda Street

Traffic signal with two phases (no phases for left turns)

The lane configurations at the intersections are illustrated in Figure 3.

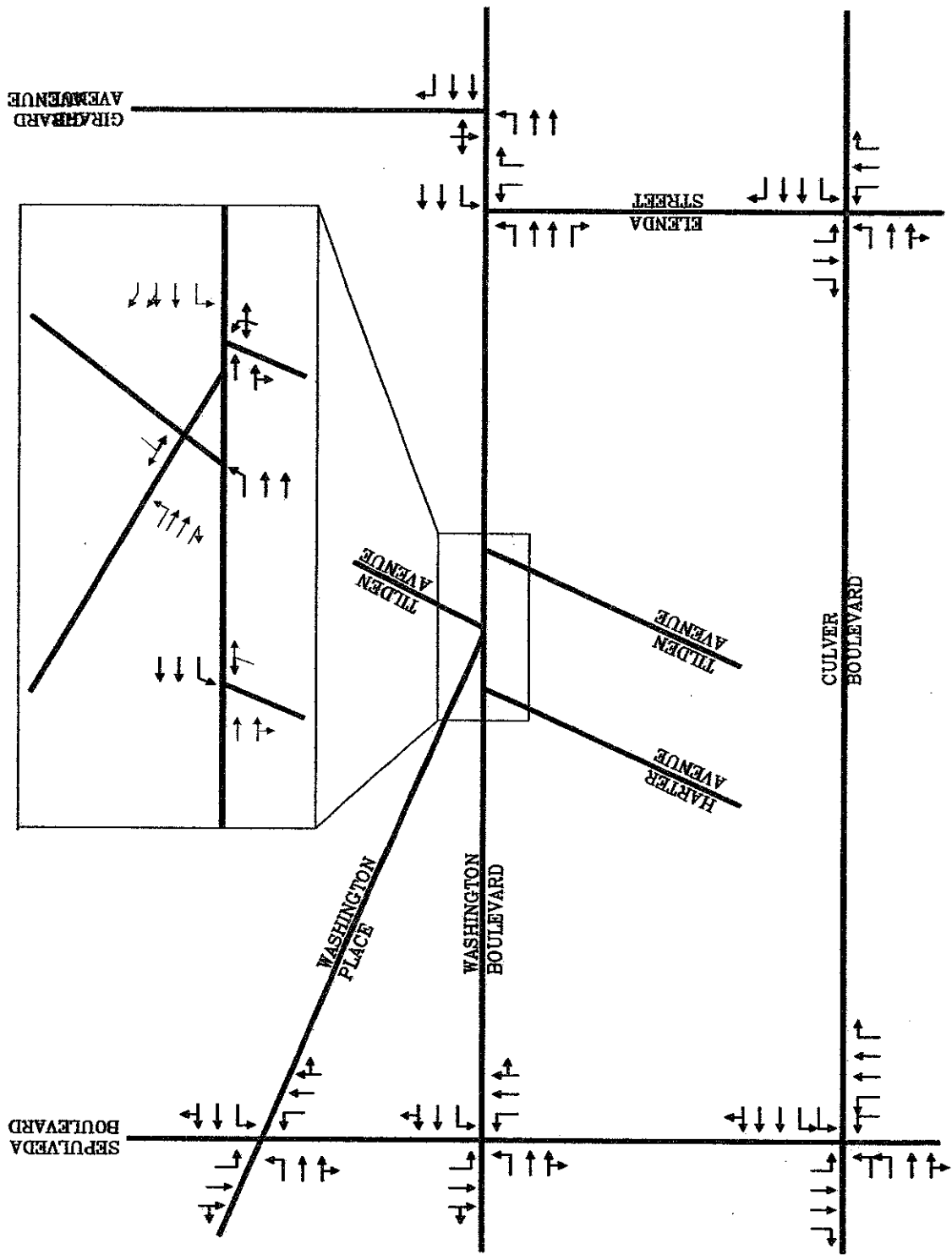


FIGURE 3
CURRENT LANE CONFIGURATIONS

The traffic volumes at the intersections were counted by the firm, Wiltec, under contract to ALK, during the morning (7 to 9 a.m.) and afternoon (4 to 6 p.m.) peak periods on Wednesday, January 5, 2011. The volumes during the commuter peak hours at each intersection are illustrated in Figure 4A (for the morning peak hour) and Figure 4B (for the afternoon peak hour). The detailed count data are in the Appendix.

The current volume/capacity ratios and levels of service* at the intersections were calculated based on the current lane configurations and peak-hour volumes using the "Intersection Capacity Utilization" method. The calculations are in the Appendix, and the results are summarized in Table 1, following.

TABLE 1
CURRENT INTERSECTION OPERATIONS
PEAK HOURS – 2011

<u>INTERSECTION</u>	<u>MORNING PEAK HOUR</u>		<u>AFTERNOON PEAK HOUR</u>	
	<u>Volume/ Capacity</u>	<u>Level of Service</u>	<u>Volume/ Capacity</u>	<u>Level of Service</u>
Washington Boulevard/Washington Place/ Tilden Avenue/Harter Avenue	0.607	B	0.639	B
Washington Boulevard/Sepulveda Boulevard	0.748	C	0.757	C
Washington Place/Sepulveda Boulevard	0.818	D	0.759	C
Culver Boulevard/Sepulveda Boulevard	0.873	D	0.781	C
Washington Boulevard/Elenda Street/ Girard Avenue	0.655	B	0.633	B
Culver Boulevard/Elenda Street	0.788	C	0.637	B

During the morning peak hour, the current intersection operations are summarized as follows:

- two intersections at Level of Service (LOS) B;
- two intersections at LOS C; and
- two intersections at LOS D.

During the afternoon peak hour, the current intersection operations are summarized as follows:

- three intersections at Level of Service (LOS) B; and
- three intersections at LOS C.

* Capacity and Level of Service Definitions are in the Appendix.

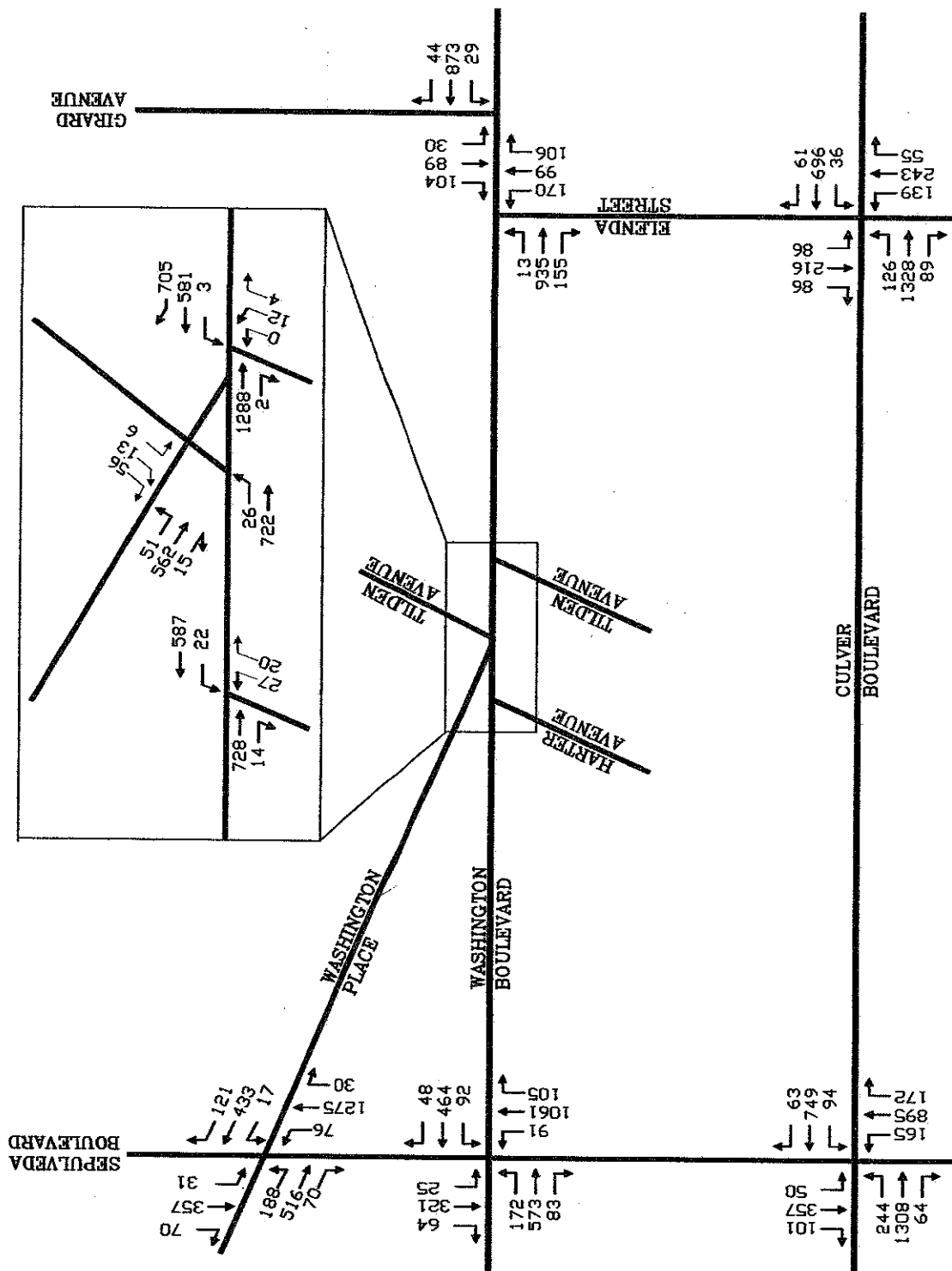


FIGURE 4A
CURRENT TRAFFIC VOLUMES
MORNING PEAK HOUR - 2011

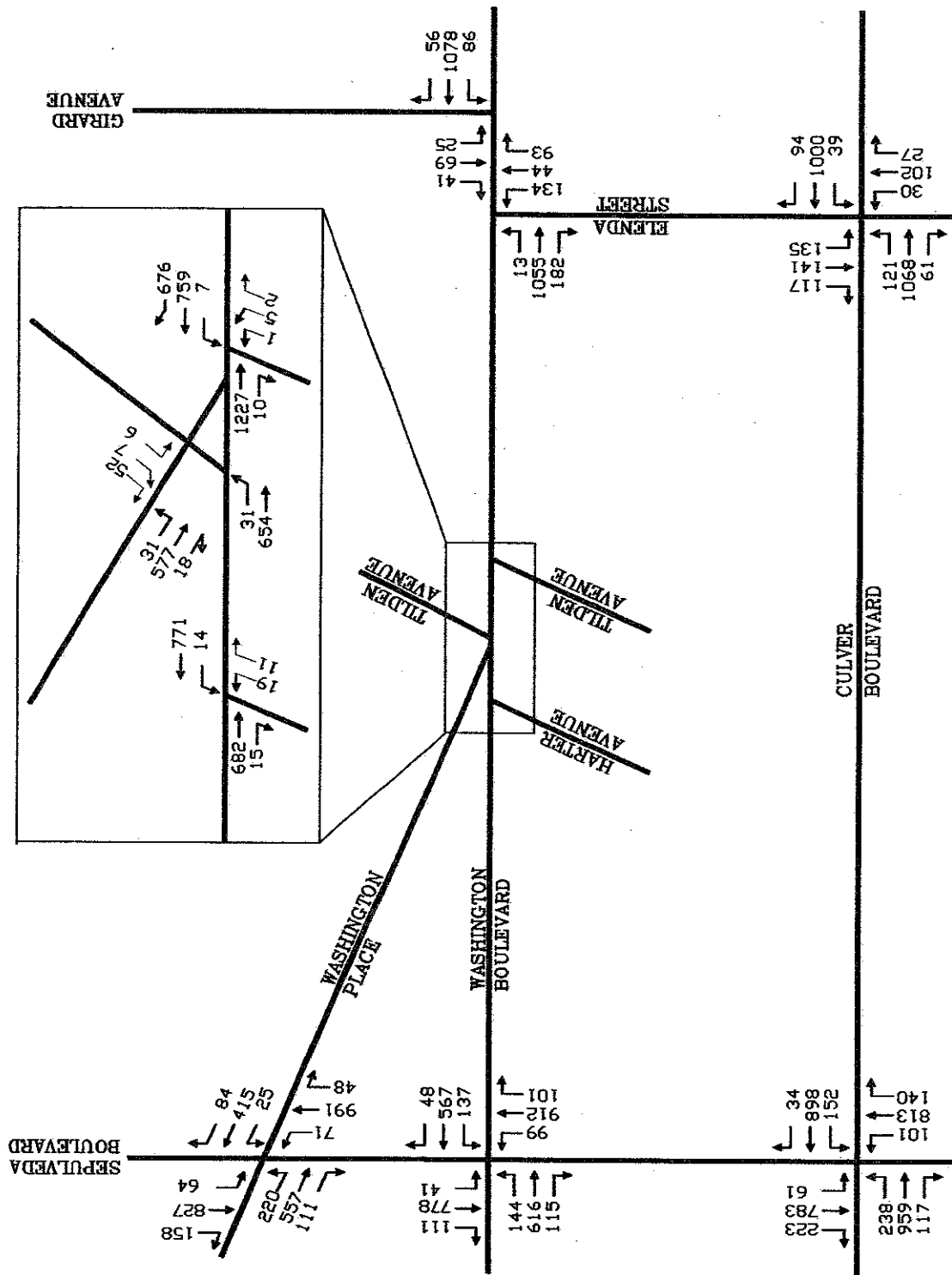


FIGURE 4B
CURRENT TRAFFIC VOLUMES
AFTERNOON PEAK HOUR - 2011

Study Residential Street Segments

For analysis of the impacts of development traffic within the adjacent neighborhoods, Culver City staff chose four residential street segments as tabulated below. Each segment is a two-way street with residences and parking on both sides. All segments, except Elenda Street, have one traffic lane in each direction; Elenda Street, in addition to the traffic lane in each direction, has a two-way left-turn lane.

Traffic on the residential segments was counted for 24 hours on Wednesday, January 5, 2011. The results of the counts are summarized below. The detailed count data are in the Appendix.

<u>SEGMENT</u>	<u>DIRECTION</u>	<u>NUMBER OF VEHICLES 24 HOURS</u>
Tilden Avenue, south of development site	Northbound	164
	Southbound	<u>131</u>
	Total	295
Harter Avenue, south of development site	Northbound	322
	Southbound	<u>350</u>
	Total	672
Aletta Avenue, east of Tilden Avenue	Eastbound	228
	Westbound	<u>183</u>
	Total	411
Elenda Street, south of Aletta Avenue	Northbound	3,519
	Southbound	<u>3,329</u>
	Total	6,848

Public Transit

Four lines of the Culver CityBus system either pass the site or pass within a reasonable walking distance of the site.

Line CC1 runs between Venice and the West Los Angeles Transit Center (at Fairfax Avenue), using Washington Boulevard for most of its route.

Line CC3 runs between Century City and Westfield Shopping Center, using Overland Avenue as part its route within Culver City. The route passes West Los Angeles College. Overland Avenue is approximately one-half mile from the subject development site.

Line CC6 runs between Westwood and south of Los Angeles International Airport, using Sepulveda Boulevard for most of its route. Sepulveda Boulevard is approximately one-fifth of a mile west of the subject site.

Line CC7 runs between downtown Culver City and Marina del Rey, using Culver Boulevard for most of its route. Culver Boulevard is approximately one-third of a mile south of the subject site.

The Metropolitan Transportation Authority (MTA) operates two lines on Venice Boulevard approximately one-third of a mile north of the site. **MTA Lines 33 and 333** run between Santa Monica and downtown Los Angeles.

Within the next year, operations will begin on the **MetroRail Expo Line** light rail transit connecting Culver City to downtown Los Angeles. The interim western terminus of the line will be at Washington Boulevard and National Boulevard, east of downtown Culver City, approximately one and two-thirds east of the subject site. Within approximately five years the line will be extended to Santa Monica with stops at Overland Avenue and Sepulveda Boulevard.

Vicinity Development

In general, the arterial streets that serve the development site vicinity – Washington Boulevard, Washington Place, Sepulveda Boulevard, Venice Boulevard, and Overland Avenue – are lined with small-scale retail/service establishments and institutional development. Culver Boulevard, the exception among the arteries, is lined with residential development plus Veterans Memorial Park. Within the areas bounded by the arteries, the development is residential – predominantly single-family houses with some multiple-family buildings.

La Ballona Elementary School is on Washington Boulevard approximately one-quarter of a mile east of the development site. Culver City Middle School and High School are at Elenda Street, south of Culver Boulevard. Tellefson Park is on the north side of Washington Place, west of Tilden Avenue, and Veterans Memorial Park is on Culver Boulevard, west of Overland Avenue.

Culver Center shopping center is approximately one-half mile east of the development site. Downtown Culver City is approximately one and one-quarter miles east of the site.

DEVELOPMENT TRAFFIC

Trip Generation

Estimation of the numbers of trips that will be generated by a proposed development is a basic element in the evaluation of the potential traffic impact of that development. The generated trips are the development's contribution to the traffic flow on the street and freeway network, and it is the extent of that contribution that is the foundation for calculating the magnitude of the development impact at various locations on the network.

The estimates of trip generation are based on the types of land uses that will be included in the development and the sizes (for example, number of residential units or square footage of commercial floor area). For impact evaluation purposes, estimates are made of the trips that will be generated during the 24 hours of a typical weekday and during the morning and afternoon peak traffic hours of the weekday. Generally, the peak hours that are evaluated are those for commuter traffic on the street system. The morning peak hour is the highest traffic hour between 7:00 and 9:00 a.m.; the afternoon peak hour is the highest traffic hour between 4:00 and 6:00 p.m.

In general traffic engineering practice, the primary source for extensive and most-current data on the large number of potential land uses that could be included in a development is the book, *Trip Generation*, currently in its eighth edition, published in 2008 by the Institute of Transportation Engineers (ITE), the international organization for professional traffic engineers. That book contains trip generation rates and equations for over 150 different categories of land use. The rates and equations are derived from data obtained by counts of actual traffic flows at numerous existing developments of each land use category throughout the United States. The data have been collected by government agencies and engineers and compiled by ITE.

A secondary source of trip generation rates that are used in southern California is the data compilation, *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, published by the San Diego Association of Governments, most recently in 2002.

The proposed development will consist of a mixture of apartments and specialty retail shops oriented to serve the neighborhoods. Currently on the site, there are several retail shops that will be removed; the trips currently generated by those shops will be eliminated.

Based on the two sources, the trip generation rates for the proposed development uses and the existing on-site use are as follows:

<u>TIME PERIOD</u>	<u>TRIP RATES FOR APARTMENTS</u>	<u>TRIP RATES FOR SPECIALTY RETAIL</u>
24 Hours	6.65 trips/unit [50% entering, 50% exiting]	44.32 trips/1,000 sq. ft. [50% entering, 50% exiting]
Morning Peak Hour	0.51 trips/unit [20% entering, 80% exiting]	1.20 trips/1,000 sq. ft. [60% entering, 40% exiting]
Afternoon Peak Hour	0.62 trips/unit [65% entering, 35% exiting]	2.71 trips/1,000 sq. ft. [44% entering, 56% exiting]

Those trip rates were applied to the component sizes for the proposed development – 33 apartments and 10,750 square feet of new retail with 6,029 square feet of existing retail to be removed. The 24-hour and peak-hour trip estimates are shown in attached Table 2.

The net increases in trips as a result of the proposed development will be small, averaging less than one trip every one and one-half minutes during each of the peak hours, as tabulated below.

<u>TIME PERIOD</u>	<u>DIRECTION</u>	<u>NET NUMBER OF TRIPS</u>
24 Hours	Total	428
Morning Peak Hour	Entering	7
	Leaving	<u>16</u>
	Total	23
Afternoon Peak Hour	Entering	19
	Leaving	<u>14</u>
	Total	33

To a substantial degree, the proposed retail development will be oriented to serve the nearby neighborhoods south of and north of Washington Boulevard. Therefore, it is likely that many of the trips to and from that component of the development will be made on foot. However, to obtain a conservative estimate of the development trips, no adjustments were made for the potential pedestrian trips to and from the development.

TABLE 2

**ESTIMATED TRIP GENERATION
PROPOSED RESIDENTIAL/COMMERCIAL DEVELOPMENT
11042-56 WASHINGTON BOULEVARD
BETWEEN TILDEN AND HARTER AVENUES
CULVER CITY**

COMPONENT	SIZE	NUMBER OF VEHICLE TRIPS							
		24 HOURS	MORNING PEAK HOUR			AFTERNOON PEAK HOUR			
			Entering	Exiting	Total	Entering	Exiting	Total	
Proposed Development									
Apartments	33 units	219	3	14	17	13	7	20	
Specialty Retail	10,750 sq. ft.	476	8	5	13	13	16	29	
Total Future Trips		695	11	19	30	26	23	49	
Existing Development									
Specialty Retail	6,029 sq. ft.	(267)	(4)	(3)	(7)	(7)	(9)	(16)	
NET CHANGES IN TRIPS		428	7	16	23	19	14	33	

Estimates are based on trip rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 8th Edition, 2008.

Directional Distribution

Based on the distribution of commercial, educational, and residential development in the sub-region, it was estimated, with the concurrence of Culver City staff, that the directional distribution of the development trips will be as follows:

<u>Direction</u>		
From and to the north	-	25%
From and to the south	-	25%
From and to the east	-	25%
From and to the west	-	<u>25%</u>
		100%

Trip Assignments to Study Intersections

The development traffic was assigned to the study intersections and the residential street segments on the bases of the directional distributions tabulated above, the configuration of the street and freeway interchange network, and the proposed locations of the driveways that will serve the development components.

The percentages of development traffic that will make each movement at the study intersections during the peak hours are illustrated in Figure 5A (residential component trips) and Figure 5B (retail component trips).

The net new development trips that will be added to each of the six study intersections during each of the peak hours were estimated on the bases of the percentages in Figures 5A and 5B. The peak-hour trip assignment estimates are shown in Figure 6A (residential component trips), Figure 6B (retail component trips), and Figure 6C (total development trips, that is, a combination of Figures 6A and 6B).

For the assignment analyses, the credits for current trips to and from the existing retail facilities were applied to the new trips that will be generated by the proposed retail component. That is reasonable on two levels – the uses will be similar; and the access for the new retail will be on the Tilden Avenue side of the site, the same side as the location of the existing retail. No trip credits were used to adjust the residential trip generation estimates.

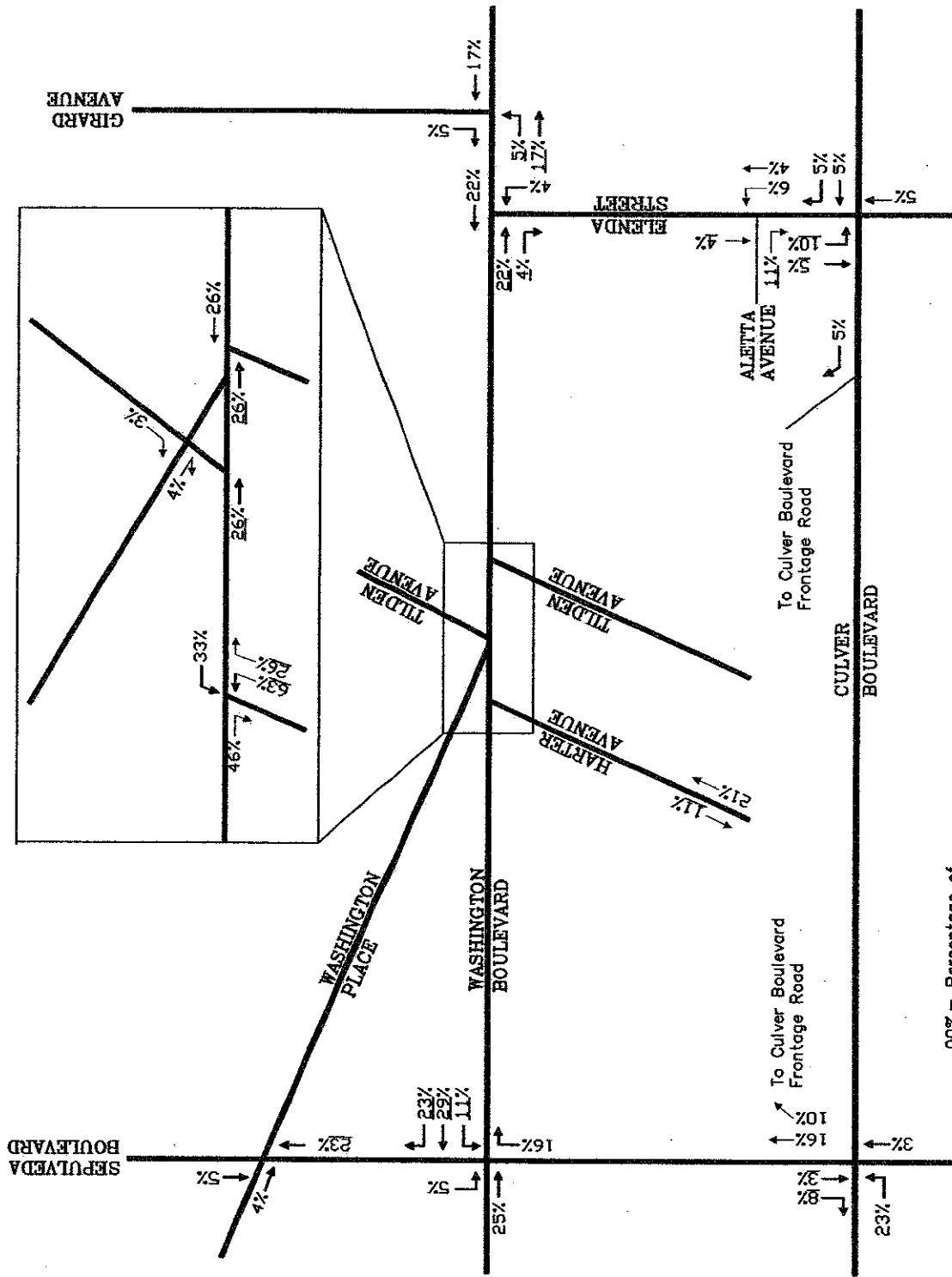
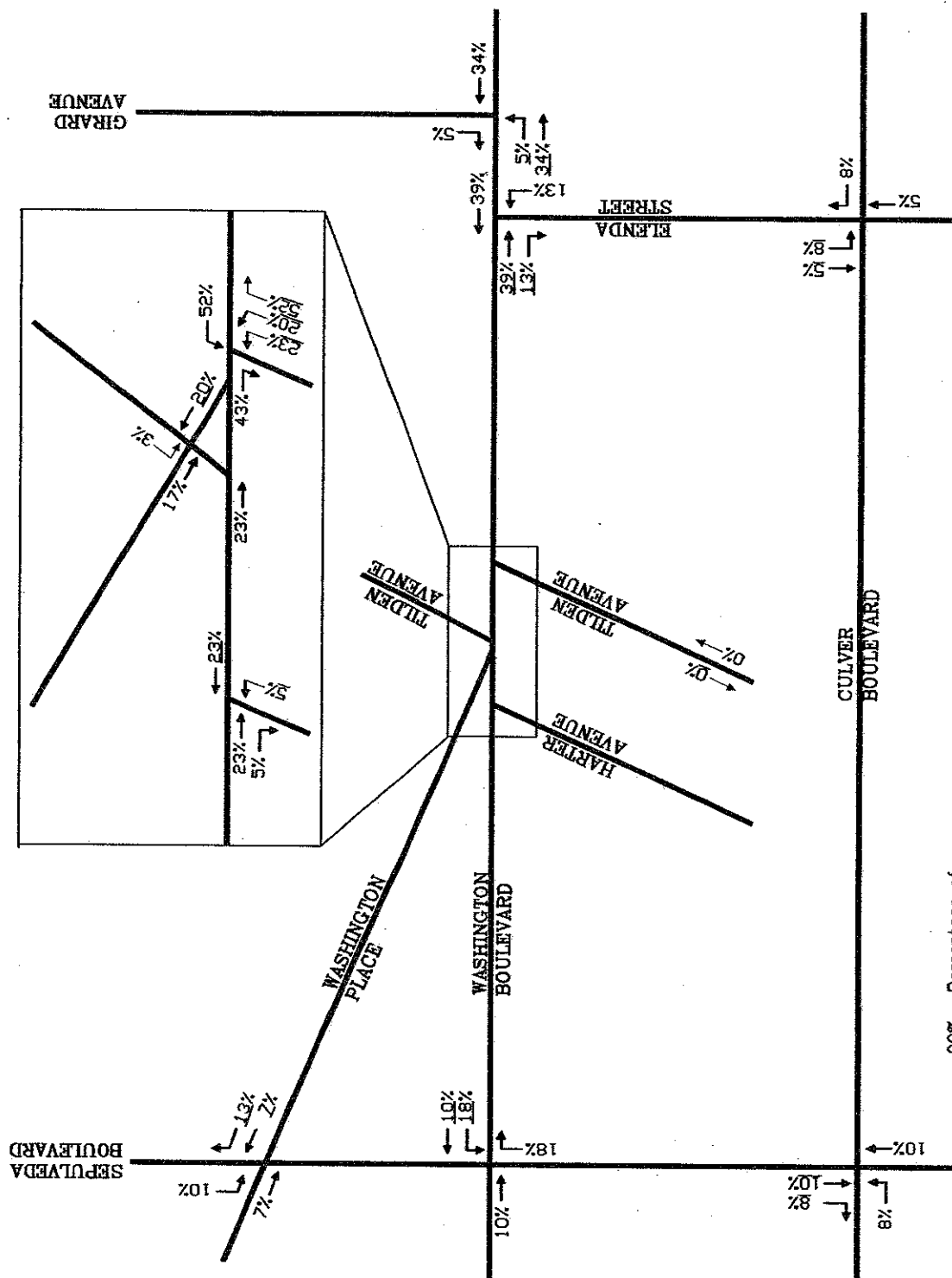
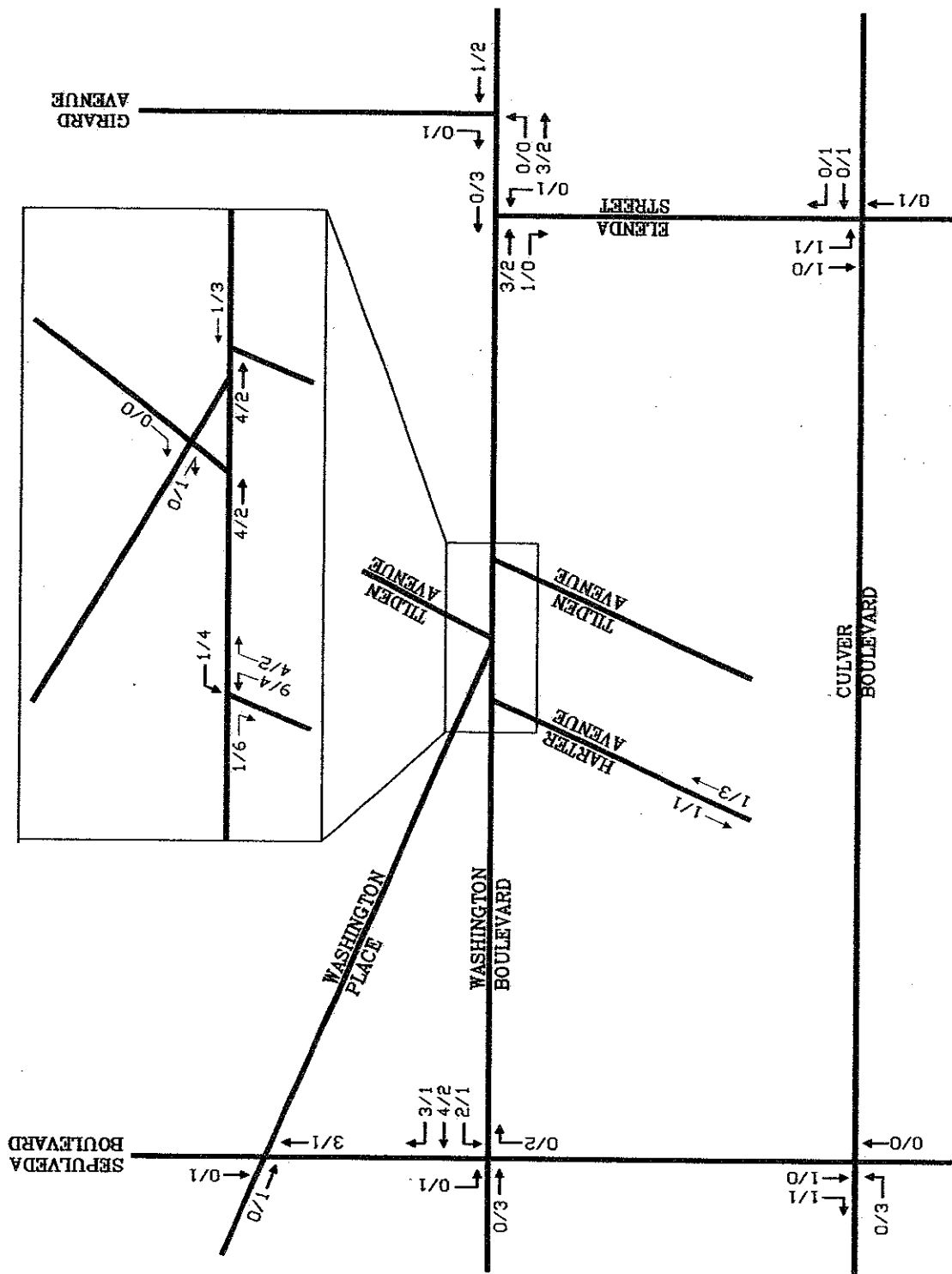


FIGURE 5A
ESTIMATED PERCENTAGE ASSIGNMENTS
RESIDENTIAL COMPONENT TRIPS



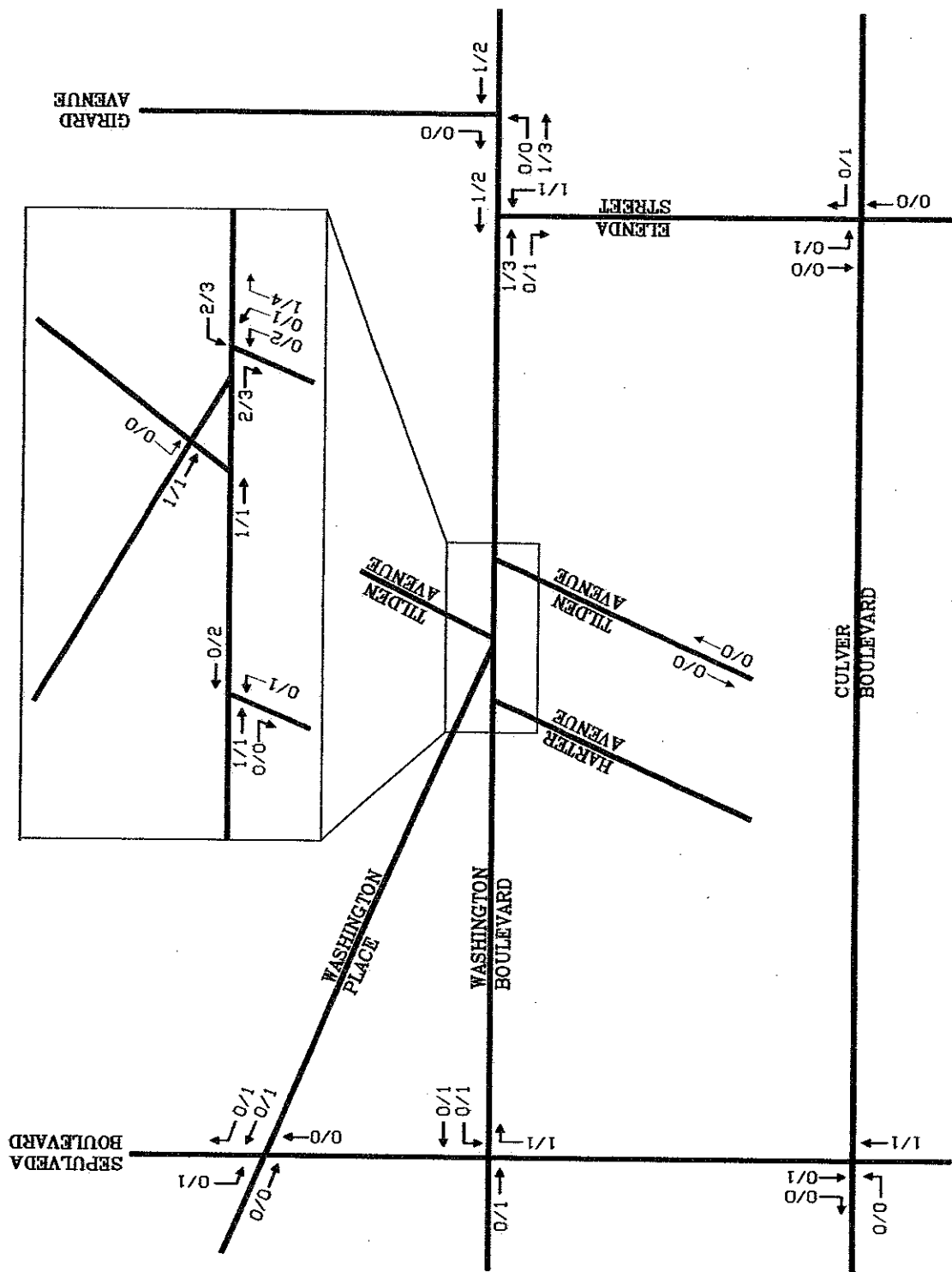
00% = Percentage of entering trips
 00% = Percentage of exiting trips

FIGURE 5B
 ESTIMATED PERCENTAGE ASSIGNMENTS
 RETAIL COMPONENT TRIPS



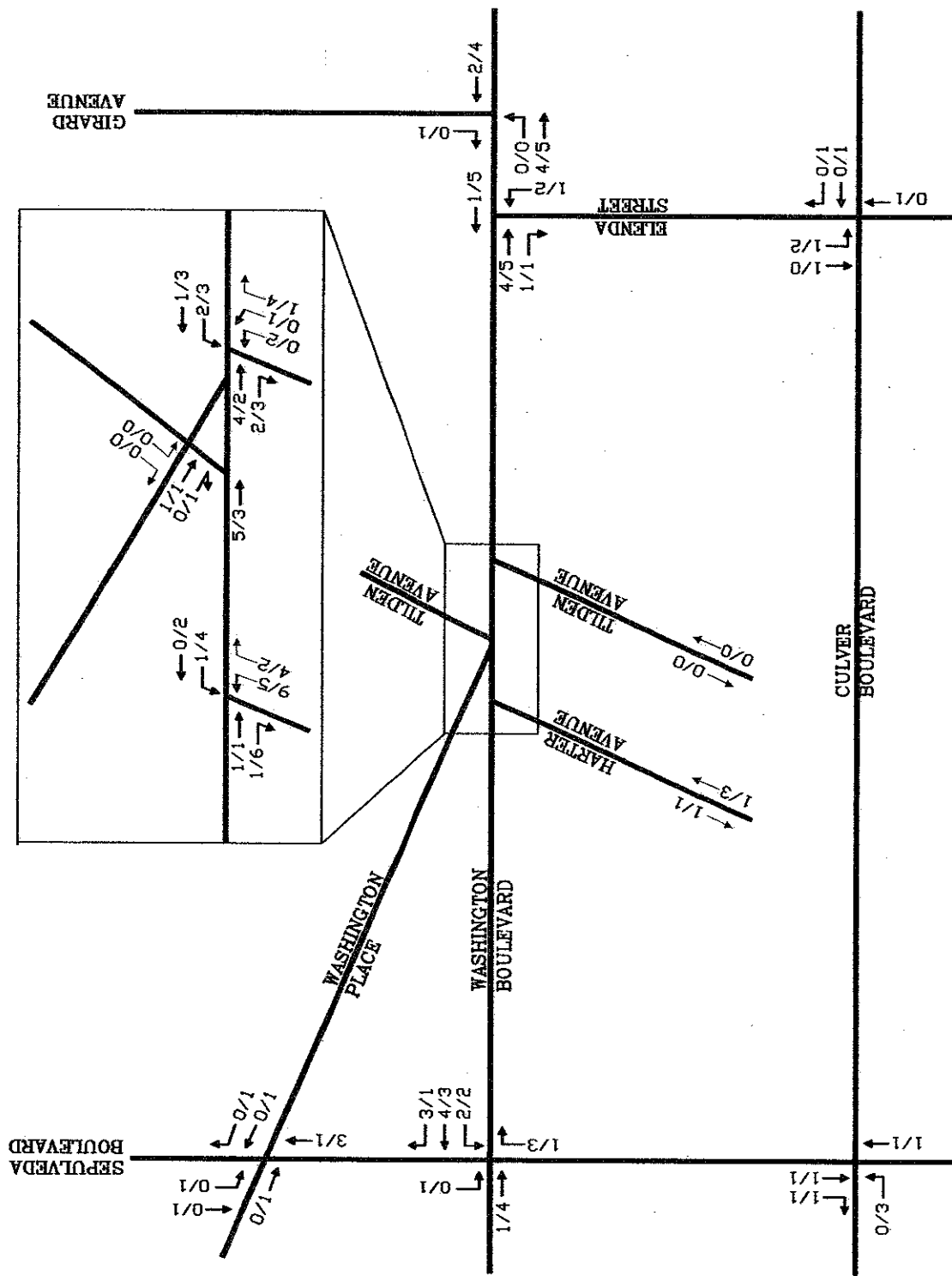
NUMBER OF TRIPS			
Morning	Afternoon		
Peak Hour	Peak Hour		
00	00		

FIGURE 6A
PEAK-HOUR TRIP ASSIGNMENTS
RESIDENTIAL COMPONENT



NUMBER OF TRIPS			
Morning	Afternoon		
Peak Hour	Peak Hour		
00	00		

FIGURE 6B
PEAK-HOUR TRIP ASSIGNMENTS
RETAIL COMPONENT



NUMBER OF TRIPS
 Morning Peak Hour / Afternoon Peak Hour
 00 / 00

FIGURE 6C
 PEAK-HOUR TRIP ASSIGNMENTS
 TOTAL DEVELOPMENT

Trip Assignments to Study Street Segments

Three of the four study street segments – Harter Avenue, Tilden Avenue, and Aletta Avenue – are entirely within the neighborhood south of the development site. The fourth segment, Elenda Street, is a boundary street for the neighborhood.

Most residents and their visitors will find the neighborhood street pattern inconvenient with only a few ways of entering or exiting the neighborhood and with narrow streets usually lined with parked vehicles. However, a number of residents of the new apartments will perceive some advantage in using Harter Avenue and Aletta Avenue.

Retail component customers and employees from outside of the neighborhood will find the arterial streets to be more attractive than the neighborhood streets. However, residents of the neighborhood will be able to choose between walking to and from the retail or to driving on Tilden Avenue, Harter Avenue, and Aletta Avenue to travel between their homes and the retail.

Elenda Street, being part of the arterial street system, will attract both residential component and retail component traffic.

The estimated percentages and numbers of 24-hour total development trips that will be carried by each of the four residential street segments are shown in Table 3.

TABLE 3
ESTIMATED DEVELOPMENT TRIPS ON STUDY STREET SEGMENTS

<u>Street Segment</u>	<u>Percentage of 24-Hour Development Trips</u>		<u>Number of 24-Hour Development Trips</u>		
	<u>Residential Component</u>	<u>Retail Component</u>	<u>Residential Component</u>	<u>Retail Component</u>	<u>Total Development</u>
Harter Avenue, south of site	21% in 11% out	2% in 2% out	23 in 12 out 35 total	5 in 5 out 10 total	28 in 17 out 45 total
Tilden Avenue, south of site	0%	6% in 6% out	0	14 in 14 out 28 total	14 in 14 out 28 total
Aletta Avenue, east of Tilden Avenue	6% in 11% out	3% in 3% out	7 in 12 out 19 total	7 in 7 out 14 total	14 in 19 out 33 total
Elenda Street, south of Aletta Avenue	10% in 15% out	13% in 13% out	11in 17 out 28 total	31 in 31 out 62 total	42 in 48 out 90 total

For Harter, Tilden, and Aletta avenues, the retail component 24-hour volumes will be meaningful, as shown above. However, the peak-hour volumes of retail traffic on those streets will be insignificant, ranging from zero to one vehicle per peak hour. To assure a conservative analysis of the peak-hour impacts, all peak-hour retail traffic was assigned to the arterial street intersections, as shown in Figures 5A and 5 B.

RELATED PROJECTS TRAFFIC

In December 2010, the City of Culver City staff provided a list of all proposed/approved projects in the city, and LADOT provided a complementary list for the areas of Los Angeles adjacent to Culver City. The projects within 1 ½ miles of the development site were identified.

All of those projects that have not been completed and fully occupied were included in this study – a total of 23 related projects in Culver City and five related projects in adjacent Los Angeles. The locations, uses, and sizes of those projects are described in Table 4A (for Culver City) and Table 4B (for Los Angeles). The locations of the related projects that are included in the study are illustrated in Figure 7.

Estimates of the peak-hour trip generation of the projects are shown in Table 5, following Figure 7. The trip generation estimates for most of the projects were based on trip rates and equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 8th Edition*, 2008. The exceptions to that method of estimating were projects numbered 4, 15, 16, 20, 27, and 28 in Tables 4A and 4B; those trip generation estimates were obtained from traffic studies prepared specifically for those projects and obtained from the cities of Culver City and Los Angeles.

The assignments to the study intersections of the related project peak-hour traffic volumes are illustrated in Figure 8. The assignments are conservatively high, because some of the related projects in Tables 4A and 4B will not actually be built, and mitigation measures for the related projects, if any, have not been included as background conditions in this study.

TABLE 4A**DESCRIPTIONS OF RELATED PROJECTS IN CULVER CITY**

<u>MAP NO.</u>	<u>PROJECT NAME</u>	<u>LOCATION</u>	<u>USE</u>	<u>SIZE</u>
1	Union 76	10638 Culver Boulevard	Car Wash at existing gas station	2,500 sq. ft.
2	FAYNSOD Family Trust	11501-11509 Washington Boulevard	Retail Office Apartments	2,359 sq. ft. 937 sq. ft. 2 units
3	Office Project	11957 Washington Boulevard	Offices	73,569 sq. ft.
4	School Expansion	12095-12101 Washington Boulevard	New Students Existing Medical Offices	250 (10,045 sq. ft.)
5	Five Unit Condominium	3862 Huron Avenue	Condominiums Existing House	5 units (1 unit)
6	Four Unit Condominium	3846 Bentley Avenue	Condominiums Existing House	4 units (1 unit)
7	Hampton Inn	3954 Sepulveda Boulevard	Hotel Existing Garden Nursery	77 rooms (0.68 acres)
8	Four Unit Condominium	4014 Van Buren Place	Condominiums	4 units
9	Irving Residential/Office	4043 Irving Place	Apartments Offices	26 units 1,500 sq. ft.
10	3 New Condominiums	4048 Lincoln Avenue	Condominiums	3 units
11	Four Unit Condominium	4058 Madison Avenue	Condominiums Existing House	4 units (1 unit)
12	Two Unit Condominium	4228 Madison Avenue	Condominiums Existing House	2 units (1 unit)
13	Parcel B	9300 Culver Boulevard	Retail Restaurant Offices	18,860 sq. ft. 28,300 sq. ft. 65,335 sq. ft.
14	Office Building	9919 Jefferson Boulevard	Offices	113,467 sq. ft.

TABLE 4A (CONTINUED)

DESCRIPTIONS OF RELATED PROJECTS IN CULVER CITY

<u>MAP NO.</u>	<u>PROJECT NAME</u>	<u>LOCATION</u>	<u>USE</u>	<u>SIZE</u>
15	Triangle Site – Washington/ National TOD	Washington Boulevard/ National Boulevard	Light Rail Station Apartments Hotel Offices Retail Restaurant Exiting Industrial Existing Warehouse Existing Vehicle Repair	-- 200 units 149 rooms 200,000 sq. ft. 51,500 sq. ft. 20,000 sq. ft. (10,621 sq. ft.) (4,000) sq. ft. (2,490 sq. ft.)
16	West Los Angeles Community College Master Plan and EIR	Overland Avenue/ Freshman Drive	Increase in Student Enrollment (interim by 2015)	4,812 students
17	New Vehicle Repair Shop	11167 Washington Place	Vehicle Repair	1,196 sq. ft.
18	Culver Studios Amendment No. 6	9336 Washington Boulevard	Phase 1 Offices Support	25,093 sq. ft. 13,634 sq. ft.
19	Fresh Paint Mixed Use	9355 Culver Boulevard	Apartment Office	1 unit 2,868 sq. ft.
20	Jewish Home for the Aging	3847 Delmas Terrace	Congregate Care Residential Care PACE Program Existing Hospital Beds	184 units 48 units 14,000 sq. ft. (39 beds)
21	Auto Repair Shop	11304 Culver Boulevard	Vehicle Repair	1,280 sq. ft.
22	Two-story Commercial Building	11012 – 11014 Washington Boulevard	Offices	3,385 sq. ft.

TABLE 4B

DESCRIPTIONS OF RELATED PROJECTS IN LOS ANGELES

<u>MAP NO.</u>	<u>CASE NUMBER</u>	<u>LOCATION</u>	<u>USE</u>	<u>SIZE</u>
23	WLA 08-032	2900 Sepulveda Boulevard	Apartments Offices	48 units 1,500 sq. ft.
24	WLA 07-078	3115 Sepulveda Boulevard	Condominiums Retail	175 units 28,000 sq. ft.
25	WLA 07-062	11131 Rose Avenue	Condominiums Existing Apartments	227 units (89 units)
26	WLA 06-017	3417 Motor Avenue	Apartments Retail	85 units 8,600 sq. ft.
27	WLA 08-026	9901 W. Washington Boulevard	Apartments Fast-Food Restaurant Quality Restaurant Specialty Retail <u>Existing</u> Movie Theater Fast-Food Restaurant Quality Restaurant Health Club Medical/Dental Offices General Offices	131 units 4,710 sq. ft. 1,836 sq. ft. 5,602 sq. ft. (1,497 seats) (4,710 sq. ft.) (1,836 sq. ft.) (2,450 sq. ft.) (2,850 sq. ft.) (3,539 sq. ft.)
28	WLA 08-042	10601 Washington Boulevard	Apartments Offices Retail High Turnover Restaurant Quality Restaurant	126 units 23,000 sq. ft. 9,000 sq. ft. 4,500 sq. ft. 4,500 sq. ft.

TABLE 5

ESTIMATED RELATED PROJECTS TRAFFIC

PROJECT USES	SIZE	NUMBER OF TRIPS					
		Morning Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
#1 Car Wash at existing gas station	2,500 sq. ft.	17	18	35	18	17	35
#2 Retail Office Apartments	2,359 sq. ft. 937 sq. ft. 2 units	2 1 0 3	1 0 1 2	3 1 1 5	3 0 1 4	3 1 0 4	6 1 1 8
#3 Offices	73,569 sq. ft.	100	14	114	19	91	110
#4 New Students Existing Medical Offices	250 (10,045 sq. ft.)	53	38	91	0	2	2
#5 Condominiums Existing House	5 units (1 unit)	0 0 0	2 (1) 1	2 (1) 1	2 (1) 1	1 0 1	3 (1) 2
#6 Condominiums Existing House	4 units (1 unit)	0 0 0	2 (1) 1	2 (1) 1	1 (1) 0	1 0 1	2 (1) 1
#7 Hotel Existing Garden Nursery	77 rooms (0.68 acres)	26 (2) 24	17 0 17	43 (2) 41	24 (2) 22	21 (3) 18	45 (5) 40
#8 Condominiums	4 units	0	2	2	1	1	2
#9 Apartments Offices	26 units 1,500 sq. ft.	3 2 5	10 0 10	13 2 15	10 0 10	6 2 8	16 2 18
#10 Condominiums	3 units	0	1	1	1	1	2
#11 Condominiums Existing House	4 units (1 unit)	0 0 0	2 (1) 1	2 (1) 1	1 (1) 0	1 0 1	2 (1) 1
#12 Condominiums Existing House	2 units (1 unit)	0 0 0	1 (1) 0	1 (1) 0	1 (1) 0	0 0 0	1 (1) 0
#13 Specialty Retail Restaurant Offices	18,860 sq. ft. 28,300 sq. ft. 65,335 sq. ft.	14 16 89 119	9 7 12 28	23 23 101 147	22 142 16 180	29 70 81 180	51 212 97 360

TABLE 5 (CONTINUED)

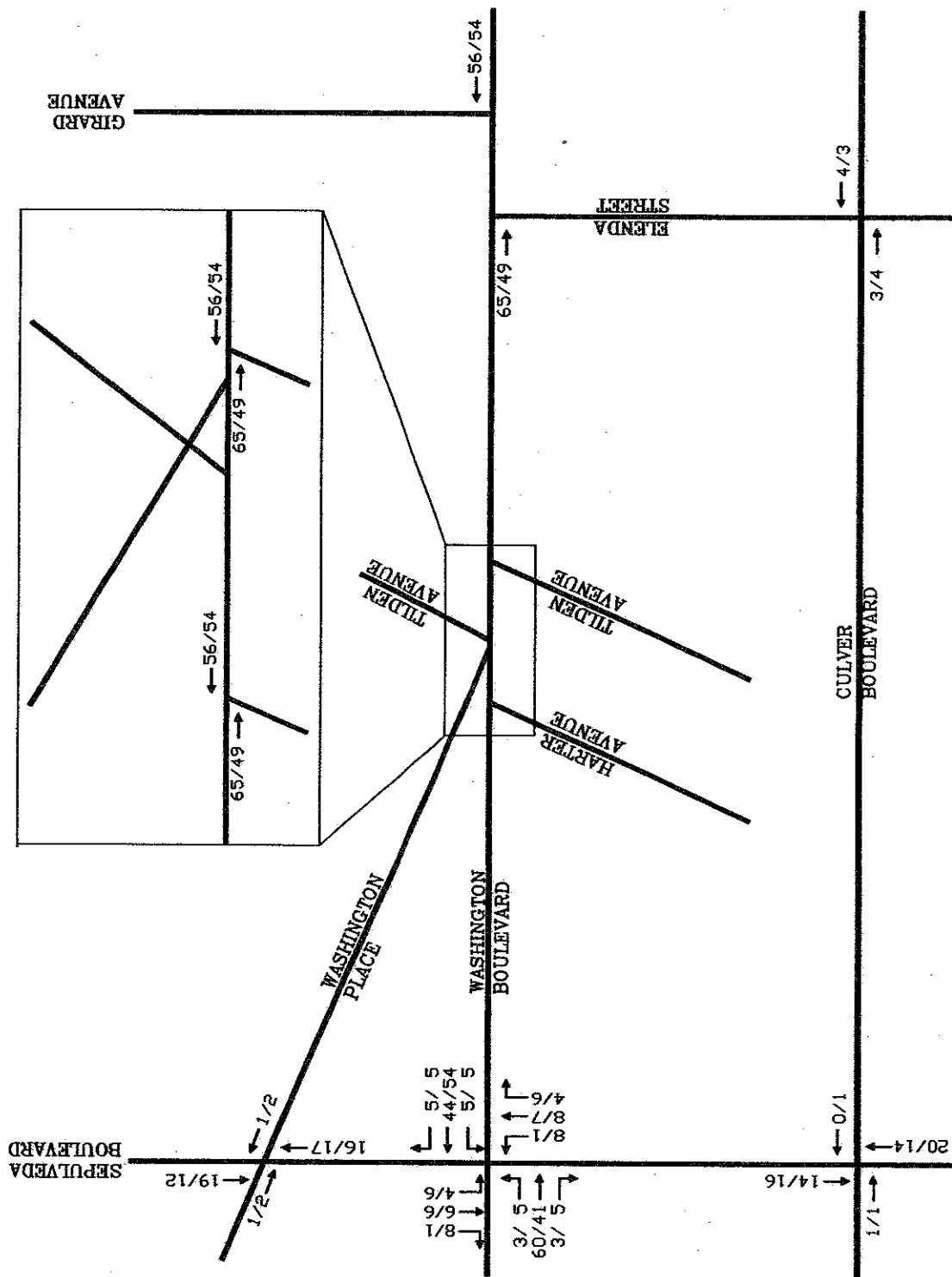
ESTIMATED RELATED PROJECTS TRAFFIC

PROJECT USES	SIZE	NUMBER OF TRIPS					
		Morning Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
#14 Offices	113,467 sq. ft.	155	21	176	29	140	169
# 15 Light Rail Station	—	243	27	270	21	189	210
Apartments	200 units	20	82	102	81	43	124
Hotel	149 rooms	51	32	83	47	41	88
Offices	200,000 sq. ft.	273	37	310	51	247	298
Retail	51,500 sq. ft.	32	21	53	93	100	193
Restaurant	20,000 sq. ft.	11	5	16	100	50	150
Exiting Industrial	(10,621 sq. ft.)	(9)	(1)	(10)	(1)	(9)	(10)
Existing Warehouse	(4,000) sq. ft.	(1)	0	(1)	0	(1)	(1)
Existing Vehicle Repair	(2,490 sq. ft.)	(5)	(2)	(7)	(4)	(4)	(8)
		615	201	816	388	656	1,044
# 16 Increase in College Student Enrollment (interim by 2015)	4,812 students	436	481	917	300	133	433
#17 Vehicle Repair	1,196 sq. ft.	3	1	4	2	2	4
# 18 Phase 1 Offices	25,093 sq. ft.	34	5	39	6	31	37
Support	13,634 sq. ft.	11	2	13	2	11	13
		45	7	52	8	42	50
#19 Apartment Office	1 unit	0	1	1	1	0	1
	2,868 sq. ft.	4	0	4	1	3	4
		4	1	5	2	3	5
#20 Congregate Care	184 units	5	3	8	12	11	23
Residential Care	48 units	8	5	13	9	12	21
PACE Program	14,000 sq. ft.	22	4	26	4	22	26
Existing Hospital Beds	39 beds	(31)	(13)	(44)	(18)	(33)	(51)
		4	(1)	3	7	12	19
#21 Vehicle Repair	1,280 sq. ft.	3	1	4	2	2	4
#22 Offices	3,385 sq. ft.	4	1	5	1	4	5
#23 Apartments	48 units	5	19	24	20	10	30
Offices	1,500 sq. ft.	2	0	2	0	2	2
		7	19	26	20	12	32
#24 Condominiums	175 units	13	64	77	61	30	91
Retail	28,000 sq. ft.	20	13	33	33	43	76
		33	77	110	94	73	167
#25 Condominiums	227 units	17	83	100	79	39	118
Existing Apartments	(89 units)	(9)	(36)	(45)	(36)	(19)	(55)
		8	47	55	43	20	63

TABLE 5 (CONTINUED)

ESTIMATED RELATED PROJECTS TRAFFIC

PROJECT USES	SIZE	NUMBER OF TRIPS					
		Morning Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
#26 Apartments	85 units	9	34	43	35	18	53
Retail	8,600 sq. ft.	<u>6</u>	<u>4</u>	<u>10</u>	<u>10</u>	<u>13</u>	<u>23</u>
		15	38	53	45	31	76
#27 Apartments	131 units	14	53	67	53	28	81
Fast-Food Restaurant	4,710 sq. ft.	0	0	0	42	40	82
Quality Restaurant	1,836 sq. ft.	0	0	0	9	5	14
Specialty Retail	5,602 sq. ft.	4	3	7	9	9	15
Existing							
Movie Theater	(1,497 seats)	0	0	0	(14)	(21)	(35)
Fast-Food Restaurant	(4,710 sq. ft.)	(20)	(13)	(33)	(42)	(40)	(82)
Quality Restaurant	(1,836 sq. ft.)	0	0	0	(9)	(5)	(14)
Health Club	(2,450 sq. ft.)	(1)	(2)	(3)	(5)	(5)	(10)
Medical/Dental Offices	(2,850 sq. ft.)	(5)	(2)	(7)	(3)	(8)	(11)
General Offices	(3,539 sq. ft.)	<u>(4)</u>	<u>(1)</u>	<u>(5)</u>	<u>(1)</u>	<u>(4)</u>	<u>(5)</u>
		(12)	38	26	36	(1)	35
# 28 Apartments	126 units	13	51	64	51	27	78
Offices	23,000 sq. ft.	31	4	35	6	28	34
Retail	9,000 sq. ft.	2	2	4	7	7	14
High Turnover Restaurant	4,500 sq. ft.	18	16	34	19	13	32
Quality Restaurant	4,500 sq. ft.	<u>2</u>	<u>2</u>	<u>4</u>	<u>16</u>	<u>8</u>	<u>24</u>
		66	75	141	99	83	182



NUMBER OF TRIPS			
Morning	Afternoon	Peak Hour	00
00	00	00	00

FIGURE 8
RELATED PROJECTS TRAFFIC
PEAK HOURS

IMPACT ANALYSIS

Study Intersections

The potential development traffic impacts at the six study intersections were evaluated by analyzing the estimated traffic operations during the peak hours in the study year, 2013, *without* and *with* the proposed development, including the consideration of current traffic, the annual growth of that traffic, and the related projects traffic. The study year was chosen as the year that the proposed development would be open and occupied.

The future intersection volumes were estimated in a three-step process, as follows:

- Step 1 - The current peak-hour traffic (Figures 4A and 4B) was increased at the rate of 1% per year to the study year, 2013, to account for *ambient traffic growth* related to projects beyond the vicinity that will generate traffic through the study intersections.
- Step 2 - The related projects traffic (Figure 8) was added to the increased ambient traffic (Step 1) to estimate future peak-hour volumes *without the proposed development*. The estimates are illustrated in Figures 9A and 9B.
- Step 3 - The development traffic (Figure 6C) was added to the "without" traffic to estimate peak-hour volumes *with the proposed development*. The estimates are illustrated in Figures 10A and 10B.

The volume/capacity ratios and levels of service for each intersection were calculated for future traffic conditions *without* and *with* the development traffic. The calculations were by means of the Intersection Capacity Utilization method. For purposes of the calculations, it was assumed that all current lane configurations and traffic signal phasing conditions would still be in effect in the study year, 2013.

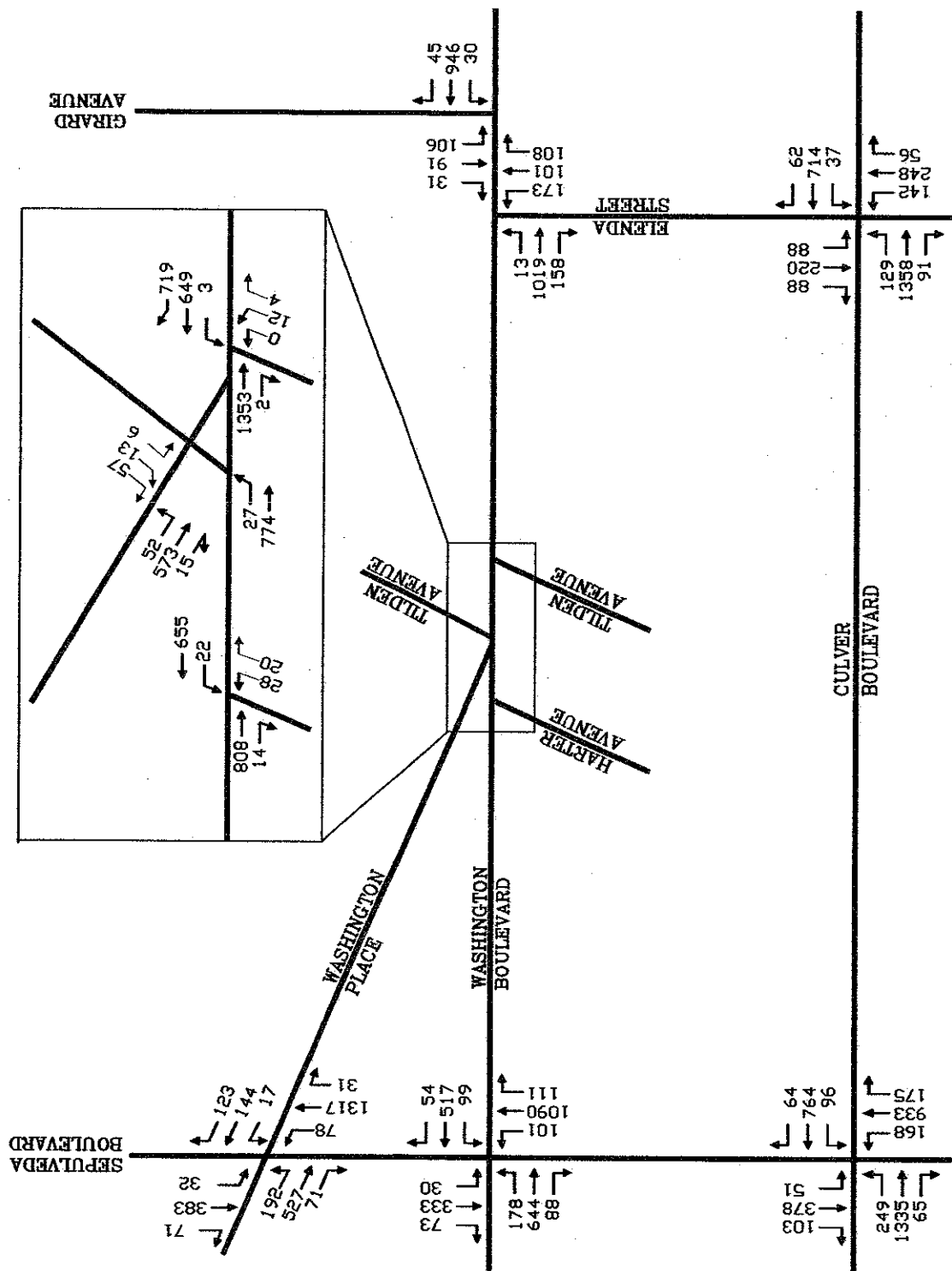


FIGURE 9A
ESTIMATED FUTURE TRAFFIC
WITHOUT PROPOSED DEVELOPMENT
MORNING PEAK HOUR - 2013

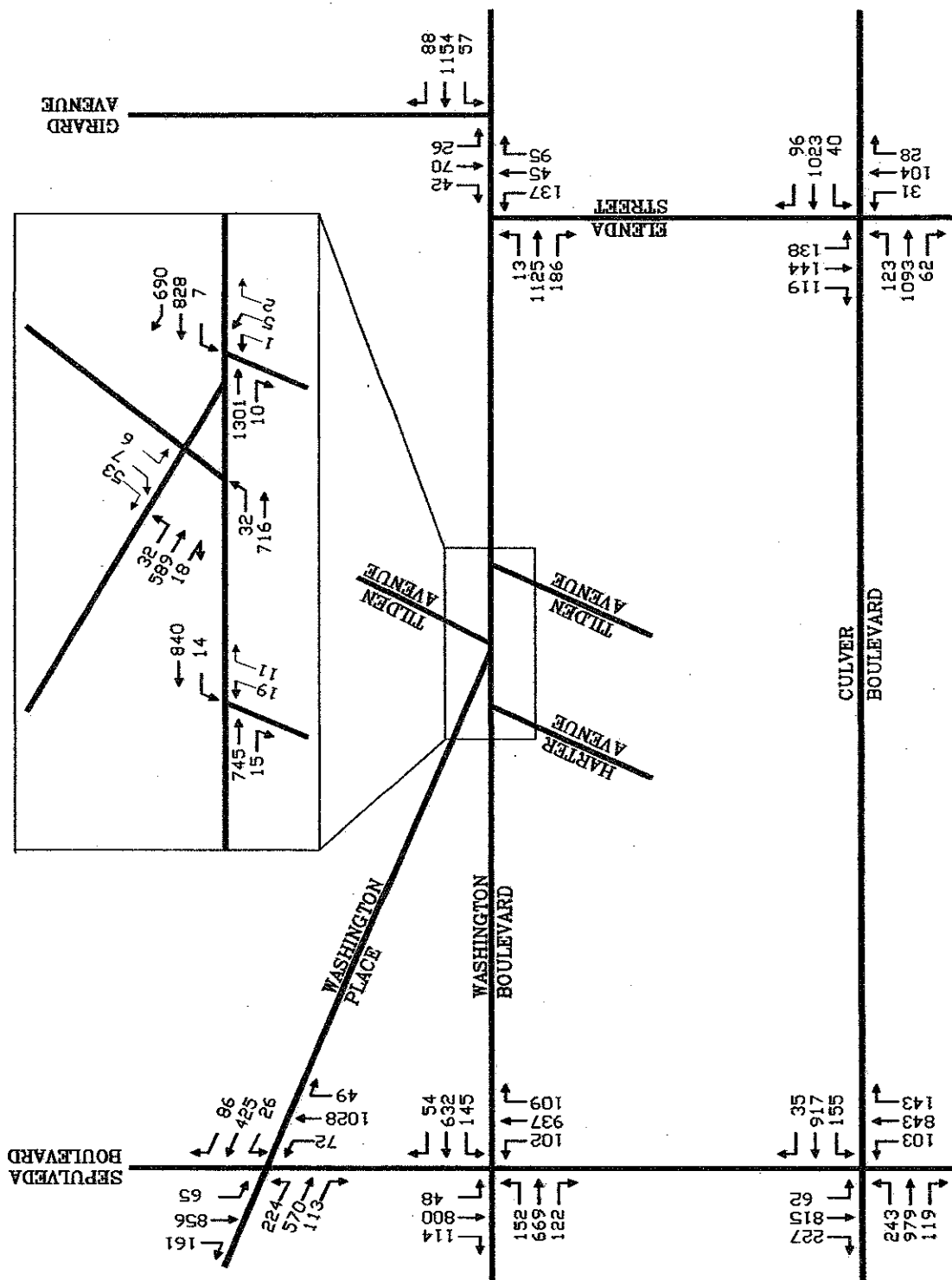


FIGURE 9B
ESTIMATED FUTURE TRAFFIC
WITHOUT PROPOSED DEVELOPMENT
AFTERNOON PEAK HOUR - 2013

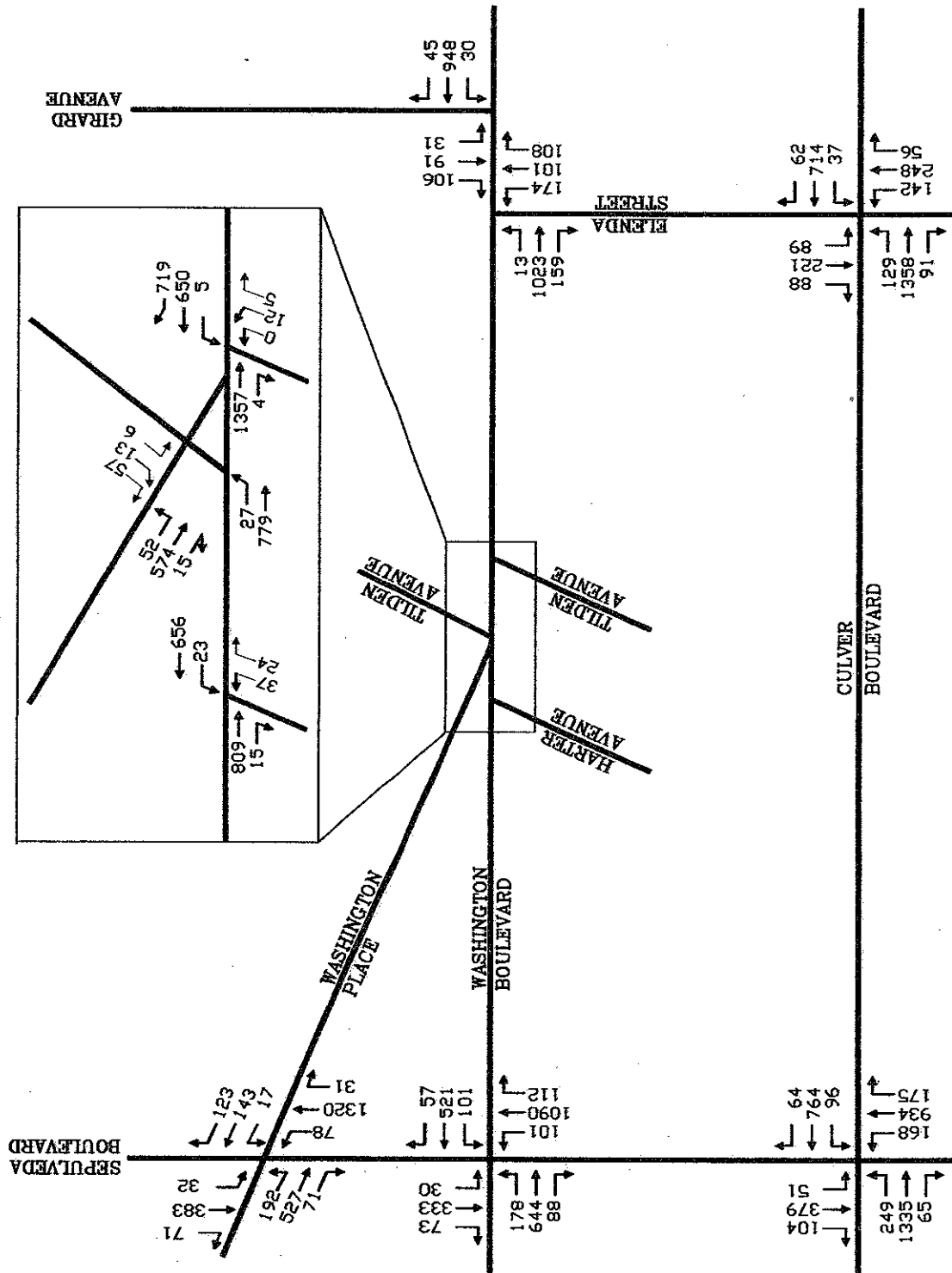


FIGURE 10A
ESTIMATED FUTURE TRAFFIC
WITH PROPOSED DEVELOPMENT
MORNING PEAK HOUR - 2013

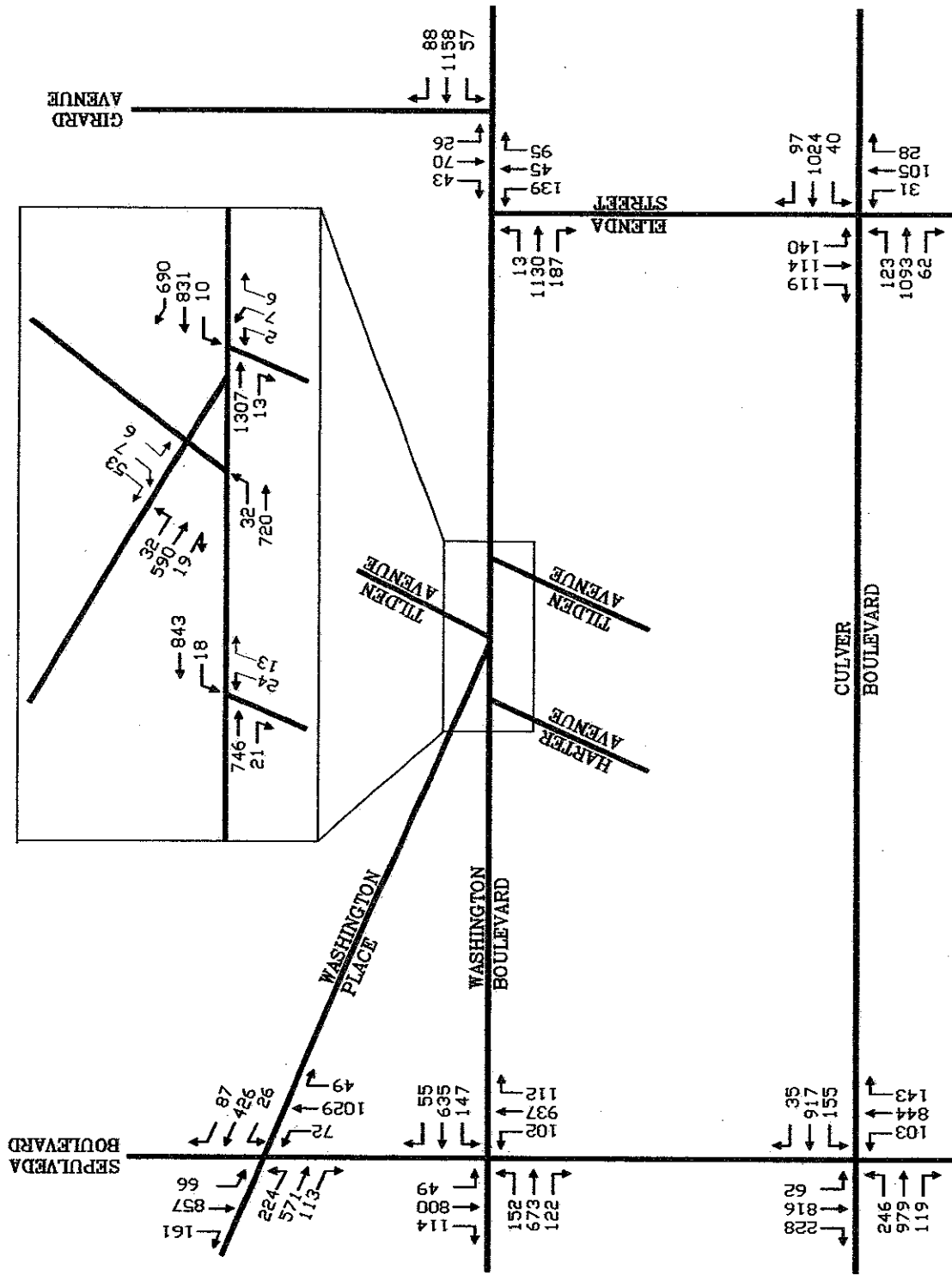


FIGURE 10B
ESTIMATED FUTURE TRAFFIC
WITH PROPOSED DEVELOPMENT
AFTERNOON PEAK HOUR - 2013

The calculations of current and future intersection operations levels are in the Appendix, and the results are summarized in Table 6.

The magnitudes of the impacts of development traffic at each intersection were evaluated by comparing the Levels of Service (LOS's) and volume/capacity ratios for the two traffic conditions – *without* and *with* the development.

During the future morning peak hour with the proposed development, operations will be at the following levels:

- Level of Service (LOS) B at **two** intersections;
- LOS C at **one** intersection; and
- LOS D at **three** intersections.

Comparing the future conditions without and with the proposed development, **none** of the six intersections will experience a change in morning peak-hour LOS's as a result of the addition of the development traffic.

During the future afternoon peak hour with the proposed development, operations will be at the following levels:

- LOS B at **three** intersections; and
- LOS C at **three** intersections.

Comparing the future conditions without and with the proposed development, **none** of the six intersections will experience changes in afternoon peak-hour LOS's as a result of the addition of the development traffic.

Based on the current Culver City criteria for significance of impact*, the development traffic will result in **no significant impacts at the six intersections**.

Mitigation measures will be not required at any of the study intersections.

* The current Culver City criteria for significance of impact are:

- an increase in volume/capacity ratio of 0.020 or more at LOS E or F; or
- an increase in volume/capacity ratio of 0.040 or more at LOS D; or
- an increase in volume/capacity ratio of 0.050 or more at LOS C.

TABLE 6
CURRENT AND FUTURE INTERSECTION OPERATIONS

<u>INTERSECTION</u>	<u>EXISTING CONDITIONS 2011</u>	<u>FUTURE CONDITIONS – 2013 WITH AMBIENT GROWTH AND RELATED PROJECTS</u>		<u>DEVELOPMENT IMPACT</u>
		<u>WITHOUT DEVELOPMENT</u>	<u>WITH DEVELOPMENT</u>	
Washington Blvd./Washington Place/ Tilden Avenue/Harter Avenue	Morning peak-hour volume/capacity level of service	0.629 B	0.629 B	0.000
	Afternoon peak-hour volume/capacity level of service	0.661 B	0.662 B	0.001
Washington Blvd./Sepulveda Blvd.	Morning peak-hour volume/capacity level of service	0.785 C	0.787 C	0.002
	Afternoon peak-hour volume/capacity level of service	0.795 C	0.799 C	0.004
Washington Place/Sepulveda Boulevard	Morning peak-hour volume/capacity level of service	0.838 D	0.839 D	0.001
	Afternoon peak-hour volume/capacity level of service	0.778 C	0.778 C	0.000

TABLE 6 (CONTINUED)
CURRENT AND FUTURE INTERSECTION OPERATIONS

<u>INTERSECTION</u>	<u>EXISTING CONDITIONS 2011</u>	<u>FUTURE CONDITIONS – 2013 WITH AMBIENT GROWTH AND RELATED PROJECTS</u>		<u>DEVELOPMENT IMPACT</u>
		<u>WITHOUT DEVELOPMENT</u>	<u>WITH DEVELOPMENT</u>	
Culver Boulevard/Sepulveda Boulevard	Morning peak-hour volume/capacity level of service	0.895 D	0.895 D	0.000
	Afternoon peak-hour volume/capacity level of service	0.799 C	0.800 C	0.001
Washington Boulevard/Elenda Street/ Girard Avenue	Morning peak-hour volume/capacity level of service	0.688 B	0.691 B	0.003
	Afternoon peak-hour volume/capacity level of service	0.660 B	0.663 B	0.003
Culver Boulevard/Elenda Street	Morning peak-hour volume/capacity level of service	0.803 D	0.803 D	0.000
	Afternoon peak-hour volume/capacity level of service	0.648 B	0.651 B	0.003

Residential Street Study Segments

As requested by the Culver City staff, four residential street segments were analyzed for impacts of development traffic:

- Harter Avenue, south of development site
- Tilden Avenue, south of development site
- Aletta Ave, east of Tilden Avenue
- Elenda Street, south of Aletta Avenue

The analyses consisted of determining for each segment the percentage of the total traffic during a 24-hour period in the year 2013 that would be attributable to the development trips. The total traffic on each segment includes traffic growth and related projects traffic.

As shown in Table 7, following, the proposed development will add **45 or fewer trips** to the future 24-hour volumes on the three neighborhood streets – Harter Avenue, Tilden Avenue, and Aletta Avenue. All three of those streets carry fewer than 999 trips per day. On Elenda Street, the increase in 24-hour volume will be 1.3%.

Based on the significance criteria** that have been adopted by Culver City, the proposed development would **not have significant traffic impacts** on the nearby residential street segments.

** The criteria for significance of impact on residential street segments are:

<u>Total 24-Hour Volume</u>	<u>Development Traffic</u>
0 to 999	120 vehicles per day
1,001 to 2,000	Equal to or greater than 12% of total
2,001 to 3,000	Equal to or greater than 10% of total
Greater than 3,000	Equal to or greater than 8% of total

TABLE 7

CURRENT AND FUTURE 24-HOUR TRAFFIC

RESIDENTIAL STREET STUDY SEGMENTS

<u>STREET SEGMENT</u>	<u>CURRENT 24-HOUR TRAFFIC - 2011</u>	<u>24-HOUR TRAFFIC GROWTH (2.0%)</u>	<u>24-HOUR RELATED PROJECTS TRAFFIC</u>	<u>24-HOUR TRAFFIC WITHOUT PROJECT - 2013</u>	<u>24-HOUR PROJECT TRAFFIC</u>	<u>TOTAL 24-HOUR TRAFFIC WITH PROJECT - 2013</u>	<u>PROJECT TRAFFIC AS PERCENT OF TOTAL</u>
Harter Avenue, south of the site	672	13	0	685	45	730	6.2%
Tilden Avenue, south of the site	295	6	0	301	28	329	8.5%
Aletta Avenue, east of Tilden Avenue	411	8	0	419	33	452	7.3%
Elenda Street, south of Aletta Avenue	6,848	137	0	6,985	90	7,075	1.3%

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP), as administered in Los Angeles County by the Metropolitan Transportation Authority (MTA), requires impact analyses at any of the following locations:

- a **freeway mainline** that will carry 150 or more development trips per hour in either direction;
- a **freeway ramp/street intersection** that will carry 50 or more development trips per hour; and
- a designated **CMP Arterial Monitoring Station** that will carry 50 or more development trips per hour.

As shown in Table 2, the development will have fewer than 50 net new trips during either peak hour, so the three **thresholds could not be exceeded**. Therefore, **no further analyses are needed to satisfy the requirements of the CMP**.

DEVELOPMENT DRIVEWAYS

The development will have two driveways – one on Harter Avenue to serve the subterranean residential parking and the street-level trash pick-up area for the commercial component; and one on Tilden Avenue to serve the street level parking for the commercial component. Each driveway will have one lane in each direction.

The **Harter Avenue driveway** will be centered approximately 100 feet south of the Washington Boulevard southern curb line. The driveway will be approximately 55 feet wide at the Harter Avenue curb. The section of driveway that will be serving the on-site ramp down to the subterranean residential parking will be 30 feet wide. The extra driveway width will be to serve the trash pick-up area to be located north of the ramp to the residential parking.

The **Tilden Avenue driveway** will be centered approximately 100 feet south of the Washington Boulevard southern curb line. The driveway will be 30 feet wide at the Tilden Avenue curb.

The **alley**, which will serve the four employee parking spaces, is centered approximately 160 feet south of Washington Boulevard. The alley is 20 feet wide.

The estimates of peak-hour traffic that will use each of the development driveways and the alley to the south are shown in Figure 11. All of the turning movements to or from the driveways will average flow rates of less than one vehicle every four minutes throughout the peak hours.

The proposed development driveways will operate efficiently without causing interference with traffic flows on the surrounding streets.

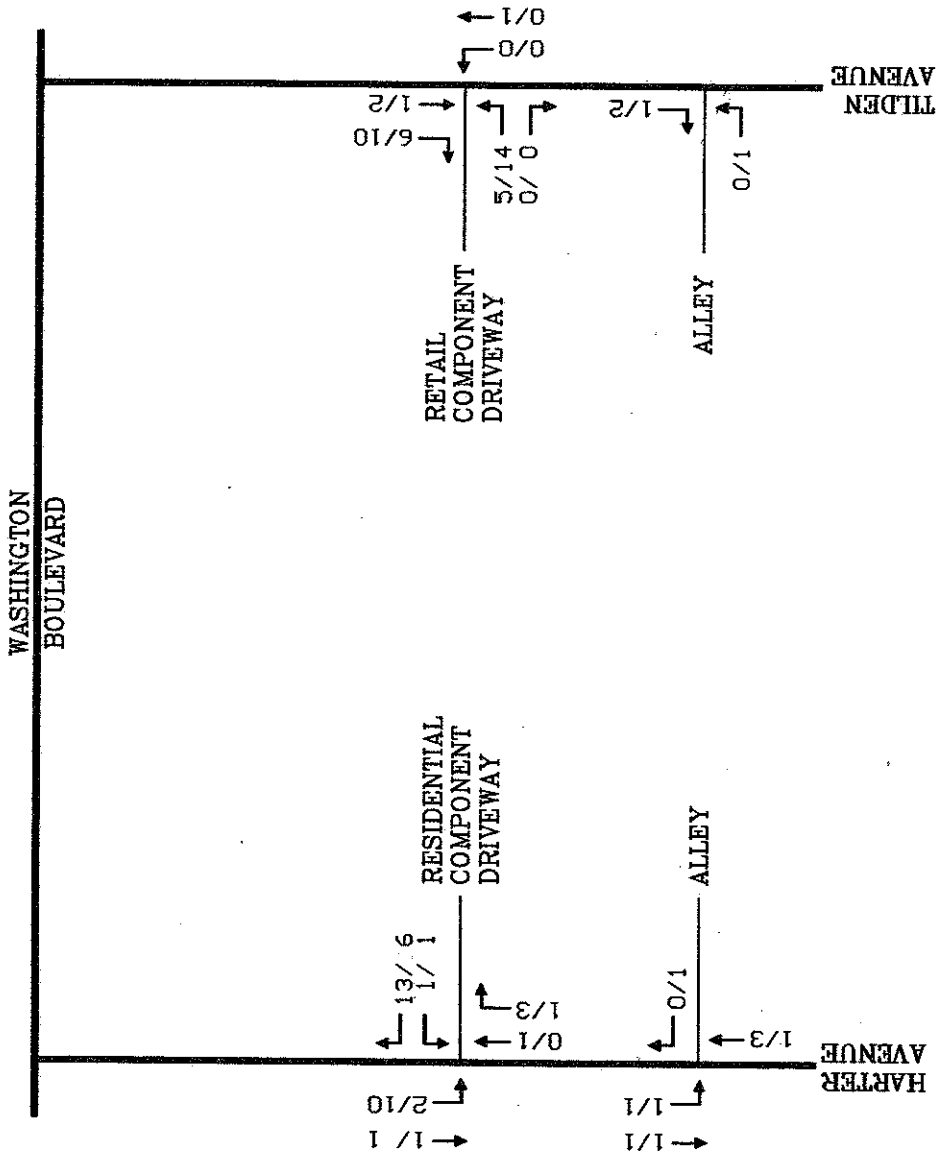


FIGURE 11
DEVELOPMENT DRIVEWAY TRAFFIC
PEAK HOURS

NUMBER OF TRIPS	
Morning	Afternoon
Peak Hour	Peak Hour
00	00

ON-STREET PARKING ADJACENT TO SITE

Tilden Avenue

Currently, at the Tilden Avenue curb adjacent to the site, there is room for five parking spaces. The parking has a two-hour limit from 8 a.m. to 6 p.m., with no limits outside of those hours. There are no parking meters. Parking is prohibited from 8 a.m. to 11 a.m. on Wednesdays for street sweeping.

Tilden Avenue has a 30-foot wide roadway with parking allowed on both sides. Subtracting 8 feet of roadway width for each parking lane leaves only 14 feet of roadway width for vehicle travel lanes [30 feet – (2 x 8 feet) = 14 feet]. That is less than two lanes wide. With the new development driveway on Tilden Avenue, it will be necessary to have two traffic lanes, occupying a minimum width of 22 feet, between Washington Boulevard and the alley.

Recommendation: Eliminate the five existing parking spaces on the west side of Tilden Avenue, immediately adjacent to the site, while retaining the existing parking on the east side of the street.

Observations of the current use of the Tilden Avenue parking were made on two weekdays during the normal business day, that is, before 6 p.m., and during the evening, after 7 p.m. There were three to five vehicles parked at the subject curb during each of five observations, including the two evening observations. It is probable that some of the parked vehicles were related to the existing on-site businesses. In the future, the new development businesses will have adequate parking on-site.

Harter Avenue

Currently, at the Harter Avenue curb adjacent to the site there is room for six parking spaces. The parking has no time limits. There are no parking meters. Parking is prohibited from 8 a.m. to 11 a.m. on Wednesdays for street sweeping.

Harter Avenue has a 40-foot wide roadway that accommodates two traffic lanes and on-street parking on both sides. Unlike Tilden Avenue, it would not be necessary to remove parking to provide a sufficient travel way. However, the construction of the new development driveway and provision of no stopping (red curb) zones north and south of the driveway for improved driver visibility will result in the elimination of all six of the curbside parking spaces on the east side of Harter Avenue immediately adjacent to the development site.

Observations of the current use of the Harter Avenue parking were made on two weekdays during the normal business day, that is, before 6 p.m., and during the evening, after 7 p.m. There were one to five vehicles parked at the subject curb during each of five observations, with five parked vehicles during three of the five observations, including one of the two evening observations.

All of the on-street parking prohibitions on both streets will be at the curbs adjacent to the subject site. No parking adjacent to other properties will be affected.

CONCLUSIONS

The potential trip generation of each component of the proposed development was estimated and assigned to the street system. Based on those estimates, traffic engineers in the City of Culver City chose six intersections and four residential street segments as the locations for the evaluation of the impacts of the development traffic.

The traffic impacts were evaluated using a method that includes the consideration of the growth of traffic over the years and the increases in traffic that can be expected as a result of other projects that have been proposed or approved for development in the area (related projects).

It was found that none of the study locations, whether intersection or residential street segment, will experience significant impacts as a result of the development traffic.

The volumes of trips that will be generated by the proposed development will be well below the thresholds at which a Congestion Management Program (CMP) analysis would be required.

The driveway serving the subterranean parking for the residential component will be on Harter Avenue, and the driveway serving the street level parking for the commercial component will be on Tilden Avenue. The new development driveway volumes will be of low levels, averaging less than one vehicle every four minutes in either direction. No interference with the flow of traffic along the surrounding streets is to be expected.

It is recommended that the existing on-street parking along the west side of Tilden Avenue, immediately adjacent to the site, be eliminated to provide sufficient roadway width for two traffic lanes adjacent to the development site. The parking on the east side of Harter Avenue, immediately adjacent to the site, will be eliminated by the construction of the development driveway and the provision of no stopping zones for improved visibility. No changes in the on-street parking adjacent to other properties will be necessary.

APPENDIX

TABLE A-1

CAPACITY AND LEVEL OF SERVICE DEFINITIONS

The following definitions are from the publication, Highway Capacity Manual, published by the Transportation Research Board of the National Research Council, Washington, D.C., in 2000.

Intersection approach capacity is the maximum rate of flow which may pass through the intersection under prevailing traffic, roadway, and signalization conditions, such as:

- turning movement volumes
- numbers and widths of lanes
- number of traffic signal phases

Level of Service is a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Level of service A, free flow: Individual drivers are virtually unaffected by others in the traffic stream. Freedom to select desired speeds and to maneuver is extremely high, and delays to individual vehicles are short. Most vehicles do not stop at the intersection. (Volume/capacity ratios from 0.000 to 0.600, and stopped delays averaging 10.0 seconds or less per vehicle.)

Level of service B, stable flow: The freedom to select desired speeds is relatively unaffected by other vehicles in the traffic stream, but there is a slight decline compared with level of service A. Occasionally, a signal phase is fully utilized. (Volume/capacity ratios from 0.601 to 0.700, and stopped delays averaging 10.1 to 15.0 seconds per vehicle.)

Level of service C, stable flow: The beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the driver. The general level of comfort and convenience declines noticeably at this level. The number of vehicles stopping at traffic signals is significant, although many still pass through the intersection without stopping. (Volume/capacity ratios from 0.701 to 0.800, and stopped delays averaging 15.1 to 25.0 seconds per vehicle.)

Level of service D, high-density stable flow: Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a poor level of comfort and convenience. Many vehicles stop, and failures of individual traffic signal cycles are noticeable as vehicles have to wait through more than one green indication before proceeding. (Volume/capacity ratios from 0.801 to 0.900, and stopped delays averaging 25.1 to 35.0 seconds per vehicle.)

Level of service E, at or near capacity flow: Speeds are reduced to low but relatively uniform levels. Freedom to maneuver within the traffic stream is extremely difficult. Comfort and convenience levels are extremely poor, and driver and pedestrian frustration is high. Failures of individual signal cycles are frequent. (Volume/capacity ratios from 0.901 to 1.000, and stopped delays averaging 35.1 to 50.0 seconds per vehicle.)

Level of service F, forced flow: The volume of traffic approaching the intersection exceeds the volume that can traverse the intersection. Queues form, and operations within the queues have stop-and-go waves. Many individual traffic signal cycles fail, and most vehicles have to wait through more than one green indication before traveling through the intersection. (Volume/capacity ratios exceed 1.000, and stopped delays average in excess of 50.0 seconds per vehicle.)

WILTEC

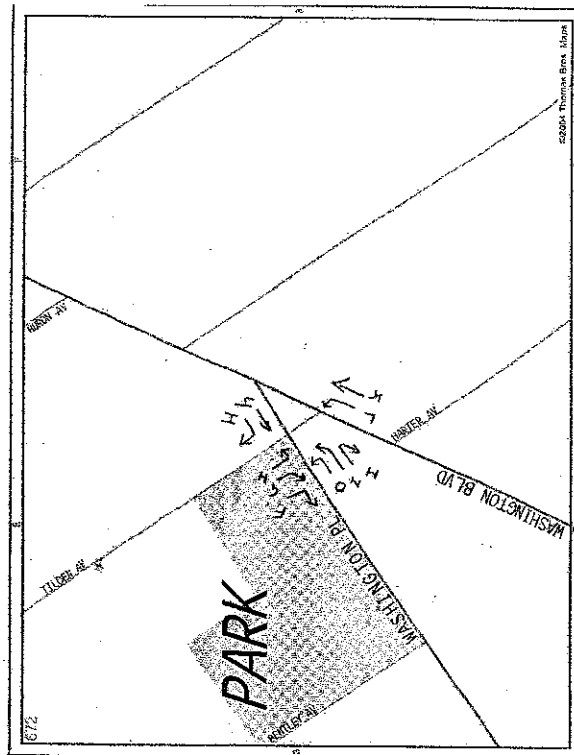
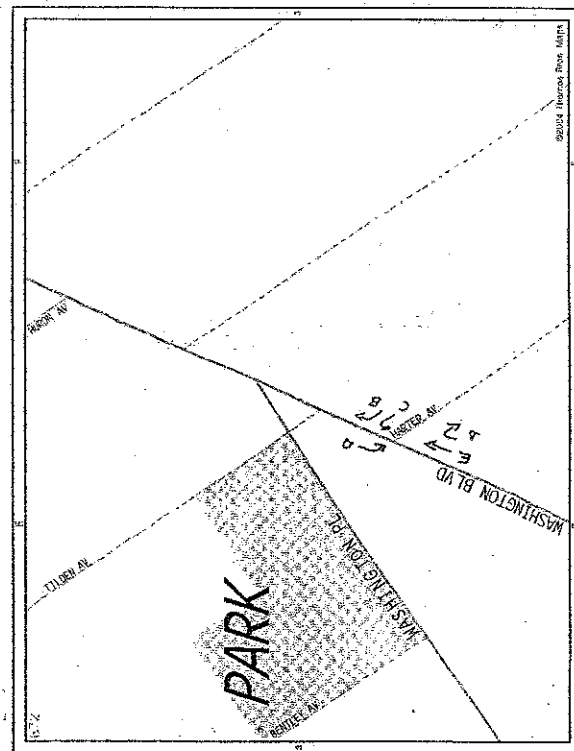
5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (928) 564-1944 Fax: (928) 564-0969

CLIENT: ARTHUR KASSAN
 PROJECT: CULVER CITY COUNTS
 DATE: WEDNESDAY JANUARY 5, 2010
 PERIODS: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S HARTER AVENUE/TILDEN AVENUE
 EW WASHINGTON BOULEVARD

PEAK HOUR
 800-900

15 MIN COUNTS																
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	TOTALS
700-715	1	4	2	2	84	11	1	1	1	66	57	1	2	40	2	375
715-730	4	2	1	1	100	12	0	0	3	81	98	1	2	82	8	552
730-745	2	1	2	7	121	18	3	5	1	113	127	4	1	117	9	760
745-800	2	7	4	8	183	17	4	8	1	148	165	7	3	170	13	1011
800-815	6	9	11	7	183	25	6	5	9	136	163	10	3	135	15	1078
815-830	4	5	7	0	171	14	5	1	4	146	180	7	2	137	14	954
830-845	7	3	4	3	185	11	2	0	2	182	180	3	8	162	16	1122
845-900	5	3	5	4	208	8	0	0	0	138	199	6	1	128	6	1034
HOUR TOTALS																
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	TOTALS
700-800	9	14	9	18	468	58	8	14	6	406	447	13	8	409	32	2698
715-815	14	19	18	23	567	72	13	18	14	478	553	22	9	504	45	3399
730-830	14	22	24	22	638	74	18	19	15	541	635	28	8	559	51	3801
745-845	18	24	26	18	692	67	17	14	16	610	688	27	17	604	58	4163
800-900	22	20	27	14	728	56	13	6	15	602	722	26	15	562	51	4186

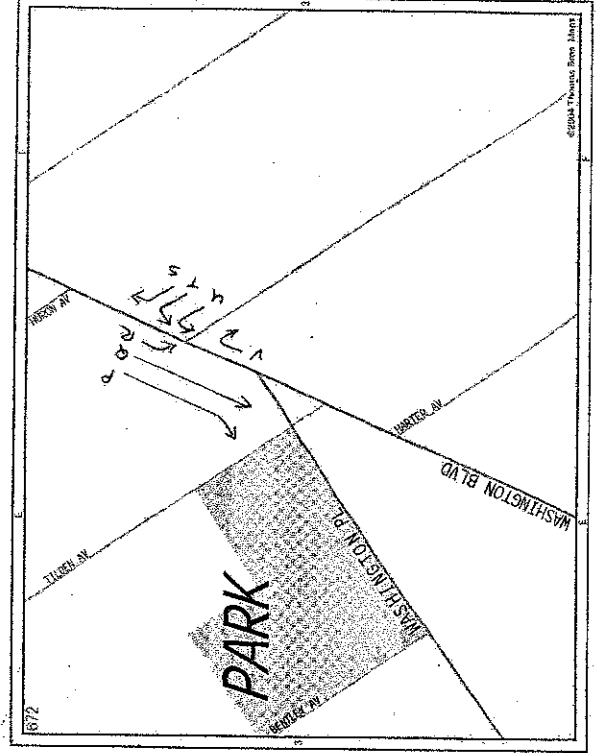


5-LEG INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ARTHUR KASSAN
 PROJECT: CULVER CITY COUNTS
 DATE: WEDNESDAY JANUARY 5, 2010
 PERIOD: 4:00 P.M. TO 6:00 P.M.
 INTERSECTION: N/S HARTER AVENUE/TILDEN AVENUE
 EW WASHINGTON BOULEVARD

PEAK HOUR
 500-600

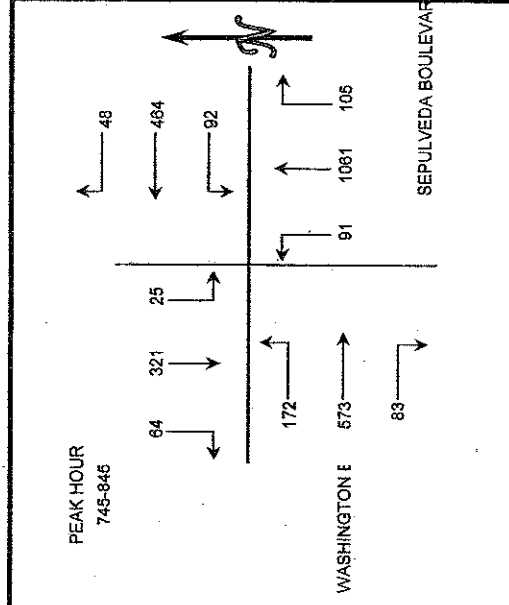
15 MIN COUNTS																
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	TOTALS
400-415	4	1	2	2	155	10	5	1	8	108	155	6	4	122	8	892
415-430	4	4	2	2	156	10	0	1	3	119	155	6	3	122	12	840
430-445	8	2	2	4	174	13	5	1	7	102	156	8	7	135	6	888
445-500	4	4	2	7	194	14	3	1	4	134	203	4	10	157	10	1062
500-515	2	3	6	6	173	13	3	3	0	124	185	5	3	123	12	979
515-530	6	4	5	3	181	8	2	1	8	144	159	9	4	122	5	1004
530-545	4	3	2	3	150	12	2	2	3	172	166	10	7	158	7	1076
545-600	2	1	6	3	178	19	0	0	2	164	154	7	4	174	7	1135
HOUR TOTALS																
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	TOTALS
400-600	20	11	8	15	679	47	13	4	22	493	699	24	24	536	36	3682
415-500	18	13	12	19	697	50	11	6	14	479	699	23	23	537	40	3769
430-530	20	13	15	20	722	48	13	6	19	504	703	26	24	537	33	3933
445-545	16	14	15	19	898	47	10	7	15	574	703	28	24	580	34	4121
500-600	14	11	19	15	692	52	7	6	13	604	654	31	18	577	31	4194



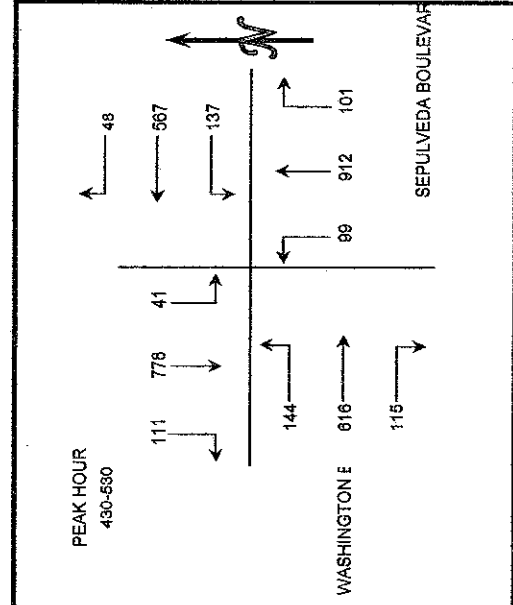
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ARTHUR KASSAN
PROJECT: CULVER CITY COUNTS
DATE: WEDNESDAY JANUARY 5, 2010
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
EW WASHINGTON BOULEVARD

7:00 AM TO 9:00 AM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL
TOTAL											
7:00-7:15	8	57	5	2	36	13	14	234	8	10	54
7:15-7:30	7	58	1	3	56	8	21	268	14	12	89
7:30-7:45	9	71	4	8	90	15	25	235	14	10	108
7:45-8:00	15	73	7	4	133	30	30	288	24	19	163
8:00-8:15	16	95	7	19	109	13	30	278	25	24	139
8:15-8:30	15	78	7	16	94	27	25	256	23	15	120
8:30-8:45	18	76	4	9	128	22	20	239	19	25	161
8:45-9:00	19	98	5	6	103	30	34	236	13	9	144
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
7:00-8:00	39	260	17	17	304	66	90	1025	60	51	404
7:15-8:15	47	288	19	34	378	66	108	1089	77	65	489
7:30-8:30	55	317	25	47	416	85	110	1057	86	68	520
7:45-8:45	64	321	25	48	484	92	105	1061	91	83	573
8:00-9:00	88	346	23	50	434	92	108	1008	80	73	564
TOTAL											
7:00-8:00	12	162	175	2495							
7:15-8:15	12	162	175	2495							
7:30-8:30	12	162	175	2495							
7:45-8:45	12	162	175	2495							
8:00-9:00	12	162	175	2495							



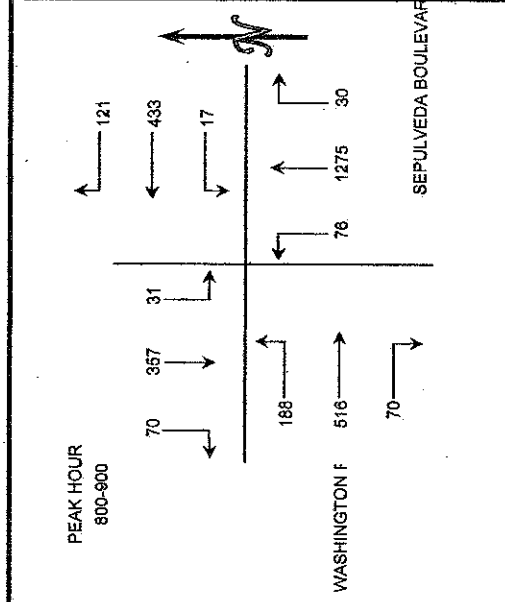
4:00 PM TO 6:00 PM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	NBRT	NBTH	NBTL	EBRT	EBTH	EBTL
TOTAL											
4:00-4:15	31	180	5	12	125	32	33	210	26	40	120
4:15-4:30	37	170	8	14	114	13	24	188	28	25	144
4:30-4:45	28	183	6	13	122	38	21	232	25	34	170
4:45-5:00	27	204	10	11	143	30	24	276	24	35	177
5:00-5:15	30	202	16	17	150	36	39	163	28	24	127
5:15-5:30	26	189	9	7	152	33	17	241	22	22	142
5:30-5:45	27	201	8	17	181	37	30	195	8	14	128
5:45-6:00	29	240	8	14	172	29	39	210	12	25	104
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
4:00-5:00	123	737	29	50	504	113	102	906	103	134	611
4:15-5:15	122	709	40	55	528	117	108	859	105	118	618
4:30-5:30	111	778	41	48	587	137	101	912	99	115	616
4:45-5:45	110	706	43	52	626	136	110	875	82	85	572
5:00-6:00	112	832	41	55	655	135	125	809	70	85	499
TOTAL											
4:00-5:00	123	737	29	50	504	113	102	906	103	134	611
4:15-5:15	122	709	40	55	528	117	108	859	105	118	618
4:30-5:30	111	778	41	48	587	137	101	912	99	115	616
4:45-5:45	110	706	43	52	626	136	110	875	82	85	572
5:00-6:00	112	832	41	55	655	135	125	809	70	85	499



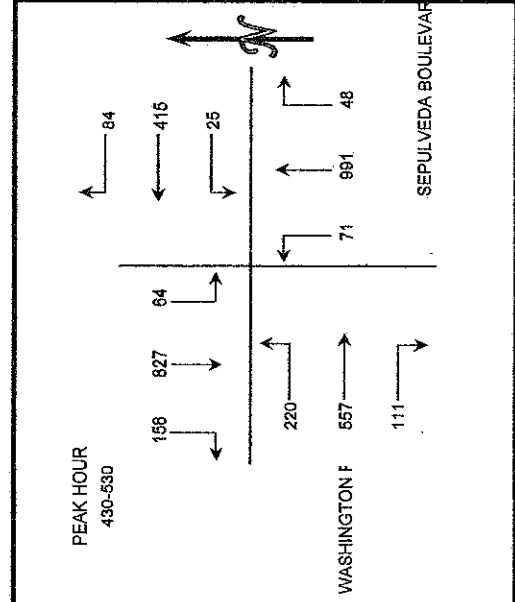
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ARTHUR KASSAN
 PROJECT: CULVER CITY COUNTS
 DATE: WEDNESDAY JANUARY 5, 2010
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 EW WASHINGTON PLACE

15 MIN COUNTS											
7:00 AM TO 9:00 AM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
700-715	6	52	8	20	61	5	9	233	9	13	44
715-730	9	57	6	35	58	4	5	303	3	9	38
730-745	18	67	3	28	78	5	4	271	11	16	94
745-800	13	65	7	27	84	4	2	289	13	18	117
800-815	13	84	2	41	84	0	9	335	18	24	127
815-830	22	92	10	46	98	6	5	327	21	12	147
830-845	19	87	7	18	118	8	7	282	15	10	137
845-900	18	94	12	16	133	5	9	331	22	24	105
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
700-800	46	241	24	110	261	18	20	1096	36	56	326
715-815	53	273	18	131	284	13	20	1188	45	67	409
730-830	66	308	22	142	324	15	20	1222	63	70	485
745-845	67	328	26	132	364	16	23	1233	67	64	528
800-900	70	357	31	121	433	17	30	1275	78	70	516



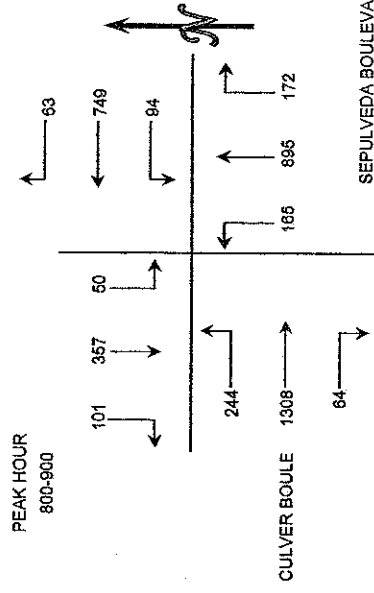
15 MIN COUNTS											
4:00 PM TO 6:00 PM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
400-415	48	188	18	18	91	2	13	252	13	28	100
415-430	53	209	20	27	96	4	9	208	17	34	106
430-445	43	215	18	16	87	10	10	238	25	18	124
445-500	31	212	18	20	97	6	20	252	16	23	142
500-515	80	186	13	34	117	7	11	249	14	39	141
515-530	24	214	15	14	114	2	7	242	18	31	150
530-545	35	177	18	17	108	4	7	205	15	17	132
545-600	44	215	8	23	156	8	14	164	18	38	188
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
400-500	175	824	74	81	371	22	52	980	71	103	472
415-515	187	822	69	97	397	27	50	957	72	114	513
430-530	158	827	64	84	415	25	48	981	71	111	557
445-545	150	789	64	85	436	18	45	958	61	110	565
500-600	163	792	54	88	497	21	39	880	63	123	608



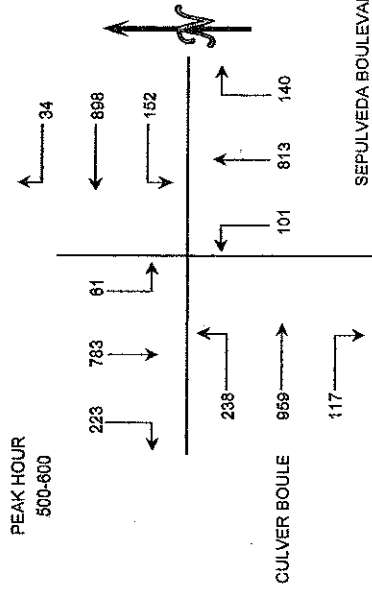
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ARTHUR KASSAN
 PROJECT: CULVER CITY COUNTS
 DATE: WEDNESDAY JANUARY 5, 2010
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W CULVER BOULEVARD

15 MIN COUNTS											
7:00 AM TO 9:00 AM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SELT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
7:00-7:15	12	56	1	5	108	9	19	157	16	4	216
7:15-7:30	16	41	7	11	143	19	24	208	35	9	227
7:30-7:45	19	88	17	8	156	12	31	244	49	16	257
7:45-8:00	20	66	16	15	170	30	27	240	54	11	280
8:00-8:15	27	90	18	13	220	31	40	249	52	24	321
8:15-8:30	25	89	6	18	197	22	50	215	31	12	265
8:30-8:45	25	89	20	19	160	21	33	228	54	10	353
8:45-9:00	24	89	6	13	172	20	49	205	28	18	369
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SELT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
7:00-8:00	67	251	41	39	574	70	101	849	154	40	980
7:15-8:15	82	285	58	47	688	92	122	941	190	80	1085
7:30-8:30	91	333	57	54	742	95	148	943	188	83	1123
7:45-8:45	97	334	60	65	747	104	150	930	191	57	1219
8:00-9:00	101	357	50	63	749	94	172	895	185	84	1308
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SELT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
7:00-8:00	67	251	41	39	574	70	101	849	154	40	980
7:15-8:15	82	285	58	47	688	92	122	941	190	80	1085
7:30-8:30	91	333	57	54	742	95	148	943	188	83	1123
7:45-8:45	97	334	60	65	747	104	150	930	191	57	1219
8:00-9:00	101	357	50	63	749	94	172	895	185	84	1308



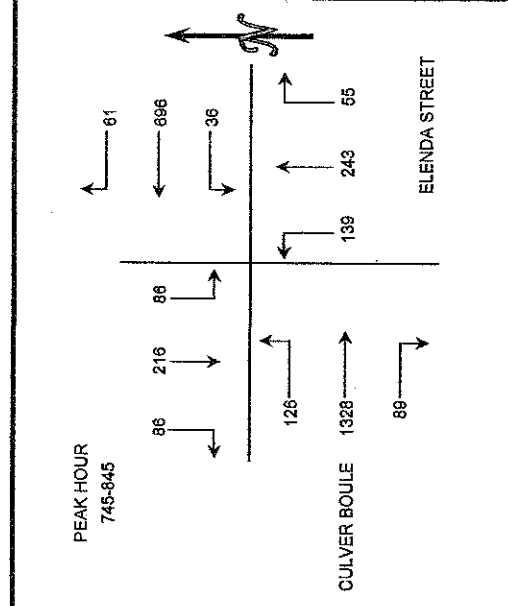
15 MIN COUNTS											
4:00 PM TO 6:00 PM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SELT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
4:00-4:15	35	222	13	20	167	21	21	186	26	29	216
4:15-4:30	37	217	10	16	171	26	32	183	31	36	229
4:30-4:45	67	196	18	6	188	29	40	208	29	30	245
4:45-5:00	43	172	10	13	207	35	28	182	29	23	217
5:00-5:15	51	209	16	9	202	43	32	221	18	34	259
5:15-5:30	47	183	16	7	239	42	41	228	31	21	219
5:30-5:45	62	220	14	11	236	33	30	169	24	38	269
5:45-6:00	63	171	15	7	221	34	37	197	26	24	212
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SELT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
4:00-5:00	182	807	51	54	733	111	121	759	115	118	907
4:15-5:15	198	784	54	43	788	133	132	794	107	123	950
4:30-5:30	208	780	80	35	836	149	141	837	107	108	940
4:45-5:45	203	784	58	40	884	153	131	788	102	116	984
5:00-6:00	223	783	61	34	898	152	140	813	101	117	959



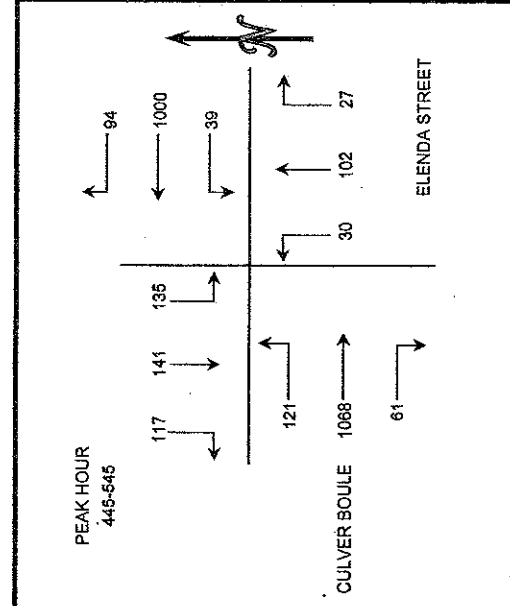
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ARTHUR KASSAN
PROJECT: CULVER CITY COUNTS
DATE: WEDNESDAY JANUARY 5, 2010
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S ELENDIA STREET
EW CULVER BOULEVARD

15 MIN COUNTS											
7:00 AM TO 9:00 AM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTL	EBTH	EBTL	EBTH	EBLT	EBTL	EBTH	EBTL	EBTH	EBLT
TOTAL	12	11	10	9	8	7	6	5	4	3	2
7:00-7:15	17	16	4	1	114	10	11	6	10	10	14
7:15-7:30	10	29	11	6	133	10	12	25	21	13	6
7:30-7:45	17	59	15	6	180	20	17	44	29	22	258
7:45-8:00	13	73	23	14	198	22	28	72	41	30	310
8:00-8:15	22	67	19	17	154	6	10	94	47	25	308
8:15-8:30	29	43	22	16	175	2	10	48	30	15	362
8:30-8:45	22	33	22	14	169	8	7	29	21	19	348
8:45-9:00	14	22	12	18	165	3	11	39	29	6	447
HOUR TOTALS	14	22	12	18	165	3	11	39	29	6	447
4:00 PM TO 6:00 PM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTL	EBTH	EBTL	EBTH	EBLT	EBTL	EBTH	EBTL	EBTH	EBLT
TOTAL	12	11	10	9	8	7	6	5	4	3	2
4:00-4:15	21	30	22	30	175	7	5	18	13	9	178
4:15-4:30	10	21	27	30	229	8	2	16	8	21	249
4:30-4:45	18	28	24	33	196	3	11	16	9	11	230
4:45-5:00	26	34	36	22	230	7	7	27	7	17	273
5:00-5:15	36	36	29	28	240	15	8	27	9	21	228
5:15-5:30	28	33	23	21	277	6	5	22	6	12	202
5:30-5:45	27	38	48	22	253	11	7	28	8	11	367
5:45-6:00	18	27	26	28	242	4	4	9	9	12	247
HOUR TOTALS	18	27	26	28	242	4	4	9	9	12	247



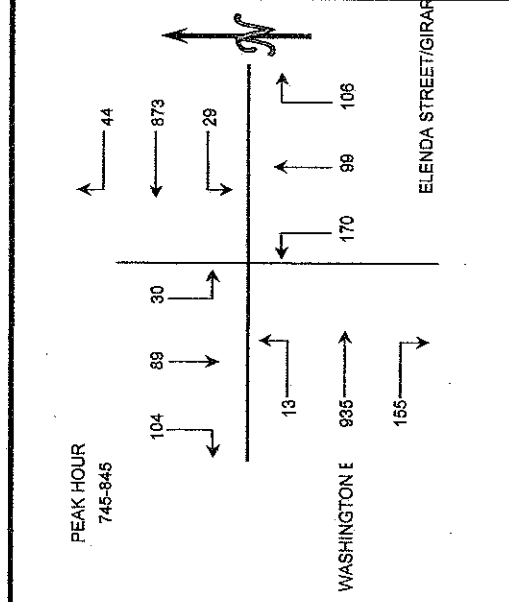
15 MIN COUNTS											
4:00 PM TO 6:00 PM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBTL	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTL	EBTH	EBTL	EBTH	EBLT	EBTL	EBTH	EBTL	EBTH	EBLT
TOTAL	12	11	10	9	8	7	6	5	4	3	2
4:00-4:15	21	30	22	30	175	7	5	18	13	9	178
4:15-4:30	10	21	27	30	229	8	2	16	8	21	249
4:30-4:45	18	28	24	33	196	3	11	16	9	11	230
4:45-5:00	26	34	36	22	230	7	7	27	7	17	273
5:00-5:15	36	36	29	28	240	15	8	27	9	21	228
5:15-5:30	28	33	23	21	277	6	5	22	6	12	202
5:30-5:45	27	38	48	22	253	11	7	28	8	11	367
5:45-6:00	18	27	26	28	242	4	4	9	9	12	247
HOUR TOTALS	18	27	26	28	242	4	4	9	9	12	247



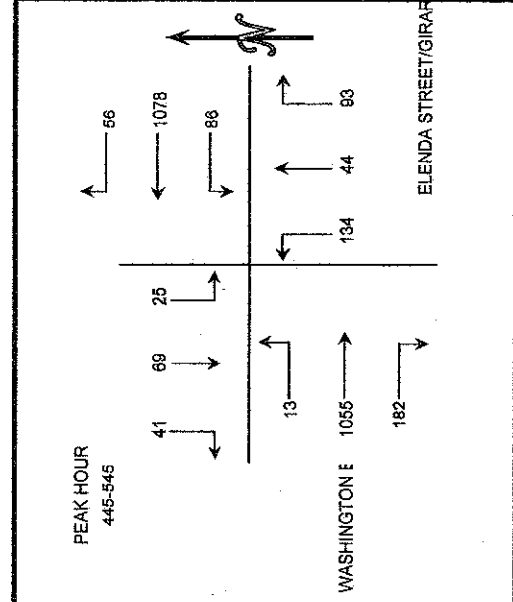
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ARTHUR KASSAN
 PROJECT: CULVER CITY COUNTS
 DATE: WEDNESDAY JANUARY 5, 2010
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S ELENDIA STREET/GIRARD AVENUE
 E/W WASHINGTON BOULEVARD

15 MIN COUNTS											
7:00 AM TO 9:00 AM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
7:00-7:15	3	2	1	5	92	5	11	5	10	14	75
7:15-7:30	5	8	1	5	148	7	15	4	17	20	120
7:30-7:45	6	16	7	2	178	13	24	13	36	36	174
7:45-8:00	16	36	4	11	218	6	25	24	51	70	215
8:00-8:15	26	25	6	8	221	8	30	42	55	43	220
8:15-8:30	41	17	13	14	202	4	28	25	31	23	230
8:30-8:45	19	11	7	11	232	11	23	8	33	19	270
8:45-9:00	6	9	8	5	225	5	20	17	39	32	274
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
7:00-8:00	30	64	13	23	636	31	75	46	116	140	584
7:15-8:15	55	87	18	26	785	34	94	83	161	169	729
7:30-8:30	81	96	30	35	819	31	107	104	175	172	839
7:45-8:45	104	89	30	44	873	29	106	99	170	155	935
8:00-9:00	94	62	35	38	860	28	101	92	158	117	984



15 MIN COUNTS											
4:00 PM TO 6:00 PM											
PERIOD	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
400-415	10	15	10	10	227	19	37	10	28	36	221
415-430	8	6	4	15	234	14	21	13	29	36	231
430-445	11	12	11	13	232	11	22	17	33	50	273
445-500	7	19	3	13	240	25	25	14	33	43	281
500-515	10	17	4	13	251	25	21	14	30	46	265
515-530	13	19	10	11	289	21	29	13	34	39	239
530-545	11	14	8	19	298	15	18	3	37	54	280
545-600	13	14	6	13	243	9	24	15	28	40	264
HOUR TOTALS											
TIME	1	2	3	4	5	6	7	8	9	10	11
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH
	12	11	10	9	8	7	6	5	4	3	2
	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT	EBTH	EBLT
TOTAL											
400-500	36	52	28	51	933	69	105	54	123	165	1008
415-515	36	54	22	54	957	75	89	58	125	175	1040
430-530	41	67	28	50	1012	82	97	58	130	178	1048
445-545	41	69	25	56	1078	86	93	44	134	182	1055
500-600	47	64	28	56	1081	70	92	45	127	179	1038



WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: ART KASSAN
 PROJECT: CULVER CITY TRAFFIC COUNTS
 LOCATION: TILDEN AVENUE BETWEEN ALLEY AND ALETTA AVENUE
 DATE: WEDNESDAY JANUARY 5, 2011

DIRECTION:		NB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	2	0	0	0	2
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	1	2	0	0	3
5:00	0	0	0	2	2
6:00	1	0	1	1	3
7:00	3	2	5	3	13
8:00	3	6	6	3	18
9:00	7	2	5	2	16
10:00	3	2	1	1	7
11:00	2	3	2	1	8
12:00	1	1	1	5	8
13:00	5	4	0	1	10
14:00	2	1	2	4	9
15:00	3	3	0	3	9
16:00	3	2	3	1	9
17:00	1	4	4	1	10
18:00	4	3	2	1	10
19:00	4	4	2	3	13
20:00	2	1	2	1	6
21:00	1	0	0	3	4
22:00	2	1	0	0	3
23:00	1	0	0	0	1
				TOTAL	164
AM PEAK HOUR		0815-0915			
VOLUME		22			
PM PEAK HOUR		1230-1330			
VOLUME		15			

DIRECTION:		SB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	1	1
1:00	0	0	1	0	1
2:00	0	1	0	0	1
3:00	1	1	0	0	2
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	2	0	2	4
7:00	0	0	0	8	8
8:00	1	1	2	0	4
9:00	3	2	2	1	8
10:00	2	0	0	0	2
11:00	0	2	0	2	4
12:00	2	4	2	1	9
13:00	2	3	1	0	6
14:00	4	2	1	8	15
15:00	3	4	2	2	11
16:00	2	2	1	2	7
17:00	3	1	3	0	7
18:00	4	2	1	1	8
19:00	3	3	2	3	11
20:00	2	2	2	2	8
21:00	2	1	1	5	9
22:00	2	2	0	0	4
23:00	1	0	0	0	1
				TOTAL	131
AM PEAK HOUR		0745-0845			
VOLUME		12			
PM PEAK HOUR		1445-1545			
VOLUME		17			

TOTAL BI-DIRECTIONAL VOLUME

295

WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: ART KASSAN
 PROJECT: CULVER CITY TRAFFIC COUNTS
 LOCATION: HARTER AVENUE BETWEEN ALLEY
 AND ALETTA AVENUE
 DATE: WEDNESDAY JANUARY 5, 2011

DIRECTION:		NB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	1	0	0	1
1:00	0	0	0	0	0
2:00	0	0	1	0	1
3:00	0	0	0	0	0
4:00	2	1	0	1	4
5:00	0	2	0	0	2
6:00	1	2	1	4	8
7:00	6	2	5	14	27
8:00	16	9	2	6	33
9:00	6	9	4	5	24
10:00	10	8	3	8	29
11:00	8	0	8	5	21
12:00	8	3	1	4	16
13:00	7	1	0	4	12
14:00	5	8	12	13	38
15:00	8	4	4	0	16
16:00	3	2	0	2	7
17:00	8	4	4	5	21
18:00	4	2	3	5	14
19:00	2	6	3	5	16
20:00	4	3	6	0	13
21:00	1	1	2	6	10
22:00	3	2	3	1	9
23:00	0	0	0	0	0
TOTAL					322
AM PEAK HOUR		0730-0830			
VOLUME		44			
PM PEAK HOUR		1415-1515			
VOLUME		41			

DIRECTION:		SB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	2	1	0	0	3
1:00	0	2	0	2	4
2:00	0	0	1	0	1
3:00	2	0	0	0	2
4:00	0	0	0	1	1
5:00	1	0	1	2	4
6:00	0	2	0	1	3
7:00	2	3	7	16	28
8:00	14	6	4	12	36
9:00	16	8	4	2	30
10:00	4	2	1	3	10
11:00	2	8	2	1	13
12:00	6	1	8	3	18
13:00	5	6	5	6	22
14:00	3	5	0	0	8
15:00	7	5	9	3	24
16:00	6	5	10	7	28
17:00	8	4	5	5	22
18:00	8	18	4	8	38
19:00	5	4	4	3	16
20:00	3	3	4	2	12
21:00	5	1	2	4	12
22:00	1	1	3	6	11
23:00	2	0	1	1	4
TOTAL					350
AM PEAK HOUR		0730-0830			
VOLUME		43			
PM PEAK HOUR		1800-1900			
VOLUME		38			

TOTAL BI-DIRECTIONAL VOLUME

672

24-HOUR ADT COUNT SUMMARY

CLIENT: ART KASSAN
 PROJECT: CULVER CITY TRAFFIC COUNTS
 LOCATION: ALETTA AVENUE EAST OF
 TILDEN AVENUE
 DATE: WEDNESDAY JANUARY 5, 2011

DIRECTION:		EB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	1	0	0	0	1
3:00	0	0	0	0	0
4:00	0	2	0	0	2
5:00	0	1	0	2	3
6:00	0	1	3	2	6
7:00	3	3	5	24	35
8:00	12	2	5	2	21
9:00	1	2	6	2	11
10:00	3	3	1	2	9
11:00	0	4	0	2	6
12:00	7	5	2	5	19
13:00	6	2	3	1	12
14:00	5	5	4	2	16
15:00	2	2	8	3	15
16:00	4	1	3	4	12
17:00	5	4	5	1	15
18:00	2	6	2	4	14
19:00	1	0	3	4	8
20:00	6	3	2	1	12
21:00	2	2	0	1	5
22:00	1	2	0	2	5
23:00	1	0	0	0	1
				TOTAL	228
AM PEAK HOUR		0715-0815			
VOLUME		44			
PM PEAK HOUR		1200-1300			
VOLUME		19			

DIRECTION:		WB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	1	1	0	0	2
1:00	0	0	1	0	1
2:00	0	0	1	0	1
3:00	0	0	0	1	1
4:00	0	2	0	0	2
5:00	0	0	0	0	0
6:00	0	1	2	1	4
7:00	0	1	0	3	4
8:00	9	3	1	4	17
9:00	3	1	1	5	10
10:00	1	3	0	5	9
11:00	0	5	1	2	8
12:00	4	1	2	3	10
13:00	3	5	0	5	13
14:00	2	2	6	5	15
15:00	3	3	3	3	12
16:00	6	2	1	3	12
17:00	9	8	3	4	24
18:00	3	1	2	2	8
19:00	4	2	3	3	12
20:00	3	2	0	2	7
21:00	2	1	1	0	4
22:00	1	0	1	2	4
23:00	1	2	0	0	3
				TOTAL	183
AM PEAK HOUR			0800-0900		
VOLUME			17		
PM PEAK HOUR			1700-1800		
VOLUME			24		

TOTAL BI-DIRECTIONAL VOLUME	411
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WILTEC

Phone: (626) 564-1944

Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: ART KASSAN
 PROJECT: CULVER CITY TRAFFIC COUNTS
 LOCATION: ELENDA STREET BETWEEN CULVER BOULEVARD
 AND ALETTA AVENUE
 DATE: WEDNESDAY JANUARY 5, 2011

DIRECTION:		NB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	3	1	2	0	6
1:00	0	0	3	0	3
2:00	1	0	0	0	1
3:00	1	0	2	3	6
4:00	0	2	1	1	4
5:00	0	3	3	8	14
6:00	9	8	11	19	47
7:00	20	43	76	120	259
8:00	140	102	65	93	400
9:00	55	55	44	70	224
10:00	48	42	54	46	190
11:00	31	28	40	43	142
12:00	48	50	51	50	199
13:00	64	90	54	58	266
14:00	58	52	79	62	251
15:00	48	70	89	68	275
16:00	66	70	73	80	289
17:00	78	80	72	64	294
18:00	66	67	42	57	232
19:00	36	43	41	39	159
20:00	28	30	30	26	114
21:00	16	20	21	19	76
22:00	15	18	6	9	48
23:00	4	10	1	5	20
TOTAL					3519
AM PEAK HOUR		0730-0830			
VOLUME		438			
PM PEAK HOUR		1630-1730			
VOLUME		311			

DIRECTION:		SB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	5	2	0	1	8
1:00	3	0	3	0	6
2:00	0	0	1	2	3
3:00	1	0	1	0	2
4:00	0	1	0	2	3
5:00	1	2	1	7	11
6:00	2	11	18	26	57
7:00	37	43	72	158	310
8:00	112	76	67	48	303
9:00	46	40	34	41	161
10:00	39	23	40	29	131
11:00	32	33	39	34	138
12:00	31	35	36	57	159
13:00	68	54	70	56	248
14:00	58	63	64	49	234
15:00	39	64	42	57	202
16:00	72	60	70	88	290
17:00	92	91	107	70	360
18:00	73	92	64	65	294
19:00	59	51	38	34	182
20:00	26	32	28	20	106
21:00	16	20	14	10	60
22:00	18	8	8	3	37
23:00	9	9	2	4	24
TOTAL					3329
AM PEAK HOUR		0730-0830			
VOLUME		418			
PM PEAK HOUR		1645-1745			
VOLUME		378			

TOTAL BI-DIRECTIONAL VOLUME

6848

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREETS: Harter Ave. and Tilden Ave

EAST-WEST STREETS: Washington Blvd. and Washington Place

HOUR: Morning Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
EB Washington Blvd. at Harter through	2	3,200	728	0.232	
right turn	0	0	14 (a)	0.000	
WB Washington Blvd. at Tilden through	3	4,800	1,286	0.268	<==
EB Washington Pl. at Tilden North left turn	1	1,600	51	0.032	<==
through	2	3,200	562	0.176	
right turn	1	1,600	15	0.009	
NB Harter left turn	1	1,600	27	0.029	
right turn	0	0	20 (a)	0.000	
NB Tilden left turn	1	1,600	12	0.010	
right turn	0	0	4	0.000	
SB Tilden left turn	1	1,600	6	0.047	<==
right turn	0	0	69 (a)	0.000	
EB Washington Bl. at Tilden N left turn	1	1,600	26	0.016	<==
WB Washington Bl. At Tilden S left turn	1	1,600	3	0.002	
		0			
WB Washington Bl. At Harter left turn	1	1,600	22	0.014	
Sum of Critical V/C Ratios				0.507	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.607	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS

A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREETS: Harter Ave. and Tilden Ave

EAST-WEST STREETS: Washington Blvd. and Washington Place

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
EB Washington Blvd. at Harter through	2	3,200	808	0.257	
EB Washington Blvd. at Harter right turn	0	0	14 (a)	0.000	
WB Washington Blvd. at Tilden through	3	4,800	1,368	0.285	<==
EB Washington Pl. at Tilden North left turn	1	1,600	52	0.033	<==
EB Washington Pl. at Tilden North through	2	3,200	573	0.179	
EB Washington Pl. at Tilden North right turn	1	1,600	15	0.009	
NB Harter left turn	1	1,600	28	0.030	
NB Harter right turn	0	0	20 (a)	0.000	
NB Tilden left turn	1	1,600	12	0.010	
NB Tilden right turn	0	0	4	0.000	
SB Tilden left turn	1	1,600	6	0.048	<==
SB Tilden right turn	0	0	70 (a)	0.000	<==
EB Washington Bl. at Tilden N left turn	1	1,600	27	0.017	
WB Washington Bl. At Tilden S left turn	1	1,600	3	0.002	
WB Washington Bl. At Tilden S right turn	0	0			
WB Washington Bl. At Harter left turn	1	1,600	22	0.014	
Sum of Critical V/C Ratios				0.529	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.629	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS

A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREETS: Harter Ave. and Tilden Ave

EAST-WEST STREETS: Washington Blvd. and Washington Place

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
EB Washington Blvd. at Harter through	2	3,200	809	0.258	
right turn	0	0	15 (a)	0.000	
WB Washington Blvd. at Tilden through	3	4,800	1,369	0.285	<==
EB Washington Pl. at Tilden North left turn	1	1,600	52	0.033	<==
through	2	3,200	574	0.179	
right turn	1	1,600	15	0.009	
NB Harter left turn	1	1,600	37	0.038	
right turn	0	0	24 (a)	0.000	
NB Tilden left turn	1	1,600	12	0.011	
right turn	0	0	5	0.000	
SB Tilden left turn	1	1,600	6	0.048	<==
right turn	0	0	70 (a)	0.000	<==
EB Washington Bl. at Tilden N left turn	1	1,600	27	0.017	
WB Washington Bl. At Tilden S left turn	1	1,600	5	0.003	
		0			
WB Washington Bl. At Harter left turn	1	1,600	23	0.014	
Sum of Critical V/C Ratios				0.529	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.629	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS

A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREETS: Harter Ave. and Tilden Ave

EAST-WEST STREETS: Washington Blvd. and Washington Place

HOUR: Afternoon Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
EB Washington Blvd. at Harter through	2	3,200	682	0.218	
EB Washington Blvd. at Harter right turn	0	0	15 (a)	0.000	
WB Washington Blvd. at Tilden through	3	4,800	1,435	0.299	<==
EB Washington Pl. at Tilden North left turn	1	1,600	31	0.019	<==
EB Washington Pl. at Tilden North through	2	3,200	577	0.180	
EB Washington Pl. at Tilden North right turn	1	1,600	18	0.011	
NB Harter left turn	1	1,600	19	0.019	
NB Harter right turn	0	0	11 (a)	0.000	
NB Tilden left turn	1	1,600	6	0.005	
NB Tilden right turn	0	0	2	0.000	
SB Tilden left turn	1	1,600	6	0.041	<==
SB Tilden right turn	0	0	59 (a)	0.000	
EB Washington Bl. at Tilden N left turn	1	1,600	31	0.019	<==
WB Washington Bl. At Tilden S left turn	1	1,600	7	0.004	
WB Washington Bl. At Tilden S right turn	0	0			
WB Washington Bl. At Harter left turn	1	1,600	14	0.009	
Sum of Critical V/C Ratios				0.539	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.639	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS

A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREETS: Harter Ave. and Tilden Ave

EAST-WEST STREETS: Washington Blvd. and Washington Place

HOOR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
EB Washington Blvd. at Harter through	2	3,200	745	0.238	
right turn	0	0	15 (a)	0.000	
WB Washington Blvd. at Tilden through	3	4,800	1,518	0.316	<==
EB Washington Pl. at Tilden North left turn	1	1,600	32	0.020	<==
through	2	3,200	589	0.184	
right turn	1	1,600	18	0.011	
NB Harter left turn	1	1,600	19	0.019	
right turn	0	0	11 (a)	0.000	
NB Tilden left turn	1	1,600	6	0.005	
right turn	0	0	2	0.000	
SB Tilden left turn	1	1,600	6	0.041	<==
right turn	0	0	60 (a)	0.000	
EB Washington Bl. at Tilden N left turn	1	1,600	32	0.020	<==
WB Washington Bl. At Tilden S left turn	1	1,600	7	0.004	
		0			
WB Washington Bl. At Harter left turn	1	1,600	14	0.009	
Sum of Critical V/C Ratios				0.561	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.661	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS

A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREETS: Harter Ave. and Tilden Ave

EAST-WEST STREETS: Washington Blvd. and Washington Place

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
EB Washington Blvd. at Harter through	2	3,200	746	0.240	
right turn	0	0	21 (a)	0.000	
WB Washington Blvd. at Tilden through	3	4,800	1,521	0.317	<==
EB Washington Pl. at Tilden North left turn	1	1,600	32	0.020	<==
through	2	3,200	590	0.184	
right turn	1	1,600	19	0.012	
NB Harter left turn	1	1,600	24	0.023	
right turn	0	0	13 (a)	0.000	
NB Tilden left turn	1	1,600	9	0.009	
right turn	0	0	6 (a)	0.000	
SB Tilden left turn	1	1,600	6	0.041	<==
right turn	0	0	60 (a)	0.000	
EB Washington Bl. at Tilden N left turn	1	1,600	32	0.020	<==
WB Washington Bl. At Tilden S left turn	1	1,600	10	0.006	
		0			
WB Washington Bl. At Harter left turn	1	1,600	18	0.011	
Sum of Critical V/C Ratios				0.562	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.662	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS

A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Blvd.

HOUR: Morning Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	91	0.057	<==
NB Thru	2	3,200	1,061	0.364	
NB Right	0	0	105 (a)	0.000	
SB Left	1	1,600	25	0.016	<==
SB Thru	2	3,200	321	0.120	
SB Right	0	0	64 (a)	0.000	
EB Left	1	1,600	172	0.108	<==
EB Thru	2	3,200	573	0.205	
EB Right	0	0	83 (a)	0.000	
WB Left	1	1,600	92	0.058	<==
WB Thru	2	3,200	464	0.160	
WB Right	0	0	48 (a)	0.000	
Sum of Critical V/C Ratios				0.648	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.748	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Blvd.

HOURL: Morning Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	101	0.063	<==
NB Thru	2	3,200	1,090	0.375	
NB Right	0	0	111 (a)	0.000	
SB Left	1	1,600	30	0.019	<==
SB Thru	2	3,200	333	0.127	
SB Right	0	0	73 (a)	0.000	
EB Left	1	1,600	178	0.111	<==
EB Thru	2	3,200	644	0.229	
EB Right	0	0	88 (a)	0.000	
WB Left	1	1,600	99	0.062	<==
WB Thru	2	3,200	517	0.178	
WB Right	0	0	54 (a)	0.000	
Sum of Critical V/C Ratios				0.685	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.785	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Blvd.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	101	0.063	<==
NB Thru	2	3,200	1,090	0.376	
NB Right	0	0	112 (a)	0.000	
SB Left	1	1,600	30	0.019	<==
SB Thru	2	3,200	333	0.127	
SB Right	0	0	73 (a)	0.000	
EB Left	1	1,600	178	0.111	<==
EB Thru	2	3,200	644	0.229	
EB Right	0	0	88 (a)	0.000	
WB Left	1	1,600	101	0.063	<==
WB Thru	2	3,200	521	0.181	
WB Right	0	0	57 (a)	0.000	
Sum of Critical V/C Ratios				0.687	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.787	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	99	0.062	<==
NB Thru	2	3,200	912	0.317	
NB Right	0	0	101 (a)	0.000	
SB Left	1	1,600	41	0.026	<==
SB Thru	2	3,200	778	0.278	
SB Right	0	0	111 (a)	0.000	
EB Left	1	1,600	144	0.090	<==
EB Thru	2	3,200	616	0.228	
EB Right	0	0	115 (a)	0.000	
WB Left	1	1,600	137	0.086	<==
WB Thru	2	3,200	567	0.192	
WB Right	0	0	48 (a)	0.000	
Sum of Critical V/C Ratios				0.657	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.757	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	102	0.064	<==
NB Thru	2	3,200	937	0.327	
NB Right	0	0	109 (a)	0.000	
SB Left	1	1,600	48	0.030	<==
SB Thru	2	3,200	800	0.286	
SB Right	0	0	114 (a)	0.000	
EB Left	1	1,600	152	0.095	<==
EB Thru	2	3,200	669	0.247	
EB Right	0	0	122 (a)	0.000	
WB Left	1	1,600	145	0.091	<==
WB Thru	2	3,200	632	0.214	
WB Right	0	0	54 (a)	0.000	
Sum of Critical V/C Ratios				0.695	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.795	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	102	0.064	<==
NB Thru	2	3,200	937	0.328	
NB Right	0	0	112 (a)	0.000	
SB Left	1	1,600	49	0.031	<==
SB Thru	2	3,200	800	0.286	
SB Right	0	0	114 (a)	0.000	
EB Left	1	1,600	152	0.095	<==
EB Thru	2	3,200	673	0.248	
EB Right	0	0	122 (a)	0.000	
WB Left	1	1,600	147	0.092	<==
WB Thru	2	3,200	635	0.216	
WB Right	0	0	55 (a)	0.000	
Sum of Critical V/C Ratios				0.699	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.799	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Pl.

HOUR: Morning Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	76	0.048	<==
NB Thru	2	3,200	1,275	0.408	
NB Right	0	0	30 (a)	0.000	
SB Left	1	1,600	31	0.019	<==
SB Thru	2	3,200	357	0.133	
SB Right	0	0	70 (a)	0.000	
EB Left	1	1,600	188	0.118	<==
EB Thru	2	3,200	516	0.183	
EB Right	0	0	70 (a)	0.000	
WB Left	1	1,600	17	0.011	<==
WB Thru	2	3,200	433	0.173	
WB Right	0	0	121 (a)	0.000	
Sum of Critical V/C Ratios				0.718	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.818	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Pl.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	78	0.049	<==
NB Thru	2	3,200	1,317	0.421	
NB Right	0	0	31 (a)	0.000	
SB Left	1	1,600	32	0.020	<==
SB Thru	2	3,200	383	0.142	
SB Right	0	0	71 (a)	0.000	
EB Left	1	1,600	192	0.120	<==
EB Thru	2	3,200	527	0.187	
EB Right	0	0	71 (a)	0.000	
WB Left	1	1,600	17	0.011	<==
WB Thru	2	3,200	443	0.177	
WB Right	0	0	123 (a)	0.000	
Sum of Critical V/C Ratios				0.738	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.838	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Pl.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	78	0.049	<==
NB Thru	2	3,200	1,320	0.422	
NB Right	0	0	31 (a)	0.000	
SB Left	1	1,600	32	0.020	<==
SB Thru	2	3,200	383	0.142	
SB Right	0	0	71 (a)	0.000	
EB Left	1	1,600	192	0.120	<==
EB Thru	2	3,200	527	0.187	
EB Right	0	0	71 (a)	0.000	
WB Left	1	1,600	17	0.011	<==
WB Thru	2	3,200	443	0.177	
WB Right	0	0	123 (a)	0.000	
Sum of Critical V/C Ratios				0.739	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.839	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Pl.

HOUR: Afternoon Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	71	0.044	<==
NB Thru	2	3,200	991	0.325	
NB Right	0	0	48 (a)	0.000	
SB Left	1	1,600	64	0.040	<==
SB Thru	2	3,200	827	0.308	
SB Right	0	0	158 (a)	0.000	
EB Left	1	1,600	220	0.138	<==
EB Thru	2	3,200	557	0.209	
EB Right	0	0	111 (a)	0.000	
WB Left	1	1,600	25	0.016	<==
WB Thru	2	3,200	415	0.156	
WB Right	0	0	84 (a)	0.000	
Sum of Critical V/C Ratios				0.659	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.759	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Pl.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	72	0.045	<==
NB Thru	2	3,200	1,028	0.337	
NB Right	0	0	49 (a)	0.000	
SB Left	1	1,600	65	0.041	<==
SB Thru	2	3,200	856	0.318	
SB Right	0	0	161 (a)	0.000	
EB Left	1	1,600	224	0.140	<==
EB Thru	2	3,200	570	0.213	
EB Right	0	0	113 (a)	0.000	
WB Left	1	1,600	26	0.016	<==
WB Thru	2	3,200	425	0.160	
WB Right	0	0	86 (a)	0.000	
Sum of Critical V/C Ratios				0.678	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.778	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Washington Pl.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	72	0.045	<==
NB Thru	2	3,200	1,029	0.337	
NB Right	0	0	49 (a)	0.000	
SB Left	1	1,600	66	0.041	<==
SB Thru	2	3,200	857	0.318	
SB Right	0	0	161 (a)	0.000	
EB Left	1	1,600	224	0.140	<==
EB Thru	2	3,200	571	0.214	
EB Right	0	0	113 (a)	0.000	
WB Left	1	1,600	26	0.016	<==
WB Thru	2	3,200	426	0.160	
WB Right	0	0	87 (a)	0.000	
Sum of Critical V/C Ratios				0.678	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.778	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Culver Blvd.

HOUR: Morning Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	2	2,880	165	0.057	<==
NB Thru	2	3,200	895	0.280	
NB Right	1	1,600	172	0.108	
SB Left	1	1,600	50	0.031	<==
SB Thru	2	3,200	357	0.112	
SB Right	1	1,600	101	0.063	
EB Left	2	2,880	244	0.085	<==
EB Thru	2	3,200	1,308	0.429	
EB Right	0	0	64 (a)	0.000	
WB Left	2	2,880	94	0.033	<==
WB Thru	3	4,800	749	0.169	
WB Right	0	0	63 (a)	0.000	
Sum of Critical V/C Ratios				0.773	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.873	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Culver Blvd.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	2	2,880	168	0.058	<==
NB Thru	2	3,200	933	0.292	
NB Right	1	1,600	175	0.109	
SB Left	1	1,600	51	0.032	<==
SB Thru	2	3,200	378	0.118	
SB Right	1	1,600	103	0.064	
EB Left	2	2,880	249	0.086	<==
EB Thru	2	3,200	1,335	0.438	
EB Right	0	0	65 (a)	0.000	
WB Left	2	2,880	96	0.033	<==
WB Thru	3	4,800	764	0.173	
WB Right	0	0	64 (a)	0.000	
Sum of Critical V/C Ratios				0.795	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.895	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Culver Blvd.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	2	2,880	168	0.058	<==
NB Thru	2	3,200	934	0.292	
NB Right	1	1,600	175	0.109	
SB Left	1	1,600	51	0.032	<==
SB Thru	2	3,200	379	0.118	
SB Right	1	1,600	104	0.065	
EB Left	2	2,880	249	0.086	<==
EB Thru	2	3,200	1,335	0.438	
EB Right	0	0	65 (a)	0.000	
WB Left	2	2,880	96	0.033	<==
WB Thru	3	4,800	764	0.173	
WB Right	0	0	64 (a)	0.000	
Sum of Critical V/C Ratios				0.795	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.895	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Culver Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	2	2,880	101	0.035	<==
NB Thru	2	3,200	813	0.254	
NB Right	1	1,600	140	0.088	
SB Left	1	1,600	61	0.038	<==
SB Thru	2	3,200	783	0.245	
SB Right	1	1,600	223	0.139	
EB Left	2	2,880	238	0.083	<==
EB Thru	2	3,200	959	0.336	
EB Right	0	0	117 (a)	0.000	
WB Left	2	2,880	152	0.053	<==
WB Thru	3	4,800	898	0.194	
WB Right	0	0	34 (a)	0.000	
Sum of Critical V/C Ratios				0.681	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.781	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Culver Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	2	2,880	103	0.036	<==
NB Thru	2	3,200	843	0.263	
NB Right	1	1,600	143	0.089	
SB Left	1	1,600	62	0.039	<==
SB Thru	2	3,200	815	0.255	
SB Right	1	1,600	227	0.142	
EB Left	2	2,880	243	0.084	<==
EB Thru	2	3,200	979	0.343	
EB Right	0	0	119 (a)	0.000	
WB Left	2	2,880	155	0.054	<==
WB Thru	3	4,800	917	0.198	
WB Right	0	0	35 (a)	0.000	
Sum of Critical V/C Ratios				0.699	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.799	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Sepulveda Blvd.

EAST-WEST STREET: Culver Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	2	2,880	103	0.036	<==
NB Thru	2	3,200	844	0.264	
NB Right	1	1,600	143	0.089	
SB Left	1	1,600	62	0.039	<==
SB Thru	2	3,200	816	0.255	
SB Right	1	1,600	228	0.143	
EB Left	2	2,880	246	0.085	<==
EB Thru	2	3,200	979	0.343	
EB Right	0	0	119 (a)	0.000	
WB Left	2	2,880	155	0.054	<==
WB Thru	3	4,800	917	0.198	
WB Right	0	0	35 (a)	0.000	
Sum of Critical V/C Ratios				0.700	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.800	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.

EAST-WEST STREET: Culver Blvd.

HOUR: Morning Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	139	0.087	<==
NB Thru	1	1,600	243	0.152	
NB Right	1	1,600	55	0.034	
SB Left	1	1,600	86	0.054	<==
SB Thru	1	1,600	216	0.135	
SB Right	1	1,600	86	0.054	
EB Left	1	1,600	126	0.079	<==
EB Thru	2	3,200	1,328	0.443	
EB Right	0	0	89 (a)	0.000	
WB Left	1	1,600	36	0.023	<==
WB Thru	2	3,200	696	0.218	
WB Right	1	1,600	61	0.038	
Sum of Critical V/C Ratios				0.688	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.788	
Level of Service (LOS) - Refer to table below				C	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.

EAST-WEST STREET: Culver Blvd.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	142	0.089	<==
NB Thru	1	1,600	248	0.155	
NB Right	1	1,600	56	0.035	
SB Left	1	1,600	88	0.055	<==
SB Thru	1	1,600	220	0.138	
SB Right	1	1,600	88	0.055	
EB Left	1	1,600	129	0.081	<==
EB Thru	2	3,200	1,358	0.453	
EB Right	0	0	91 (a)	0.000	
WB Left	1	1,600	37	0.023	<==
WB Thru	2	3,200	714	0.223	
WB Right	1	1,600	62	0.039	
Sum of Critical V/C Ratios				0.703	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.803	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.

EAST-WEST STREET: Culver Blvd.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	142	0.089	<==
NB Thru	1	1,600	248	0.155	
NB Right	1	1,600	56	0.035	
SB Left	1	1,600	89	0.056	<==
SB Thru	1	1,600	221	0.138	
SB Right	1	1,600	88	0.055	
EB Left	1	1,600	129	0.081	<==
EB Thru	2	3,200	1,358	0.453	
EB Right	0	0	91 (a)	0.000	
WB Left	1	1,600	37	0.023	<==
WB Thru	2	3,200	714	0.223	
WB Right	1	1,600	62	0.039	
Sum of Critical V/C Ratios				0.703	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.803	
Level of Service (LOS) - Refer to table below				D	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.

EAST-WEST STREET: Culver Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	30	0.019	<==
NB Thru	1	1,600	102	0.064	
NB Right	1	1,600	27	0.017	
SB Left	1	1,600	135	0.084	<==
SB Thru	1	1,600	141	0.088	
SB Right	1	1,600	117	0.073	
EB Left	1	1,600	121	0.076	<==
EB Thru	2	3,200	1,068	0.353	
EB Right	0	0	61 (a)	0.000	
WB Left	1	1,600	39	0.024	<==
WB Thru	2	3,200	1,000	0.313	
WB Right	1	1,600	94	0.059	
Sum of Critical V/C Ratios				0.537	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.637	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.

EAST-WEST STREET: Culver Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	31	0.019	<==
NB Thru	1	1,600	104	0.065	
NB Right	1	1,600	28	0.018	
SB Left	1	1,600	138	0.086	<==
SB Thru	1	1,600	144	0.090	
SB Right	1	1,600	119	0.074	
EB Left	1	1,600	123	0.077	<==
EB Thru	2	3,200	1,093	0.361	
EB Right	0	0	62 (a)	0.000	
WB Left	1	1,600	40	0.025	<==
WB Thru	2	3,200	1,023	0.320	
WB Right	1	1,600	96	0.060	
Sum of Critical V/C Ratios				0.548	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.648	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.

EAST-WEST STREET: Culver Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	31	0.019	<==
NB Thru	1	1,600	105	0.066	
NB Right	1	1,600	28	0.018	
SB Left	1	1,600	140	0.088	<==
SB Thru	1	1,600	144	0.090	
SB Right	1	1,600	119	0.074	
EB Left	1	1,600	123	0.077	<==
EB Thru	2	3,200	1,093	0.361	
EB Right	0	0	62 (a)	0.000	
WB Left	1	1,600	40	0.025	<==
WB Thru	2	3,200	1,024	0.320	
WB Right	1	1,600	97	0.061	
Sum of Critical V/C Ratios				0.551	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.651	
Level of Service (LOS) - Refer to table below				B	

NOTES

(a) Right-turning volume added to straight volume.

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.-Girard Ave.

EAST-WEST STREET: Washington Blvd.

HOUR: Morning Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	170	0.106	<==
NB Thru	0	0	99	0.000	
NB Right	1	1,600	106	0.066	
SB Left	0	0	0	0.000	<==
SB Left+Thru+Right	1	1,600	223	0.139	
SB Right	0	0	0	0.000	
EB Left	1	1,600	13	0.008	<==
EB Thru	2	3,200	935	0.292	
EB Right	1	1,600	155	0.097	
WB Left	1	1,600	29	0.018	<==
WB Thru	2	3,200	873	0.273	
WB Right	1	1,600	44	0.028	
Sum of Critical V/C Ratios				0.555	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.655	
Level of Service (LOS) - Refer to table below				B	

NOTES

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.-Girard Ave.

EAST-WEST STREET: Washington Blvd.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	173	0.108	<==
NB Thru	0	0	101	0.000	
NB Right	1	1,600	108	0.068	
SB Left	0	0	0	0.000	<==
SB Left+Thru+Right	1	1,600	228	0.143	
SB Right	0	0	0	0.000	
EB Left	1	1,600	13	0.008	<==
EB Thru	2	3,200	1,019	0.318	
EB Right	1	1,600	158	0.099	
WB Left	1	1,600	30	0.019	<==
WB Thru	2	3,200	946	0.296	
WB Right	1	1,600	45	0.028	
Sum of Critical V/C Ratios				0.588	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.688	
Level of Service (LOS) - Refer to table below				B	

NOTES

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.-Girard Ave.

EAST-WEST STREET: Washington Blvd.

HOUR: Morning Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	174	0.109	<==
NB Thru	0	0	101	0.000	
NB Right	1	1,600	108	0.068	
SB Left	0	0	0	0.000	<==
SB Left+Thru+Right	1	1,600	228	0.143	
SB Right	0	0	0	0.000	
EB Left	1	1,600	13	0.008	<==
EB Thru	2	3,200	1,023	0.320	
EB Right	1	1,600	159	0.099	
WB Left	1	1,600	30	0.019	<==
WB Thru	2	3,200	948	0.296	
WB Right	1	1,600	45	0.028	
Sum of Critical V/C Ratios				0.591	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.691	
Level of Service (LOS) - Refer to table below				B	

NOTES

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.-Girard Ave.

EAST-WEST STREET: Washington Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Current Traffic Volumes

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	134	0.084	<==
NB Thru	0	0	44	0.000	
NB Right	1	1,600	93	0.058	
SB Left	0	0	0	0.000	<==
SB Left+Thru+Right	1	1,600	135	0.084	
SB Right	0	0	0	0.000	
EB Left	1	1,600	13	0.008	<==
EB Thru	2	3,200	1,055	0.330	
EB Right	1	1,600	182	0.114	
WB Left	1	1,600	56	0.035	<==
WB Thru	2	3,200	1,078	0.337	
WB Right	1	1,600	86	0.054	
Sum of Critical V/C Ratios				0.533	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.633	
Level of Service (LOS) - Refer to table below				B	

NOTES

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.-Girard Ave.

EAST-WEST STREET: Washington Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes Without Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	137	0.086	<==
NB Thru	0	0	45	0.000	
NB Right	1	1,600	95	0.059	
SB Left	0	0	0	0.000	<==
SB Left+Thru+Right	1	1,600	138	0.086	
SB Right	0	0	0	0.000	
EB Left	1	1,600	13	0.008	<==
EB Thru	2	3,200	1,125	0.352	
EB Right	1	1,600	186	0.116	
WB Left	1	1,600	57	0.036	<==
WB Thru	2	3,200	1,154	0.361	
WB Right	1	1,600	88	0.055	
Sum of Critical V/C Ratios				0.560	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.660	
Level of Service (LOS) - Refer to table below				B	

NOTES

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

INTERSECTION CAPACITY UTILIZATION

NORTH-SOUTH STREET: Elenda St.-Girard Ave.

EAST-WEST STREET: Washington Blvd.

HOUR: Afternoon Peak Hour

CONDITION: Total Traffic Volumes With Project - Year 2013

Movement	No. of Lanes	Capacity [1]	Volume	V/C Ratio	Critical V/C
NB Left	1	1,600	139	0.087	<==
NB Thru	0	0	45	0.000	
NB Right	1	1,600	95	0.059	
SB Left	0	0	0	0.000	<==
SB Left+Thru+Right	1	1,600	139	0.087	
SB Right	0	0	0	0.000	
EB Left	1	1,600	13	0.008	<==
EB Thru	2	3,200	1,130	0.353	
EB Right	1	1,600	187	0.117	
WB Left	1	1,600	57	0.036	<==
WB Thru	2	3,200	1,158	0.362	
WB Right	1	1,600	88	0.055	
Sum of Critical V/C Ratios				0.563	
Adjustment for Lost Time				0.100	
Intersection Capacity Utilization				0.663	
Level of Service (LOS) - Refer to table below				B	

NOTES

[1] Per-lane Capacity = 1600 vehicles/hour;
dual left turn lane capacity = 2,880

LOS	Maximum V/C
A	<= 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

SUPPORT

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name

Maura Covarrubias

Address

11179 Culver Bl.

City, Zip

C. C. CA - 90230

Email Address

meg1965dga@yahoo.com

Are you a...

☐

Home owner

☒

Renter

☐

Business Owner or Work in the area

Please indicate one of the following:

☒

I Support the development of Tilden Terrace

☐

I do not support the development

☐

I am not sure

I would like to see the following changes:

Tim Senior Lady

I support for me

I can afford to

live here

It would be great.

Maura.

SUPPORT LETTER

Proposed Mixed-Use Project called "Tilden Terrace"
11041-11056 Washington Boulevard, Culver City, CA

To Whom It May Concern:

We support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the Southern block of Washington Boulevard between Tilden and Harter Avenues with a new 33-unit, mixed-use development for working families in our community.

We appreciate the willingness of LAHP to meet with the community and engage our input on the proposed project.

We think that the site's proximity to Culver City's parks and schools makes it an ideal location for family housing.

We understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that a reasonable sized project is instead being proposed.

We feel that the proposed three-story, mixed-use plan is appropriate for its location and the neighborhood.

We are also pleased with LAHP's commitment towards the larger "global" community to implement environmental sustainability by using green building practices in the development - which will hopefully set an example for new development and redevelopment in our community.

We certainly appreciate LAHP's commitment to working with the neighborhood to address issues related to design, parking, traffic, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the project through the planning processes.

Sincerely,

Kazim Combler

Name

8915 Canyon St

Address

Los Angeles, CA 90032

City, State and Zip

— coffee stop
— pharmacy

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name

Anna M Day

Address

3869 Tilden Ave 9

City, Zip

Culver City, CA 90232

Email Address

amdayos@yahoo.com

Are you a...



Home owner



Renter



Business Owner or Work in the area

* The way you have it designed with set back patio & security screen doors w/ frosted out but cannot look in on front door.

Please indicate one of the following:



I Support the development of Tilden Terrace



I do not support the development



I am not sure

* I am very interested in moving into this Place.

* It looks & sounds like it will be traffic & parking holding up this project.

I would like to see the following changes:

* I have a neighbor that would like to attend but meetings need to be on Tuesday's he supports Tilden Terrace.

* When it comes to parking people need to park correctly pull all the way up to edge of the cars so that would allow another car to park in that area.

SUPPORT LETTER

**MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"**

I am (we are) the owner(s)/renter(s) of the property located at:

3869 Tilden Ave. Apt 9 Culver City CA 90232

I/we support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground-floor commercial space.

I/we appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I/we especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,

James R. Day

Name

James R. Day

Name

3869 Tilden Ave 9

Address

Culver City, CA 90232

John Derevlany
4139 Center Street, Culver City, CA 90232
(310) 287-1232 johnderevlany@yahoo.com

October 27, 2010

SUPPORT LETTER FOR TILDEN TERRACE

Over the years, I've seen exciting and remarkable developments spring up in many areas of Washington Blvd. in Culver City. There is our amazing, revitalized downtown area of Washington Blvd., the dynamic arts district in East Washington Blvd., and even West Washington is getting a facelift and new businesses.

All of these positive changes have somehow eluded the part of Washington Blvd. where I live – the part just East of Sepulveda Blvd. With one or two exceptions, the stretch of Washington From Sepulveda to Tilden is virtually a ghost town – a collection of strange and/or rundown businesses, mixed with empty storefronts. And those storefronts aren't empty because of the recession. It was like that over here for years, even during the boom times.

We desperately need a development in this area to kick-start this entire commercial strip, and I feel Tilden Terrace could be that much needed catalyst. It is a smart and sensible development for the area and here are some reasons why...

1. It may actually get built. The City is littered with bold proposals for empty lots that will most likely stay empty for years due to the current economy. No one can find money to build anything in this town, whether it's the Parcel B lot in the heart of downtown, or any of the other empty lots along Washington. As an affordable housing project, Tilden Terrace has access to funding sources that are not available to a traditional developer of market-rate housing. The fact is: there is money out there for affordable housing projects at the moment. If we wait for a regular, market-rate developer, that empty lot there will stay vacant for years, if not decades.

2. The project's size and scope are modest, and far below zoning code requirements. Tilden Terrace is a three-story project in an area that could allow four (or even five) story buildings. This makes sense for the surrounding community. There are far too many projects proposed for this city that attempt to max out or exceed the zoning requirements. Tilden Terrace started out well below our city's zoning requirements, and even added a few additional parking spaces for the community, beyond what the code requires. This is the kind of low-rise, sensible development we need in this city. Could this project be even smaller? Not likely, given how much the land costs in this area (I believe the city-owned portions of the site cost more than \$4 million alone). Let's be honest: given the cost of land in this city, we will never see a smaller development proposed for this site. It just wouldn't make sense economically – for a developer OR the City.

3. The project is designed to enhance the community. The developers of this project have done ample outreach to local residents, and have attempted to implement their suggestions, such as the inclusion of extra parking, community spaces, and some much-needed café and retail areas. They seem very committed to making this project work and thrive, unlike most of the landlords in this area of Washington, who seem perfectly content keeping their dumpy storefronts empty for years and years.

4. We need to build affordable housing in this city. It's not just good for our community, it's required by state law. Culver City has enjoyed the benefits of a dynamic Redevelopment Agency for several decades now. Part of the deal that allows us to reap these Redevelopment benefits, also requires us to build affordable housing. So far, we have failed to fulfill this end of the bargain. Tilden Terrace allows us to finally comply with some of our affordable housing needs. Plus... we can provide some lower-cost housing that will, hopefully, go to our residents who need them.

We have a choice at this moment to "preserve" what's on this site now – an empty lot, an antique sword shop, and a handful of rundown businesses. Or we can move forward and start to turn this area around. I live about a block away from the project site. While there may be some people in the community who have issues with some of the specifics of the project, I believe there is NO ONE who is happy with what's there now. This is an opportunity to finally fix up a long-forgotten piece of Washington Blvd., and also comply with some of our city's affordable housing requirements. I believe it's the right project at the right time and should move forward as quickly as possible.

Thank you,

John Derevlany
(310) 287-1232

Dreyfuss

CONSTRUCTION

A California Corporation | License No. 668225

October 12, 2010

Ms. Mary Silverstein/Mr. Stephen Clarke
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

**RE: Proposed development at 11042-11056 Washington Blvd., Culver City
"Tilden Terrace"**

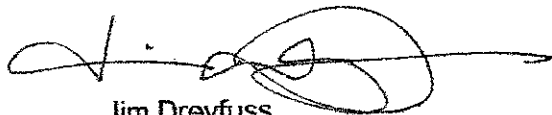
Dear Ms. Silverstein/Mr. Clarke,

On behalf of DREYFUSS CONSTRUCTION, I would like to thank you for meeting with us to discuss Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

We appreciate the willingness of LAHP to initiate dialogue with DREYFUSS CONSTRUCTION on October 6, 2010, and sponsoring a series of community meetings in the neighborhood. Your proposal for Tilden Terrace, with 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. LAHP has designed a project compliant with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

We especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and we look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Sincerely,
DREYFUSS CONSTRUCTION



Jim Dreyfuss
President

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Onaida S. Espinoza
Address 3833 Tilden Ave. Apt #5
City, Zip Culver City CA 90230
Email Address onaidaspiritu@yahoo.com

Are you a...

- ☐ Home owner
☒ Renter
☐ Business Owner or Work in the area

Please indicate one of the following:

- ☒ I Support the development of Tilden Terrace
☐ I do not support the development
☐ I am not sure

I would like to see the following changes:

positively supporting the project
as rent in Culver City is very too
expensive compare to other places.

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Maria Garcia
Address ~~445 1/2 Elenda St.~~ 11179 Culver Bl.
City, Zip Culver City CA 90232
Email Address meg1965d@gmail.com

Are you a...

(310) 425-8439

- ☐ Home owner
☒ Renter
☐ Business Owner or Work in the area

Please indicate one of the following:

- ☒ I Support the development of Tilden Terrace
☐ I do not support the development
☐ I am not sure

I would like to see the following changes:

Yes it would be great
if the project is done
I am a mom with
child and I work
very hard it would
Be great thanks.

Vicki A. Gillett
4045 Harter Ave.
Culver City, CA 90232
310.202.5017
vicki1@aol.com

Nabila Hanis
4045 Harter Ave.
Culver City, CA 90232
310.871.5363
nhanis@aol.com

October 30, 2010

Los Angeles Housing Partnership
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

RE: Proposed development at 11042-11054 Washington Blvd., Culver City
"Tilden Terrace"

Dear Los Angeles Housing Partnership:

We would like to thank the Los Angeles Housing Partnership (LAHP) for the ongoing community meetings with Culver City residents to discuss LAHP's proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

Your proposal for Tilden Terrace, with 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

We especially appreciate LAHP's commitment to working with the neighborhood to address issues related to design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Wouldn't Culver City be beautiful if every corner with a vacant lot and rundown business fronts could be developed into a Tilden Terrace?

With that in mind, we do have extreme concern with regards to parking and additional traffic on Harter and Tilden Avenues. These streets are currently being used as short cuts to the 405 freeway and supplemental parking for the surrounding businesses during the day and evenings.

With the addition of 13 residential units and retail use we are fearful we will be overrun with non-resident cars filling all of our available street parking, and the traffic during morning and evening peak hours will become dangerous.

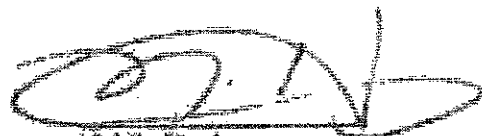
In closing, we are in support of your project and if at all possible would like to add some names to the waiting list of possible tenants to move in once the Tilden Terrace is complete.

Mr. and Mrs. George Haines
Suzie Haines

We have both lived on Harter Avenue for 25+ years and love it!

Sincerely,


Vicki Gillett


Nelsa Haines

SUPPORT LETTER

Proposed Mixed-Use Project called "Tilden Terrace"
11042-11056 Washington Boulevard, Culver City, CA

To Whom It May Concern:

I/We support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the Southern block of Washington Boulevard between Tilden and Harter Avenues with a new 33-unit, mixed-use development for working families in our community.

I/We appreciate the willingness of LAHP to meet with the community and engage our input on the proposed project.

I/We think that the site's proximity to Culver City's parks and schools makes it an ideal location for family housing.

I/We understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that a reasonable sized project is instead being proposed.

I/We feel that the proposed three-story, mixed-use plan is appropriate for its location and the neighborhood.

I/We are also pleased with LAHP's commitment towards the larger "global" community to implement environmental sustainability by using green building practices in the development - which will hopefully set an example for new development and redevelopment in our community.

I/We certainly appreciate LAHP's commitment to working with the neighborhood to address issues related to design, parking, traffic, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the project through the planning processes.

Sincerely,

DULY GONZALEZ Duly Gonzalez

Name

3837 College Ave

Address

Culver City, Ca, 90232

City, State and Zip

October 12, 2010

Ms. Mary Silverstein
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

RE: Proposed development at 11042-11056 Washington Blvd., Culver City
"Tilden Terrace"

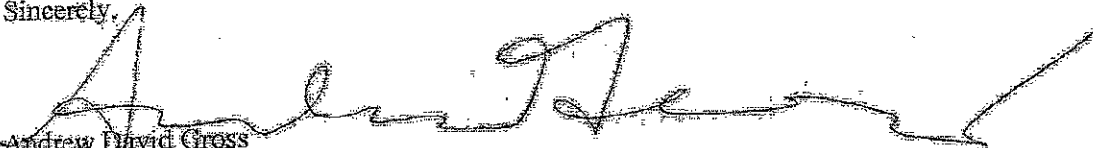
Dear Ms. Silverstein:

As a resident of Culver City I support the above mentioned development.

I appreciate the willingness of Los Angeles Housing Partnership (LAHP) to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. Although I would prefer more of a traditional style of architecture, and encourage you to propose something "warmer," your proposal for Tilden Terrace, with 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. The three-story plan is appropriate and compatible with surrounding development in the area.

I especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Sincerely,


Andrew David Gross
4197 Keystone Avenue
Culver City, California 90232

Mayor Armenta and Members of the City Council,

RE: **Proposed Mixed-Use Development: "Tilden Terrace"**
11042-11056 Washington Boulevard, Culver City, CA

I am writing to you in support of Los Angeles Housing Partnership's (LAHP) proposal to redevelop the Southern block of Washington Boulevard between Tilden and Harter Avenues with a new 33-unit, mixed-use development for working families in our community.

I attended the first community meeting at La Ballona and was very impressed with LAHP's presentation to the community. The meeting included an excellent forum that surfaced many of the issues in the neighborhood that need to be addressed. Many of them are overarching issues of traffic circulation and parking that the City's Traffic Engineer said he will study and can be addressed with specific mitigation measures.

Most importantly, LAHP's massing study and density proposal is downsized from what the existing City's Zoning Ordinance would allow. I am pleased that LAHP understands that density is a concern of the adjacent neighbors and has proactively proposed a less intense density. In addition, the massing study took into consideration the adjacent single family neighbors and proposes to step back the heights and rear setback of the proposed building massing studies. I believe that the proposed three-story, mixed-use plan is appropriate for the site and the neighborhood.

I am also pleased that the proposed development would include green building practices in the development – this is a commitment our City should welcome.

I believe the proposed development will provide housing for individuals and families that are working in our community that can not otherwise afford to live in Culver City. For example the servers in our restaurants, hair dressers, grocery checkers, and child care workers. The proposed development would be a great benefit to our community.

LAHP has experience in developing and managing affordable housing units. At the meeting they discussed many of the communities that they have developed and manage. They also discussed the excellent resident services that they provide at the communities.

I look forward to a continued dialogue about the proposed affordable housing at Tilden Terrace and appreciate LAHP's commitment to working with the neighborhood to address issues related to design, parking, traffic, security, and affordability.

Sincerely,

Johanna Gullick
8917 Carson Street, Culver City, CA 90232

Cc: Sol Blumenfeld - Community Development Director
Todd Tipton, Redevelopment Administrator
Tevis Barnes, Housing Administrator

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Jordan Aura-Gullick
Address 9680 Washington Blvd. - mixed use near Helms
City, Zip Culver City, CA, 90232
Email Address _____

Are you a...

- ☐ Home owner
☒ Renter
☐ Business Owner or Work in the area

Please indicate one of the following:

- ☒ I Support the development of Tilden Terrace
☐ I do not support the development
☐ I am not sure

I would like to see the following changes:

As per design suggestions, PLEASE do not make the development bland & boring so as to appease the neighbors. A strong, articulated modern design aesthetic that is classic with (possibly) midcentury modern design lines would be my preference (and I know many other young Culver residents who would probably agree). Thank you so much. Your presentation was spot on.

SUPPORT LETTER

MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"

I am (we are) the owner(s)/owner(s) of the property located at:

3869 Tilden Ave Apt 14

I/we support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground-floor commercial space.

I/we appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I/we especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,

Anore Herach

Name

Name

3869 Tilden Ave #14

Address

SUPPORT LETTER

**MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"**

I am (we are) the owner(s) (renter(s)) of the property located at:

4041 Harbor Avenue, Culver City, CA 90230

I/we support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harbor Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground-floor commercial space.

I/we appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I/we especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, accessibility, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,


Name

James James
Name

4041 Harbor Ave. Culver City, CA 90230
Address

**International Association of Bridge,
Structural,
Ornamental and
Reinforcing Iron Workers
Local Union 416**

Hart Keeble
BUSINESS MANAGER,
FINANCIAL SECRETARY-TREASURER



October 13, 2010

Ms. Mary Silverstein, Executive Director
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Boulevard, Suite 807
Los Angeles, CA 90017

RE: Proposed Mixed-Use Development "Tilden Terrace"
11842-11856 Washington Boulevard, Culver City

Dear Ms. Silverstein:

On behalf of Reinforcing Ironworkers Local 416, thank you for meeting with us to discuss Los Angeles Housing Partnership's (LAHP) proposal to bring new life back to the southern block of Washington Boulevard between Tilden and Harter Avenues.

We appreciate the willingness of LAHP to dialogue with Ironworkers Local 416, and for sponsoring a series of community meetings in the neighborhood. Your proposal for "Tilden Terrace", with 33 residential units and 13,000 square feet of ground floor retail, is appropriate for property fronting Washington Boulevard, one of our community's primary commercial corridors.

The site's proximity to Culver City's parks and schools makes it an ideal location for family apartments. We understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that a reasonable sized project is instead being proposed. We feel that the proposed three-story, mixed-use plan is appropriate for its location and the neighborhood.

We are also pleased with your commitment towards the larger "global" community to implement environmental sustainability by using green building practices in the development - which we hope will set an example for new development and redevelopment in our community.

We certainly appreciate LAHP's commitment to working with the neighborhood to address issues related to design, parking, traffic, security, and affordability. We look forward to continuing a dialogue with LAHP as you advance the project through the planning processes.

Sincerely,

Hart Keeble
Business Manager/FST
Reinforcing Ironworkers Local 416

LRM

October 28, 2010

Mr. Stephen Clarké
Los Angeles Housing Partnership
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

RE: **Proposed development at 11042-11056 Washington Blvd., Culver City**
"Tilden Terrace"

Dear Mr. Clarke,

On behalf of LRM, Ltd. Landscape Architecture, I would like to congratulate you on your proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

As a close business neighbor to the project site, LRM, Ltd. has attended the last two community meetings to become familiar with the proposed use, massing and architectural treatment. We have been impressed with the willingness of LAHP to sponsor the series of community meetings and in initiating dialogue with the community. It is our belief that your proposal for Tilden Terrace, with 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. It is also our belief that LAHP has designed a project compliant with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. Furthermore, we feel the three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

We especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and we look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Sincerely,
LRM, Ltd.



David K. Larkins
Managing Principal

SUPPORT LETTER

Proposed Mixed-Use Project called "Tilden Terrace"
11043-11056 Washington Boulevard, Culver City, CA

To Whom It May Concern:

We support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the Southern block of Washington Boulevard between Tilden and Harter Avenues with a new 33-unit, mixed-use development for working families in our community.

We appreciate the willingness of LAHP to meet with the community and engage our input on the proposed project.

We think that the site's proximity to Culver City's parks and schools makes it an ideal location for family housing.

We understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that a reasonable sized project is instead being proposed.

We feel that the proposed three-story, mixed-use plan is appropriate for its location and the neighborhood.

We are also pleased with LAHP's commitment towards the larger "global" community to implement environmental sustainability by using green building practices in the development - which will hopefully set an example for new development and redevelopment in our community.

We certainly appreciate LAHP's commitment to working with the neighborhood to address issues related to design, parking, traffic, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the project through the planning processes.

Sincerely,

John E. Low

Name

9915 Carlson St.

Address

Culver City CA 90232

City, State and Zip



SUPPORT LETTER

October 25, 2010

Mr. Stephen Clarke
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

RE: **Proposed development at 11042-11056 Washington Blvd., Culver City**
"Tilden Terrace"

Dear Mr. Clarke,

On behalf of King Fahad Mosque, I would like to thank you for meeting with me to discuss Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

We appreciate the willingness of LAHP to initiate dialogue with King Fahad Mosque on October 10, 2010 and sponsoring a series of community meetings in the neighborhood. Your proposal for Tilden Terrace, with 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. LAHP has designed a project compliant with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

We especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and we look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Sincerely,

Usman Madha
Director of Admin & P.R.
King Fahad Mosque

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Kathy McConkey

Address 10830 Ocean Dr.

City, Zip Culver City 90230

Email Address kamccconkey@pacbell.net

Are you a...

- ☒ Home owner
☐ Renter
☐ Business Owner or Work in the area

Please indicate one of the following:

- ☒ I Support the development of Tilden Terrace
☐ I do not support the development
☐ I am not sure

I would like to see the following changes:

Mitigation of Tilden/Wash. intersection

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Sila Mahamoud

Address 3818 College Ave #3

City, Zip Culver City, 90030

Email Address _____

Are you a...

- ☐ Home owner
- ☒ Renter
- ☐ Business Owner or Work in the area

Please indicate one of the following:

- ☒ I Support the development of Tilden Terrace
- ☐ I do not support the development
- ☐ I am not sure

I would like to see the following changes:

SUPPORT LETTER

**MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"**

I am (we are) the owner(s)/renter(s) of the property located at:

3430 JASMINE AVE #101 LOS ANGELES, CA 90034

We support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground-floor commercial space.

We appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

We especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,

Miranda Morgan Miranda Morgan
Name

Marcos Morgan Marcos Morgan
Name

3430 JASMINE AVE #101 LOS ANGELES, CA 90034
Address

1 please place us on waiting list.



1000 CORPORATE POINTE, SUITE 200 CULVER CITY, CALIFORNIA 90230
PHONE 310 · 258 · 0700 FAX 310 · 258 · 0701

October 4, 2010

Ms. Mary Silverstein, Executive Director
Los Angeles Housing Partnership
1200 Wilshire Boulevard, Suite 307
Los Angeles, CA 90012

RE: Proposed Mixed-Use Development "Tilden Terrace"
11042-11056 Washington Boulevard, Culver City

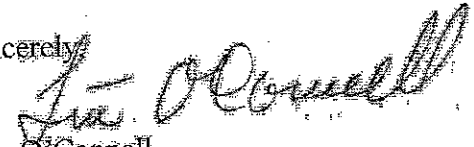
Dear Ms. Silverstein:

On behalf of Century Housing, thank you for describing Los Angeles Housing Partnership's (LAHP) proposal to bring new life back to the southern block of Washington Boulevard between Tilden and Harter Avenues.

I congratulate LAHP on this proposal to help redevelop this commercial block in Culver City, and for sponsoring a series of community meetings in the neighborhood. "Tilden Terrace," with 33 homes and 13,000 square feet of retail, is an appropriate use for property fronting on Washington Boulevard, one of Culver City's primary commercial corridors. The site's proximity to Culver City's parks and schools makes it an ideal location for family apartments. I understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that you have scaled the project down to better fit into the surrounding neighborhood.

These new homes will materially assist Culver City in fulfilling its unmet housing needs goals, as outlined in the latest Housing Element, which was approved in August 2010. This will help demonstrate the city's commitment to reducing its jobs-housing imbalance as it prepares its first-ever Housing Element Annual Progress Report in 2011.

Sincerely,


Tim O'Connell
Senior Director, Policy & Advocacy

SUPPORT LETTER
(MEETING AN INDIVIDUAL FOLLOW-UP)

DATE

Ms. Mary Silverstein/Mr. Stephen Clarke
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

RE: Proposed development at 11042-11056 Washington Blvd., Culver City
"Tilden Terrace"

Dear Ms. Silverstein/Mr. Clarke,

I would like to thank you for meeting with me to discuss Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

I appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. Your proposal for Tilden Terrace, with 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Sincerely,

Name Sybil Parks
Address 3869 Tilden Ave Apt 1

SUPPORT LETTER

MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"

I am (we are) the owner(s)/renter(s) of the property located at:

I/we support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground-floor commercial space.

I/we appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I/we especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,

Name

Name

Address

4037 1/2 Harter Ave
Culver City, Ca
90232

SUPPORT LETTER

Proposed Mixed-Use Project called "Tilden Terrace"
11642-11656 Washington Boulevard, Culver City, CA

To Whom It May Concern:

We support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the Southern block of Washington Boulevard between Tilden and Hunter Avenues with a new 33-unit, mixed-use development for working families in our community.

We appreciate the willingness of LAHP to meet with the community and engage our input on the proposed project.

We think that the site's proximity to Culver City's parks and schools makes it an ideal location for family housing.

We understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that a reasonable sized project is instead being proposed.

We feel that the proposed three-story, mixed-use plan is appropriate for its location and the neighborhood.

We are also pleased with LAHP's commitment towards the larger "global" community to implement environmental sustainability by using green building practices in the development - which will hopefully set an example for new development and redevelopment in our community.

We certainly appreciate LAHP's commitment to working with the neighborhood to address issues related to design, parking, traffic, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the project through the planning processes.

Sincerely,

MARIA RUMAS
Name

8917 Carver Street
Address

Culver City, CA 90232
City, State and Zip

SUPPORT LETTER
(MEETING AN INDIVIDUAL FOLLOW-UP)

DATE 10/27/10

Mrs. Mary Silverstein/Mr. Stephen Clarke
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

RE: Proposed development at 11042-11056 Washington Blvd., Culver City
"Tilden Terrace"

Dear Mrs. Silverstein/Mr. Clarke,

I would like to thank you for meeting with me to discuss Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

I appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. Your proposal for Tilden Terrace, with 33 residential units and 11,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Sincerely,

Name Eugene Rossi II
Address 3064 Tilden Ave Apt 8

SUPPORT LETTER

MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"

I am (as one of the owner(s)/member(s) of the property located at

3813 1st Ave. N. #5, Culver City, CA 90232

I do support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground floor commercial space.

We appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

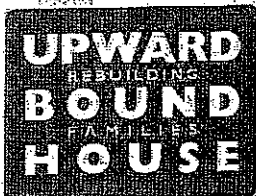
We especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,

Name

Name

Address



October 18, 2010

Mr. Stephen Clarke
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Blvd., Ste. 507
Los Angeles, CA 90017

RE: Proposed development at 11042-11056 Washington Blvd., Culver City
"Tilden Terrace"

Dear Stephen,

On behalf of Upward Bound House, I would like to thank you for meeting with me to discuss Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

As a developer and operator of housing programs for homeless families with children, I recognize the critical need that affordable housing projects such as yours would bring to Culver City and know LAHP to be a leader in the community in addressing the crisis of affordable housing.

As a community-based organization located near to your project, I recognize the Tilden Terrace project as an invaluable addition and resource to Culver City and would welcome its addition.

I enjoyed speaking with you and learning more about the project. The 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. LAHP has designed a project that is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I know LAHP will continue to work with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability to ensure the project's success. On a personal level, I look forward to partnering with LAHP to address the needs of the Culver City community.

Sincerely,

David Snow
Executive Director
Upward Bound House

Upward Bound House
1104 Washington Avenue
Santa Monica, CA 90403

Phone 310-458-7779
Fax 310-458-7209
www.upwardboundhouse.org

From: "Paul and Elaine" <esps@verizon.net>
Subject: **Tilden Terrace**
Date: October 13, 2010 4:29:35 PM PDT
To: <dana@thesaylesgroup.com>

MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"

We are the owners of our property located at: 4057 Albright Ave.

We support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground-floor commercial space.

We appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

We especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,

Elaine And Paul Struhl

10/30/10

Ms. Mary Silverstein
LOS ANGELES HOUSING PARTNERSHIP
1200 Wilshire Blvd., Ste. 307
Los Angeles, CA 90017

**RE: Proposed development at 11042-11056 Washington Blvd., Culver City
"Tilden Terrace"**

Dear Ms. Silverstein,

I would like to thank you for meeting with me to discuss Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard.

I appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. Your proposal for Tilden Terrace, with 33 residential units and 13,000 square feet of ground floor retail is an appropriate use for the property fronting on Washington Boulevard. The site's proximity to Culver City parks and schools makes it an ideal location for family affordable housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as you advance the proposed project through the planning and environmental review process.

Finally, I would like to commend you for your proposal to include affordable housing in this project. I feel strongly that housing is a basic human right and that all people have the right to safe, decent housing that is priced at a level that is affordable to them. While much of the new development in Culver City is very exciting, Culver City is also becoming an increasingly expensive place to live. It is critical that organizations such as yours promote affordable housing in all neighborhoods so that Culver City may remain the economically diverse community that it has been for years. Thank you for the great work that you are doing.

Sincerely,



Grant Sunoo
4144 Duquesne #3
Culver City, CA 90232

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name David Voncannon

Address 4059 Tilden Av.

City, Zip Culver City

Email Address DVONCANNON@pacbell.net

Are you a...

- ☐ Home owner
- ☒ Renter
- ☐ Business Owner or Work in the area

Please indicate one of the following:

- ☒ I Support the development of Tilden Terrace (with changes)
- ☐ I do not support the development
- ☐ I am not sure

I would like to see the following changes:

Traffic Mitigation & Parking
Height Reduction (2 floors)

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2010. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Elizabeth Voncannon

Address 4054 Tilden Ave.

City, Zip Culver City, CA 90232

Email Address EVONCANNON@pacbell.net

Are you a...

- ☐ Home owner
- ☒ Renter Changes +
- ☐ Business Owner or Work in the area

Please indicate one of the following:

- ☒ I Support the development of Tilden Terrace (Changes)
- ☐ I do not support the development
- ☐ I am not sure

I would like to see the following changes:

Terrace Solution - Cannot find space to park on
Street now - 222
I prefer a building 2 stories
No MARKET

October 29, 2010

Stephen Clarke
Los Angeles Housing Partnership
1200 Wilshire Boulevard, Suite 307
Los Angeles, CA 90017

RE: Proposed development at 11042-11056 Washington Blvd., Culver City
"Tilden Terrace"

Dear Mr. Clarke,

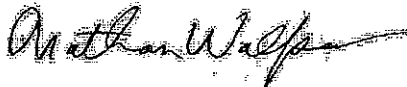
I am the editor of Four Story.org, a website which was founded on the principle that affordable housing should be available to everyone, no matter what their economic circumstance. I am also a Commonwealth Avenue neighbor to the proposed Tilden Terrace development on Washington Boulevard between Tilden and Harter Avenues.

In both of these roles, I would like to express my support for this project. As an affordable housing advocate, I am always excited to see innovative housing for people at all income levels. As a neighbor, I feel Tilden Terrace will help build the community.

Los Angeles Housing Partnership has gone beyond the call of duty in involving the community in this project, including a series of community meetings at which all voices were able to be heard. The proposal, with 33 residential units and 13,000 square feet of retail, is an excellent use of the property. The site is close to parks and schools, making it an excellent location for affordable family housing. The project is compliant with Culver City zoning, but moreover you have chosen to build it smaller than allowed in order to fit the character of the neighborhood. I appreciate your commitment to sustainable building and look forward to seeing LEED Silver certification.

I feel confident that your continued commitment to addressing the concerns some residents have expressed—in particular, traffic and parking—will result in solutions satisfactory to the city and the neighborhood. I will be excited to see Tilden Terrace's progression through planning, environmental review, construction, and occupancy, and to see it take its place as a highlight of the community. I also look forward to writing about the development as an example of Culver City's commitment to affordable housing.

Sincerely,



Nathan Walpov
4154 Commonwealth Ave
Culver City CA 90232

SUPPORT LETTER

MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"

I am (we are) the owner(s)/renter(s) of the property located at:

3847 PROSPECT AVE #4 CULVER CITY, CA 90230

I/we support Los Angeles Housing Partnership's (LAHP) proposal to redevelop the entire block on Washington Blvd. between Tilden and Harter Avenues at 11042-56 Washington Boulevard with a 33-unit mixed-income residential project including approximately 13,000 square feet of ground-floor commercial space.

I/we appreciate the willingness of LAHP to initiate dialogue with stakeholders in Culver City, and sponsoring a series of community meetings in the neighborhood. The site's proximity to Culver City parks and schools makes it an ideal location for family housing. LAHP has designed a project consistent with the City's zoning ordinance, and is smaller than the envelope they are permitted to build. The three-story plan is appropriate and compatible with surrounding development in the area. Moreover, LAHP's commitment to environmental sustainability and green building sets an example for any new development in our community.

I/we especially appreciate LAHP's commitment to working with the neighborhood to address issues related to traffic impact, parking, design quality, security, and affordability, and look forward to continuing a dialogue with LAHP as they advance the proposed project through the planning and environmental review process.

Sincerely,


Name

Marie Wassif
wadie Wassif

Wadie Wassif
Name

3847 PROSPECT AVE #4 CULVER CITY, CA 90230
Address

I please place on waiting list



October 6, 2010

Ms. Mary Silverstein, Executive Director
Los Angeles Housing Partnership
1200 Wilshire Boulevard, Suite 307
Los Angeles, CA 90017

TRICoast WORLDWIDE
11124 W. WASHINGTON BLVD.
CULVER CITY, CA 90232
P 310.458.7707
F 310.204.2450
C 310.804.8409
WWW.TRICoast.COM
WWW.TRICoastWORLDWIDE.COM
STRATH@TRICoast.EDM

RE: Proposed Mixed-Use Development "Tilden Terrace" 11042-11056
Washington Boulevard, Culver City

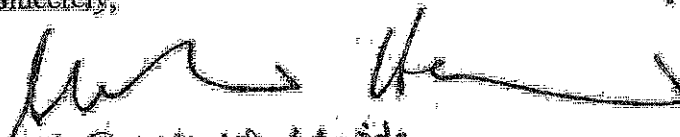
Dear Ms. Silverstein:

Thank you for describing Los Angeles Housing Partnership's (LAHP) proposal to bring new life back to the southern block of Washington Boulevard between Tilden and Harter Avenues.

I congratulate LAHP on this proposal to help redevelop this commercial block in Culver City, and for sponsoring a series of community meetings in the neighborhood. "Tilden Terrace," with 33 homes and 13,000 square feet of retail, is an appropriate use for property fronting on Washington Boulevard, one of Culver City's primary commercial corridors. The site's proximity to Culver City's parks and schools makes it an ideal location for family apartments. I understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that you have scaled the project down to better fit into the surrounding neighborhood.

These new homes will materially assist Culver City in fulfilling its unmet housing needs goals, as outlined in the latest Housing Element, which was approved in August 2010. This will help demonstrate the city's commitment to reducing its jobs-housing imbalance as it prepares its first-ever Housing Element Annual Progress Report in 2011.

Sincerely,


TriCoast Worldwide

MICHAEL FATE

Attorney at Law

1100 Washington Boulevard
Culver City, California 90232
Telephone: (310) 838-1151
Facsimiles: (310) 552-8648

October 6, 2010

Ms. Mary Silverstein, Executive Director
Los Angeles Housing Partnership
1200 Wilshire Boulevard, Suite 307
Los Angeles, CA 90017

RE: Proposed Mixed-Use Development "Tilden Terrace" 11042-11056
Washington Boulevard, Culver City

Dear Ms. Silverstein:

Thank you for describing Los Angeles Housing Partnership's (LAHP) proposal to bring new life back to the southern block of Washington Boulevard between Tilden and Harter Avenues.

I congratulate LAHP on this proposal to help redevelop this commercial block in Culver City, and for sponsoring a series of community meetings in the neighborhood. "Tilden Terrace," with 33 homes and 13,000 square feet of retail, is an appropriate use for property fronting on Washington Boulevard, one of Culver City's primary commercial corridors. The site's proximity to Culver City's parks and schools makes it an ideal location for family apartments. I understand that the city's zoning would have allowed LAHP to design a much bigger and more intense project, but that you have scaled the project down to better fit into the surrounding neighborhood.

These new homes will materially assist Culver City in fulfilling its unmet housing needs goals, as outlined in the latest Housing Element, which was approved in August 2010. This will help demonstrate the city's commitment to reducing its jobs-housing imbalance as it prepares its first-ever Housing Element Annual Progress Report in 2011.

Sincerely,

Michael E. Fate
1100 Washington Blvd
Culver City, CA 90232

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

From: Stephen Clarke [mailto:stephen@lahousingpartnership.com]
Sent: Monday, November 01, 2010 12:31 PM
To: Barnes, Tevis
Subject: FW: Tilden Terrace

Support email with concerns about existing conditions.

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

From: kirby smith [mailto:kirbywsmith2@gmail.com]
Sent: Thursday, October 14, 2010 11:48 AM
To: Stephen Clarke
Cc: micheal.oleary@culvercity.org
Subject: Tilden Terrace

Hi. My name is Kirby Smith, and I live on Tilden just a few houses to the south of the proposed Tilden Terrace project. I did attend the meeting last night at La Ballona Elementary, and though I had to leave a little early, I would like to add a few comments and questions to those voiced last night.

First, let me say that I'm not opposed to the project, but I do have some concerns regarding the possible increase of traffic and parking problems (specifically on Tilden south). I do generally like the idea of mixed-use developments, and do see the benefit of affordable housing.

I also appreciate that the design has articulated massing, and seems to be a scale and use appropriate to the site. I can also see that the project could benefit the site by 1). not being a trashed empty lot and 2). spurring further development in the area. As to the former there are probably uses I would prefer to see than a mixed-use development; and as to the latter I've got concerns that there's already a good amount of unleased commercial space in the immediate area and I worry that more of it is going to remain empty or hard to lease. But both those issues are secondary, and I'd rather focus on abating potential traffic and parking problems.

As to parking, you did say several times last night that the project actually has more parking than the city requires, and won't have an impact on Tilden and Harter. I'm not entirely sure about that, though.

I didn't have a chance to study the plans too carefully, but what it looked like to me was this:

11,950 sf of retail space (and I'm assuming that's gross sf and not net)
(31) 2-bedroom or 3-bedroom units
(2) 1-bedroom units

and

(47) parking spaces for retail

(64) parking spaces for housing

The way the Culver City zoning code reads, you need:

Shopping center < 5 acres needs 1 space per 250 gross sf = $11950 / 250 = 47.8$, which rounds up to 48 spaces

(2) 1-bedroom units < 900sf needs 1 space per unit =

$2 * 2 = 2$ spaces

(31) 2-bedroom or 3-bedroom units need 2 spaces each =

$31 * 2 = 62$ spaces

Required guest parking is 1 space for every 4 units =

$33 / 4 = 8.25$ which rounds down to 8 spaces

so $48 + 2 + 62 + 8 = 120$ spaces minimum

I could have read the plans wrong, or may be misreading the zoning code, but that's how it looked to me.

As to traffic, I'm concerned with the Washington & Washington & Tilden intersection just like everyone else. One of the problems (and maybe the problem with the red-light runners) is actually that the light itself is extremely confusing. I've lived on Tilden for years, and turn left from Tilden onto Washington a couple of times a week (though I avoid it when I can), and I'm still confused as to how you're supposed to do it. Once you get through the light right at Tilden and you're faced with the choice of getting onto Washington Blvd. or Washington Place, it's unclear whether you're supposed to stop in the middle of the intersection (blocking Washington if there are cars behind you) or continue through one of the other two red lights on the Washingtons (potentially running a red light). It's easy to get confused and gridlocked there.

And while I do like the idea of preventing a right turn out of the retail parking onto Tilden (and thereby forcing everyone to the light at Tilden and the Washingtons), I can easily imagine that if you've got just one or two cars trying to come out of that lot at the same time as one or two cars trying to turn left off of Washington onto Tilden to get to that lot, the intersection will get gridlocked and create a choke point at a main thoroughfare into and out of downtown.

I'm not sure what to do about the Tilden/Washingtons issue. It's possible that having the parking access to the retail directly off of Washington (though it would eliminate some street frontage) would help, and it's also possible that it would help to flip the plan so that the retail parking (with more trips) is on Harter and moved away from the problem intersection, and the residential parking entrance (with fewer trips) is on Tilden. That does make access more difficult for anyone trying to get into the retail parking from Washington Place, but signage could direct cars down the alley from Tilden to Harter to access the retail parking entrance. Additionally, I can see it being much easier and less disruptive to force cars right out of the retail lot onto Harter and then Washington than left onto Tilden and then to Washington.

As to number of parking spots, please let me know if I've miscalculated anything.

Thanks for putting up with such a long-winded email and listening to our community's concerns. I'm sure that if these issues can get resolved we can end up with a project that's an amenity for both the immediate neighborhood and Culver City as a whole.

Kirby Smith
Tilden Resident

SUPPORT LETTER

MIXED-USE PROJECT PROPOSED AT
11042-11056 WASHINGTON BOULEVARD, CULVER CITY, CA
"TILDEN TERRACE"

I am a Culver City resident, Chair of the Downtown Neighborhood Association, founding member of the Neighborhood Action Network, and member of the Advisory Committee on Redevelopment.

I support Los Angeles Housing Partnership's (LAHP) proposal to create much needed affordable housing at 11042-56 Washington Boulevard.

LAHP has done extensive outreach to include the concerns and ideas of neighborhood residents in the development process; the kind I would appreciate in my own neighborhood.

As I stated during LAHP's presentation to the members of the Advisory Committee on Redevelopment (ACOR) on 10/07/10, **I believe the Tilden Terrace project will be a genuine asset to the community if the traffic, parking and density issues raised by area residents are addressed by the city.**

I am impressed that LAHP has already been working with the city to improve current parking conditions (including street sweeping times and exploring creative ways to increase parking), and I hope that these efforts will expand as this project evolves.

I also appreciate that LAHP is an experienced, local non-profit with a strong record of creating quality affordable housing. In contrast to the affordable housing component added to the market-rate 4043 Irving Place project in August 2010, funding for Tilden Terrace is being leveraged: it will contribute significantly to Culver City's need for affordable housing, without depleting the city's set-aside funds.

Finally, the environmental and community benefits of this project make it particularly desirable for our city: it will be LEED-certified and include a community garden, as well as providing needed housing.

Sincerely,


Meghan Sahli-Wells
4201 Lafayette Place, Culver City, CA 90232



NON-SUPPORT

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 15, 2011. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Porter Mundle
Address 3955 Mantley Ave.
City, Zip Culver City, CA 90232
Email Address PMUNDLE@JUPITER.COM

Are you a...

- ☒ Home owner
☐ Renter
☐ Business Owner or Work in the area

Please indicate one of the following:

- ☐ I Support the development of Tilden Terrace
☐ I do not support the development
☐ I am not sure

I would like to see the following changes:

parking permits to alleviate park probs.
update 7 hrs/week/week the interior
from reduce to 2 show building

Los Angeles Housing Partnership

Tilden Terrace, Culver City

Thank you for attending our community meeting on October 13, 2000. Please give us your feedback on the proposed building in your neighborhood by filling out this short survey.

Thank you again.

Name Joseph Moreno

Address 4037 Hilcom Ave.

City, Zip Culver City, 90232

Email Address _____

Are you a...

- ☒ Homeowner
☐ Renter
☐ Business Owner or Work in the area

Please indicate one of the following:

- ☐ I Support the development of Tilden Terrace
☐ I do not support the development
☒ I am not sure

I would like to see the following changes:

I still don't find your
apartment building proposal
architecture to be interesting.

There was no talk about proposed
commercial thoughts for the building?

* Has there been any thoughts as to how your
structure could survive proposed earthquakes here

in So. California or how to map collapse and burial?

For Item PH-1
3/3/2011

Subject: FW: Harter/Tilden Ave.congestion due to LAHP

From: Salschloss@sbcglobal.net
Date: September 1, 2010 3:12:23 PM PDT
To: andrew.weissman@culvercity.org
Subject: Harter/Tilden Ave.congestion due to LAHP

Yesterday I learned of a plan by the Los Angeles Housing Partnership and this is the plan: To build 30 units (3-stories) of low- med income housing and commercial property at the site on Washington Blvd between Tilden and Harter. Can there possible enough parking to accomodate visitors, residents and customers of the commerical site, daytime or evening? It is not likely. The worst part of this is the traffic cutting through the neighborhoods as they do on Huron due to the Mosque PLUS the long slow lights at the Tilden traffic islands on Wash.Blvd. Do not think it won't happen; it will. The people visiting the corner Freedom shop to right of Star Hair park on Tilden, leave a mess and cut through the neighborhood as they do during high traffic times. The little quiet streets and all of us will never be the same.

For Item #14-1
3/3/2011

Subject:

FW: Public Comments Regarding Tilden Terrace

On Sep 8, 2010, at 3:30 PM, Barnes, Tevis wrote:

Mary,

I hope all is well. Last week, Agency staff was forwarded the two (2) emails from members of the community below. These emails express opinions about the proposed Tilden Terrace project. With the upcoming community meeting, Agency staff felt it important to bring these emails your attention. If we receive further comments about the proposed project, we will continue to anonymously share them with you as we have done here.

1)

Yesterday I learned of a plan by the Los Angeles Housing Partnership and this is the plan: To build 30 units (3-stories) of low- med income housing and commercial property at the site on Washington Blvd between Tilden and Harter. Can there possible enough parking to accomodate visitors, residents and customers of the commerical site, daytime or evening? It is not likely. The worst part of this is the traffic cutting through the neighborhoods as they do on Huron due to the Mosque PLUS the long slow lights at the Tilden traffic islands on Wash.Blyd. Do not think it won't happen; it will. The people visiting the corner Freedom shop to right of Star Hair park on Tilden, leave a mess and cut through the neighborhood as they do during high traffic times. The little quiet streets and all of us will never be the same.

2)

Dana Sayles for the L.A. Housing Partnership was canvassing our neighborhood today with letters about a proposed redevelopment project on Washington Blvd, between Tilden and Harter. Fortunately I was home and had a chance to hear more about the project from Dana. What her letter to residents failed to mention is that the proposed mixed-use building would contain 30 residential apartment units! The homeowners in this neighborhood have been waiting for this part of Washington Blvd to get improved, and after years of blight on the corner of Harter and Washington and all of the low-life scum that lived there, now the city is considering a 30-unit low-income housing development in its place? This neighborhood already suffers from the extra traffic and parking congestion from the Mosque. We also have the mysterious "charity" store on the corner of Tilden and Washington that attracts hundreds of undocumented immigrants everyday for the 1pm opening of the store. While they wait in their cars, eating fast-food snacks, they're happy to leave their trash, dirty diapers and cigarette butts in the street for the residents to clean up. We want sensible and responsible development. Not development just for sake of making a buck. Please do not let this project move forward in its current design. This neighborhood is already used by motorists as a short-cut, we don't need a 30-unit apartment here too to add to the traffic.

Yun, Susan

For Item PH-1

From: Carlos Gutierrez [cubamerica4me@hotmail.com]
Sent: Wednesday, February 23, 2011 11:32 PM
To: Yun, Susan
Subject: SPR-P2011014

3/3/2011

Senior Planner, Yun

I have been asked to submit comments for the proposed project SPR-P2011012 11042 –11056 Washington Boulevard by several property owners and additionally speak and express my opinion. Honestly, I told them that I would review the proposed project and participate in the public hearing. If after my review I concur with the plan I would still need to submit their opposition to the plan. I therefore ask how I may submit their commits on their behave? The reason I was asked is because of I have spoken at several Culver City Public Hearings, their age and their inability to articulate from Cuban spoken Spanish into English verbal or written means offered to persons unable to attend the meeting. Could they be offered then means of presenting a voice recording that I could play at the meeting and translate on their behalf? I was also asked how a petitions would work to prevent the Proposed 3 story mixed use with commercial development.

Respectfully submitted

Carlos Gutierrez
(310) 272-3422
11160 Orville St
Culver City Ca., 90230

Yun, Susan

For Item PH-1

From: Deb Lerner [tapgrl@aol.com]
Sent: Tuesday, February 15, 2011 1:48 PM
To: Yun, Susan
Subject: Tilden Terrace 11042-11056 Washington Blvd.

3/8/2011

Follow Up Flag: Follow up
Flag Status: Flagged

Susan

As an owner of an apartment building in the neighborhood of the proposed project, I strongly object to this proposed mixed-use development. The rental market has been very difficult these past few years, with most owners experiencing many vacant units and loss of revenue. As an owner that pays for a Business License, taxes and other fees to the City of Culver City, this proposed development is very detrimental to my business. I believe the City should look out for those businesses that have supported the City for many years. More units would negatively affect those owners with units currently for lease.

Please consider the existing Business Community that Supports the City.

Thank You

Yun, Susan

For Item PH-1

From: ramen.t@ca.rr.com
Sent: Saturday, February 12, 2011 1:58 PM
To: Yun, Susan
Subject: New project in Washington Blvd.....!

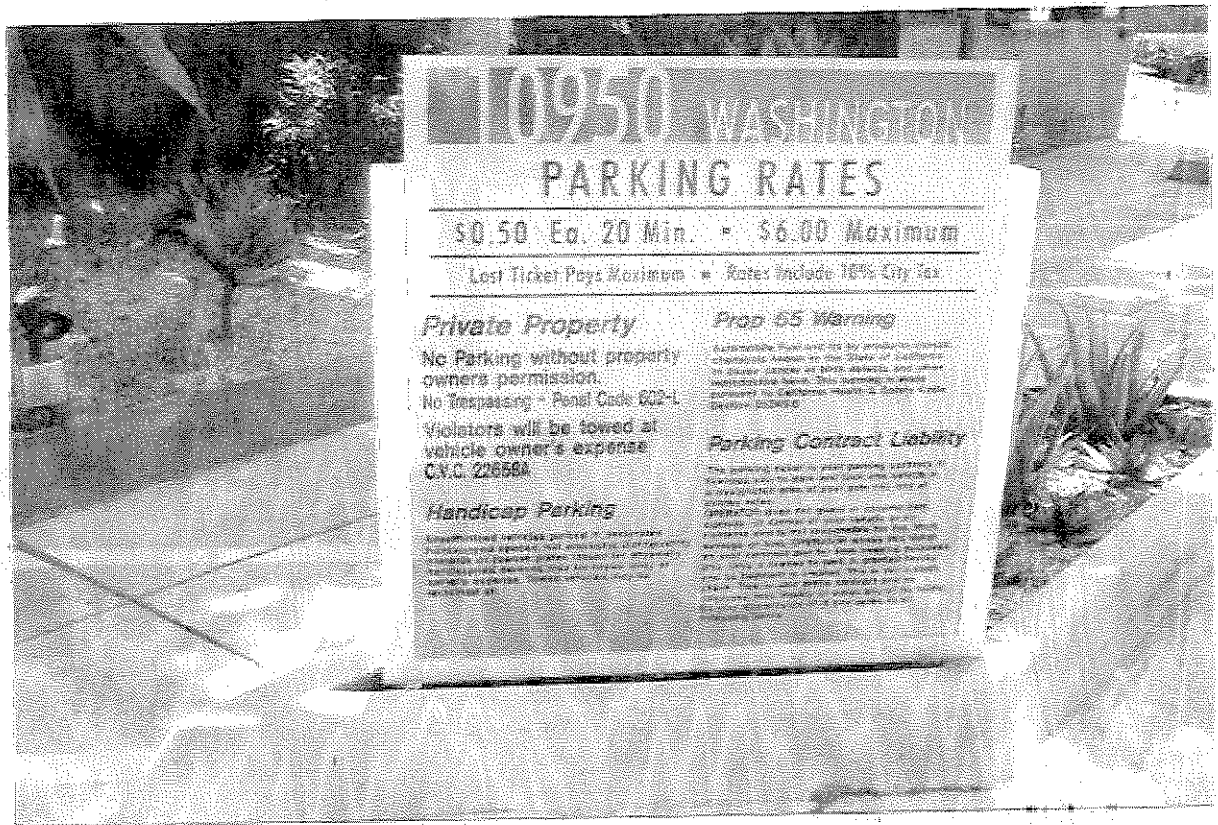
3/8/2011

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Susan: I'm sending to you pictures of the parking situation in Huron & Tilden Ave. created by The NFL Building located on 10950 Washington Blvd. and the Moslin Mosque located in the corner of Washington Blvd. and Huron Ave. NFL building has two big parking lots, but they have a pay restricted parking, overflowing dozen of cars in our neighbourhood streets, and hundreds of peoples are coming to pray at the Mosque, making this situation more difficult If you make that project at 11042-11056 Washington Blvd. it will aggravate our parking situation. The only solution I see is that the city establish a restricted parking of two hours only except by permit in those avenues.. Maria L. & Ramon Menendez / 4058 Huron Ave., Culver City, CA 90232 Ph: (310) 837-7625 e-mail: ramen.t@ca.rr.com

For Item PH-1

3/3/2011



Yun, Susan

For Hem PH-1

From: Scott Boyd [scottboyd@gmail.com]
Sent: Sunday, February 13, 2011 3:11 PM
To: Yun, Susan
Subject: Tilden/Washington Apt Complex

3/3/2011

Follow Up Flag: Follow up
Flag Status: Flagged

Susan - Hello. I got your email off a flyer about the mixed use development on Tilden and Washington. I haven't been able to make it to any of the Thursday night meetings, but have a number of concerns and questions.

Mostly I'm concerned about the traffic situation. Driving on Tilden everyday I can tell you that 107 new parking spaces is going to be a disaster. The light at Tilden and Washington is already insufficient as is. Having a drastic increase in the amount of traffic is going to make that intersection borderline unusable. This is going to be an issue not only for the people that are current residents in the area but for the new tenants (residential and business) as well. I don't see how that intersection can handle any increase in traffic.

Not to mention the amount of people that are going to be parking on the street. I live close to the point where Tilden ends at Aletta and street parking is already an issue. With so many multifamily homes on the street, there are already a ton of cars. On street sweeping days and days when the mosque is busy there is no parking to be found.

I'm also concerned about what the complex would do to our property value. Our home has lost enough value as it is and would hate to see it go down more because of the new development. I think a large, partially low income ,apt complex in an already crowded area is going to be less than desirable to someone looking to move into the area.

Is the plan still moving forward? What is the best way for me to voice my opposition?

Thanks for your time,

Scott

Scott Boyd
(323) 620-2740
www.dather.com

**Regular Meeting of the
Advisory Committee on Redevelopment**

**October 7, 2010
6:30 P.M.**

Herb Wesson Room, Culver Senior Center, 4095 Overland Avenue, Culver City
California

CALL TO ORDER AND ROLL CALL

Items 1 and 2

The regular meeting of the Advisory Committee on Redevelopment was called to order at 6:45 P.M.

Present: Paul Struhl (Chair)
John Derevlany
Meghan Sahli Wells
Joel Forman
Goran Eriksson
Catherine Yanda
Vernon Taylor, Jr

Absent: Pierre Joujon-Roche (excused)
Scott Voelz (excused)

APPROVAL OF MINUTES

Item 3

Members Catherine Yanda, Goran Eriksson and Meghan Sahli Wells offered corrections to the Minutes of July 1 2010, and to the Minutes of September 2, 2010. It was moved (Forman) seconded (Sahli Wells) to approve the Minutes of both meetings as corrected, and approved by a vote of 7-0 (Joujon-Roche and Voelz absent).

AUDIENCE PARTICIPATION

Item 4

No audience participation.

**DISCUSSION OF TILDEN TERRACE, A MIXED USE, AFFORDABLE
HOUSING DEVELOPMENT PROPOSED BY LOS ANGELES HOUSING
PARTNERSHIP (LAHP) FOR THE PROPERTIES AT 11042-52 WASHINGTON
BOULEVARD (PRIVATELY OWNED) AND 11054-56 WASHINGTON BOULEVARD
(AGENCY OWNED)**

Item 5

Ms. Tevis Barnes, Housing Administrator, spoke about the Redevelopment Agency's low- and moderate-income housing obligation, the City's Regional Housing Needs

Assessment obligation, the Comprehensive Housing Strategy and the lack of affordable housing production within Culver City since 1989.

Mr. Stephen Clarke, Director of Finance of Los Angeles Housing Partnership (LAHP) introduced LAHP staff present and spoke of the history and philosophy of LAHP.

Ms. Dana Sayles, a consultant retained by LAHP narrated a slide show describing the project proposed for 11042-56 West Washington Boulevard.

Chairman Struhl opened for audience participation for items on the agenda.

Ms. Susan Hoyt, 4018 Tilden Avenue, stated she is seriously unhappy with the density and location of the proposal, claiming it is the wrong project for the site. Ms. Hoyt recommended this project be built on the site of the former Albertson Chevrolet dealership. Ms. Hoyt warned of traffic from the Mosque, and of problems with the Washington Boulevard/Tilden Avenue intersection. Ms. Hoyt also stated she didn't want a coffee shop or market because of the problems loading at the site would cause. She prefers a radio station in the commercial space.

Mr. George Marsh, 4042 Tilden Avenue, of the Tellefson Park Neighborhood Association, asked if the commercial parking spaces on-site would be available to the public.

Ms. Mary Silverstein, Executive Director of LAHP said it would be open to all.

Mr. Marsh said it is treacherous for pedestrians to cross Washington and that many pedestrians ignore the signal at Washington and Tilden. Mr. Marsh went on to say he would prefer a two story development, with half the number of residential units, and for the developer to mitigate the traffic problems on Tilden Avenue. Mr. Marsh also said he has been trying since 1986 to get sidewalk repairs done and questioned why street sweeping occurs on the streets near the mosque on Fridays, when parking is needed the most.

Chairman Struhl opened the meeting to comments from ACOR members.

Mr. Derevlany asked, "What is the Agency's financial commitment to the proposed project?"

Ms. Barnes answered that no Agency commitment has been determined at this time and that the LAHP has requested the Agency to donate its share of the land

Mr. Taylor, Jr. asked about the financial feasibility of the project and the availability of tax credits.

Ms. Silverstein described the financing proposed for the project.

Mr. Forman asked about the fate of the remaining commercial businesses on the block.

Ms. Silverstein stated the remaining businesses are on month-to-month rental agreements and the owner of the property has other property which might be used to relocate them to.

Mr. Eriksson stated that he didn't think relocation of the remaining businesses would be a problem based on area vacancies and current market conditions; the site is a challenge because of the traffic issues; and would like to see it more bicycle and pedestrian friendly.

Ms. Sahli Wells stated she believes the proposal has the potential to be a real benefit as long as the parking and traffic issues are addressed. Ms. Sahli Wells continued by asking the following questions: Can automobiles access the site from Washington Boulevard instead?

Ms. Sayles answered that because the site fronts on an intersection, the traffic engineers have said it wouldn't be possible.

Ms. Sahli Wells asked if the Redevelopment Agency has a plan for the area.

Mr. Fisanotti responded that the Redevelopment Plan for this area does not add anything beyond what is required in the General Plan and zoning code.

Ms. Barnes offered that this project could become a catalyst for improving the neighborhood.

Ms. Sahli Wells observed that many of the problems raised by people in the neighborhood are problems with existing conditions and not the project itself.

Ms. Sahli Wells asked what the typical density is in the neighborhood.

Ms. Barnes answered that comparing the density of the proposed project to that of the neighboring residential area is an apples to oranges comparison because of the differing zoning. Ms. Barnes added that the comprehensive housing strategy tried to focus future efforts within commercial corridors.

Ms. Sahli Wells asked if before and after statistics on the effect on home values are available.

Ms. Silverstein stated that she didn't have such statistics with her, but shared that at another LAHP location, after LAHP built its project, neighboring property owners began fixing up their properties, sort of a keeping-up-with-the-Joneses, reaction.

Ms. Sayles added that the State of California Housing and Community Development Department has a hand out that dispels myths about affordable housing, such declining property values.

Ms. Barnes reminded everyone that Culver City has had a Section 8 housing program since 1976, and most people wouldn't know it, because those units blend in with the neighborhood so well. Ms. Barnes also reiterated the history of the Agency's efforts at an improved Kinston Avenue.

Ms. Silverstein summed up by saying the industry has really changed and that to get financing, her organization must set aside healthy reserves.

Ms. Sayles added that affordable housing developers have some of the lowest turnovers in occupants because the tenants appreciate the opportunity to live in a decent place at an affordable cost.

Ms. Sahli Wells asked if the community garden will be open to the public.

Ms. Silverstein said, "Yes."

Ms. Sahli Wells asked what the setbacks were.

Ms. Sejal Sonani, of The Albert Group Architects, described the proposed setbacks.

Ms. Sahli Wells asked how landscaping and public art will be handled.

Ms. Sayles answered the landscaping hasn't been designed as yet.

Ms. Sahli Wells stated she would like a tour of the properties and can residents be invited.

Ms. Sayles said, "Yes, there will be a sign up sheet at the next community meeting."

Mr. Taylor, Jr. asked if the parking area will be monitored.

Ms. Silverstein answered that there will be on-site manager to monitor parking.

Mr. Taylor, Jr. also stated he thought more could be done with the architectural treatment of the building.

Ms. Silverstein described the architecture of Sierra Bonita, an affordable housing development in West Hollywood as an example of what could be done (developed by West Hollywood Community Housing Corporation).

Mr. Eriksson stated he agreed with LAHP's choice of canopy tree over the Washingtonia palms. His initial reaction is that LAHP has done a good job and has put a lot of thought and compromise into the proposal and he would like to see this project advance. Mr. Eriksson stated he is a little concerned about the number of units, but understands that the City needs affordable housing and that the project must be financially feasible.

Ms. Yanda stated that she thought the prior speakers had made good comments. She then encouraged LAHP to do what they could to make the area safer and more walkable.

Mr. Struhl suggested a street light assessment district.

Mr. Derevlany cautioned that not all neighborhoods are in favor of increased lighting.

Ms. Sayles said the design team has been careful to avoid having excess ambient lighting spill over into the residential neighborhood.

Ms. Yanda then asked how late the commercial businesses would remain open.

Ms. Sayles answered that it is yet to be determined.

Ms. Yanda also recommended that the project designers consider noise abatement methods and an architectural design which reflects the existing buildings in Culver City.

Ms. Sayles responded that it was hoped to get into a discussion of design issues with the attendees at the first community meeting but the opportunity wasn't there. The designers hope to have a future opportunity to discuss acceptable designs with the community.

Ms. Yanda asked LAHP to describe how they overcame community resistance to other projects.

Ms. Silverstein answered that we work to be good neighbors, we keep the community informed, we host workshops that are open to the surrounding neighborhood, not to just the on-site residents. We have open houses and we speak with community groups to identify potential residents for the site from within the existing, nearby residential population.

Ms. Yanda asked if there will always be a manager on-site to talk to.

Ms. Silverstein confirmed there would be and that the community room is open to all.

Mr. Forman asked how long it would take to build the project.

Ms. Silverstein replied about two and one half years, if everything went smoothly.

Mr. Derevlany stated he thought the proposal represented a strong, modest proposal and he couldn't see anything smaller being built at the site. He stated he was glad they were not proposing to use palms; he felt the façade needed better alternatives and was concerned about traffic on Tilden Avenue.

Chairman Struhl re-opened audience participation for items on the agenda.

Mr. Marsh asked, "What is the smallest number of residential units which LAHP could build at the site?"

Ms. Silverstein said because of the importance of the tax credits to the overall financing, the present proposal of 33 units is as low as they can go to be financially feasible.

Mr. Marsh asked, "Where do visitors to the building park, is the building open or secured and how does one get from the parking level to the lobby?"

Ms. Silverstein replied the ground level has extra guest parking above the number required by code, and that the library, community center and garden will be open according to posted hours, and there is an elevator between the parking level and the lobby.

Ms. Hoyt observed that the majority of the neighborhood between Washington Boulevard and Culver Boulevard is residential and that this project would be different from the rest.

Ms. Yanda offered that she and any other ACOR member who wanted to, should walk the neighborhood with the neighbors.

Discussion ensued between Mr. Marsh, Ms. Hoyt, Ms. Sayles and Ms. Silverstein regarding the best way to communicate and the extent of the mailing list.

Ms. Sayles stated that she has obtained useful comments from many by going door-to-door.

Ms. Silverstein said the most important thing is to be able to say at the end of the process that we have done a good job.

Mr. Struhl thanked the LAHP and its representatives as well as members of the community who attended for their participation.

**SELECTION OF A DELEGATE AND AN ALTERNATE TO THE COMMUNITY
DEVELOPMENT BLOCK GRANT ADVISORY COMMITTEE** Item 6

It was moved (Forman), seconded (Eriksson) and approved by a vote of 7-0 (Joujon-Roche and Voelz absent) to appoint Mr. Taylor Jr. as the delegate and Ms. Yanda as the alternate.

ITEMS FROM STAFF OR THE COMMITTEE Item 7

None

ADJOURNMENT Item 8

There being no further business, at 9:08 p.m., it was moved (Forman) and seconded (Sahli Wells) to adjourn the Committee meeting to its next regular meeting on Thursday, November 4, 2010.

John Fisanotti
Secretary of the Advisory Committee on Redevelopment

APPROVED:

Paul Struhl
Chairman, of the Advisory Committee on Redevelopment

RESOLUTION NO. 2011-P003

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-2011012 AND ADMINISTRATIVE MODIFICATION, AM P-2011014 AND RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A DENSITY AND OTHER BONUS INCENTIVES REQUEST FOR A THREE STORY MIXED USE DEVELOPMENT TOTALING 48,525 SQUARE FEET AT 11042-11056 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Site Plan Review, SPR P2011012)
(Administrative Modification AM P2011014);
(Density and Other Bonus Incentive, DOBI P-2011015)

WHEREAS, on January 18, 2011, the Los Angeles Housing Partnership, property owner of 11042-11052 Washington Boulevard, and the Culver City Redevelopment Agency, property owner of 11054-11056 Washington Boulevard, filed Site Plan Review and Administrative Modification applications to construct a three-story, 35-foot high, 48,525 square foot mixed use development with 10,700 square feet of ground floor commercial space and, 33 residential dwelling units with 106 parking spaces; and a Density and Other Bonus Incentives application to allow for an increased residential unit density for the provision of affordable housing pursuant to State law. The project site is described more fully as Lot 1, 2, 3, 4, 5, 6, 7, 8 of TRACT NO. 9648, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement the proposed project, approval of the following applications is required:

1. Site Plan Review: To ensure compliance with the required standards and City ordinances and establish all onsite and offsite conditions of approval to reflect the site features and compatibility of the proposed project with the uses on adjoining properties; and,

- 1 2. Administrative Modification: For the reduction of the parking drive aisle width; and,
2 3. Density and Other Bonus Incentives: To allow for an increased residential unit
3 density for the provision of affordable housing pursuant to State law.

4
5 WHEREAS, on March 15, 2011, after conducting a duly noticed public hearing (held
6 on March 3, 2011 and continued on March 15, 2011) on the subject applications, including
7 full consideration of the application, plans, staff report, environmental information and all
8 testimony presented, the Planning Commission (i) by a vote of __ to __, adopted a Mitigated
9 Negative Declaration, in accordance with the California Environmental Quality Act (CEQA),
10 finding the Project, as mitigated, will not result in significant adverse environmental impacts;
11 and (ii) by a vote of __ to __, conditionally approved Site Plan Review, SPR P-2011012 and
12 Administrative Modification, AM P-2011014 as set forth herein below; and (iii) by a vote of
13 __ to __, recommended to the City Council that Density and Other Bonus Incentives, DOBI
14 P-2011015 should be conditionally approved as set forth herein below.
15
16

17
18 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
19 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

20 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
21 Municipal Code (CCMC), the following findings are hereby made:

22
23 **Site Plan Review:**

24 As outlined in CCMC Title 17, Section 17.540.020, the following required findings for a Site
25 Plan Review are hereby made:

- 26 **A. The general layout of the project, including orientation and location of buildings,**
27 **open space, vehicular and pedestrian access and circulation, parking and**
28 **loading facilities, building setbacks and heights, and other improvements on the**
29 **site, is consistent with the purpose and intent of this Chapter, the requirements**
 of the zoning district in which the site is located, and with all applicable

development standards and design guidelines.

The general layout of the project is consistent with the Commercial General (CG) zoning district and the Mixed Use Development Standards. The project incorporates a continuous store front of ground floor retail that is setback five feet along Washington Boulevard to create a pedestrian friendly commercial streetscape including pedestrian amenities such as benches, awnings, and landscaped planters. The three-story, 35-foot high mixed use building is consistent with the code required 35 foot maximum height limit for a mixed use building adjacent to a Residential Two Family (R2) zone. The corner portion of the building comprising a clerestory window for a two story cyber library will be 40 feet high, which is also consistent with the City's Mixed Use Development Standards that allows building heights up to 45 feet high for the portion of the building setback at 35 feet or greater from a R1 or R2 zone. The project meets the requirements of the Zoning Code's 60 degree clear zone ensuring that the building side adjoining the R2 zoned neighborhood is further stepped back at the second and third levels. These height and step back requirements further the project's compatibility with the existing single and multi-story commercial buildings surrounding the site and serve to protect the residential neighborhood at the rear of the site. The structure location, setbacks, rear step back, and perimeter landscaping maximize the site's development potential while conforming to zoning and Mixed Use Development Standards.

The project provides the Code required 106 parking spaces at the surface and subterranean levels providing sufficient parking for residents, guests, employees, and customers. Sufficient loading area is provided through a proposed on-street, curbside parking space adjacent to the project's frontage on Harter Avenue as permitted by the Zoning Code and the City's Public Works' standards.

Consistent with the intent of this Chapter and Mixed Use Development Standards, parking access for employees and customers of the commercial ground floor and residential guests is provided through a two-way (entry and exit) driveway on Tilden Avenue. Parking access for residents is provided for separately through a two-way driveway on Harter Avenue leading to a separate subterranean parking level. The proposed access locations are anticipated to operate adequately, with no external vehicular queuing on the fronting streets, and no significant internal queuing within the parking areas. With no vehicular access off of Washington Boulevard, the structure is well designed for pedestrian access to the ground floor retail spaces from the Washington Boulevard sidewalk as well as from the surface level parking with direct access to the rear of the commercial tenant spaces. Also consistent with Mixed Use Development Standards, adequate pedestrian residential access is achieved through both a surface level lobby off of Tilden Avenue near Washington Boulevard and through a secured, residential only elevator.

Exceeding minimum Code required residential open spaces requirements, the project will include two large interior courtyards totaling approximately 4,440 square feet

located at the second floor of the building, an 860 square foot, roof-top community garden, as well as private residential balconies.

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

The building mass and scale is modest compared to the base zoning height and setback allowances. It has been designed to be compatible with the adjacent residential uses to the south and to provide a pedestrian oriented streetscape along Washington Boulevard. The proposed building is well articulated and aesthetically engaging by incorporating varying building heights, setbacks and design elements.

More specifically, the proposed project is an architecturally modern building making use of a variety of building materials including, corten steel, aluminum framing, glass store fronts, metal awnings, wood railings and stucco. The colors and materials are neutral and will not conflict with the character of the neighborhood that is characterized by one and two story, older commercial buildings and one and two family residential buildings of varying architectural styles. The project will provide an enhanced aesthetic view as compared to the site's current partially vacant character that includes a single story building with an outdated design lacking in articulation and design features. The building will have a step-back design feature at the front and rear that will lessen the visual massing of the new building thereby respecting the scale and size with the existing single and two-story residential and commercial buildings surrounding the site.

The building frontage along Washington Boulevard will have a five foot setback and enhanced pedestrian plaza area at the Tilden Avenue corner. These setback areas will accommodate pedestrian amenities such as landscaped planter areas, seating niches for tables and benches, and building canopies to provide for a pedestrian friendly street edge. This will further establish a pedestrian feature for future development and redevelopment of surrounding commercial sites. Step backs at varying locations along the second and third stories will accommodate balconies and planter areas enhancing the building's articulation. Third level balconies set into the structure coupled with parapet features will eliminate the blank wall effect and will also visually terminate the building at the top edge as called for in the Mixed Use development standards. The project's mechanical equipments and refuse containers have been designed to be concealed from the street, public places and neighboring properties.

- C. The landscaping, including the location, type, size, color, texture, and coverage of plant materials, provisions for irrigation, and protection of landscape elements has been designed to create visual relief, complement structures, and provide an attractive environment and is consistent with the purpose and intent**

1 **of this Chapter, the requirements of the zoning district in which the site is**
2 **located, and with all applicable development standards and design guidelines.**

3 The proposed landscaping meets all Zoning Code requirements and provides a visual
4 relief that also acts to compliment the use of the building's reddish colored corten
5 steel, brown wood railings, and sand finish stucco. Located at both the ground level
6 Washington Boulevard street frontage and the rear alley frontage, as well as on
7 second story planters, the use of on-site trees, shrubs, and potted plants provides a
finishing accent to the above described neutral and earth tone colored building
materials. These varied landscaping features will also soften the building's use of
steel railings, aluminum framing, glass store fronts, and metal awnings.

8 Further, the landscaping will constitute a component of environmentally friendly and
9 energy efficient building design elements. The proposed project will incorporate
10 building design standards to meet the U.S. Green Building Council (USGBC's)
11 Leadership in Energy and Environmental Design (LEED) green building standards at
12 the Silver certification level or higher. The landscaping portions of these
13 sustainable/green building elements will include: two, shaded open space courtyards
14 landscaped to satisfy LEED requirements; planters on the second floor that will filtrate
and retain storm water before it is released into the City's storm drainage system; a
green screen at the back of the building, adjacent to the alley, planted with vines that
will act as a privacy buffer for the residents south of the project; and a rooftop
community garden for project residents that will serve as a water reclamation system.

15 The proposed water efficient irrigation system will be designed to meet the standards
16 of the Model Efficient Landscape Ordinance by providing a drip irrigation system to
17 reduce evaporation, minimize water use, and eliminate runoff due to overwatering. A
18 filtration system will also be installed to collect storm water and rain water from
planters.

19 Off-site streetscape improvements will also include landscaping features that will
20 enhance the vicinity around the project and assist in creating a pedestrian and
21 environmentally friendly area for the portion of Washington Boulevard between Harter
22 Avenue and Tilden Avenue. Landscaping elements of the streetscape improvements
23 will include new street trees and other landscaping that will provide visual uniformity
24 and enhancements to the project's streetscape. Up to eleven new street trees (seven
25 trees along Washington Boulevard, two trees on Harter Avenue and two trees on
26 Tilden Avenue) surrounded by tree wells and shrubs planted near the street trees will
be installed. These street trees will be of a species that is broad spreading,
pedestrian scaled, and shade providing; the trees will be installed approximately 30
feet apart.

27 Overall, the on-site and off-site landscaping improvements will complement the
28 modern style of architecture for this site, soften that new style and the massing of the
29 proposed building and provide for capture of storm water runoff in a sustainable
manner.

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

5 The proposed location of the commercial project will not result in conflicts with uses in
6 the existing adjacent residential neighborhood and commercial area. The project has
7 been designed to conform to all applicable provisions of the Mixed Use Development
8 Standards, Commercial General (CG) Zone, and all City development standards. The
9 building mass and scale is modest compared to the base zoning height and setback
10 allowances and has been designed to be compatible with the adjacent residential uses
11 to the south and to provide a pedestrian oriented streetscape along Washington
12 Boulevard. The proposed 10,700 square foot commercial space fronting Washington
13 Boulevard will reinforce and complement, rather than conflict with, the existing
14 commercial uses along Washington Boulevard,

15 Access to the surface parking lot for the commercial uses will be provided through a
16 two-way driveway on Tilden Avenue and access to the gated subterranean parking for
17 project residents will be from a two-way driveway on Harter Avenue. Both these
18 driveways are close to Washington Boulevard minimizing potential cut-through traffic
19 via the residential area to the south. There will be no vehicular access off of
20 Washington Boulevard. Although there is no access from the public alley abutting the
21 residential neighborhood, four employee parking spaces are proposed at the rear of
22 the site and are not expected to be an impact to the adjacent residential
23 neighborhood. Off-site streetscape improvements such as new street trees with
24 ground cover, new benches, trash receptacles, and bike racks will encourage active
25 use of the site by nearby residential and commercial occupants. This will lessen
26 potential conflicts with nearby residential and commercial areas because the
27 development will become an integral component of the local community.

28 The proposed access locations are anticipated to operate adequately, with no external
29 vehicular queuing on the fronting streets, and no significant internal queuing within the
parking areas. Visibility for drivers entering or exiting the site driveways is not
anticipated to be a concern. Vehicles entering the site's driveway are provided with
adequate maneuvering room both along the fronting streets and within the site itself.
Site distance and driver visibility of oncoming vehicles at the site exits are also
acceptable. Any structure or fence at driveway locations will not exceed "eye height"
of exiting drivers, and site lines will not be affected.

30 The project will provide adequate parking on the site and the traffic generated by the
31 project is not anticipated to cause a significant impact to the existing or projected
32 traffic levels in the area. The commercial uses are located along an existing
33 commercial corridor with pedestrian access off of the commercial sidewalk or from the
34 surface parking lot which is for the commercial tenants or residential guests. The
35 subterranean garage parking can only be accessed by the residential tenants. These

1 vehicle and pedestrian access features along with the more than adequate on-site
2 parking will lessen the possibility of interference with the use and enjoyment of
3 adjacent residential and commercial areas and future development and will reduce the
4 possibility of vehicular or pedestrian hazards.

5 Mandatory mixed use performance standards that require walls, floors, and ceilings to
6 be insulated to protect the project's residential users from potential noise impacts
7 created by the ground floor commercial uses will further lessen the potential for project
8 created hazards. Other aspects of these performance standards will include cross
9 ventilation and high quality HVAC systems for residential units, illumination of parking
10 areas, residential protection from commercial loading areas, and adequate sidewalk
11 pedestrian lighting.

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

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

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

24 The project is consistent with the General Plan General Corridor Land Use
25 designation and the General Plan Housing Element. The project will provide for new
26 community serving commercial uses that will provide for the revitalization of a
27 commercial corridor through new development on a currently vacant lot, which is
28 consistent with objective 6 and the project is also consistent with Policy 3.B. of the
29 General Plan Land Use Element in that affordable housing will be provided for
moderate, very-low and low income groups.

The project includes an increased residential unit density for the provision of
affordable housing consistent with the provisions of State law. The base density for
the project is 25 dwelling units however, the state allows a maximum of 35% increase
therefore, the project will provide a total of 33 residential units. The addition of 33 units
to the City's housing stock will further the intent of the Regional Housing Needs
Assessment (RHNA) as prepared by the Southern California Association of
Governments (SCAG) and the State of California Housing and Community
Development Department (HCD), which calls for an addition of 504 housing units in
Culver City in the planning period ending in 2014. By addressing Culver City's share
of new housing units as stipulated in the RHNA and the Housing Element, the new

dwelling units are considered to be within the expected development threshold for the City during the current Housing Element cycle (2008 to 2014).

The project as proposed will incorporate design features such as progressively increased setbacks from the adjacent residential properties, a landscape buffer between the site and the adjacent residential properties, and building step-backs to be in scale and size with the surrounding single and multi-story buildings. These design features are consistent with General Plan Land Use Policy 16.C that encourages compatible commercial uses adjacent to residential lots in areas of Washington Boulevard. The retail building frontage along Washington Boulevard will be set back 5' at the ground floor to allow for pedestrian amenities including landscaping and dining areas. The project site will incorporate off-site improvements such as new curb, gutter, sidewalk, and street trees. Such commercial frontage on and off-site improvements furthers the intent of General Plan Land Use Policy 6.I that calls for the planning of streetscape improvements such as street trees and landscaping and façade improvements along commercial corridors.

Two large interior courtyards totaling approximately 4,440 square feet will be located at the second floor of the building and an 860 square foot community garden will be located on the roof that will provide private gardening for the residents which is consistent with the General Plan Open Space Element Objective 5 that calls for the extension of the City's park-like qualities into business districts through urban design improvements.

Overall the project is compatible with surrounding area; the proposed commercial development is located along Washington Boulevard, one of the major and significant commercial corridors in the City. The General Plan Designation for the subject property is General Corridor, which is intended for medium scale commercial uses to which patrons travel primarily by car, similar to the proposed project. Commercial uses are located to the north, east and west of the site. The building height permitted at the site is consistent with that permitted on those neighboring properties, which are also zoned commercial.

Administrative Modification:

As outlined in CCMC Title 17, Section 17.550.020, the following required findings for an Administrative Modification are hereby made:

A. The strict application of the applicable development standards creates an unnecessary, involuntary created hardship or unreasonable regulation which makes it obviously impractical to require compliance with the development standards.

The Administrative Modification request is to reduce the required parking aisle width of 27 feet by 2 feet and allowing for 25 feet at both the surface and the subterranean parking levels. The project originally provided the minimum required 2-foot planter

1 strip at the rear of the development's alley frontage adjacent to residential zones. In
2 order to provide enhanced screening and privacy to the nearby residential areas
3 behind the development, staff requested that the 2 foot landscape planter strip be
4 increased to 5 feet to provide for significant planting of columnar type trees. This staff
5 requested enhanced strip narrows the site's geometry and its ability to provide the
6 code required 27 foot wide drive aisle at both the surface and subterranean parking
7 levels. Providing code required 27 foot drive aisle after the installation of the
8 increased planter strip would result in a site redesign and subsequent loss of parking
9 spaces, further requiring a reduction in the number of dwelling units and/or retail
10 square footage.

11 As a result of the rear planter strip increase to 5 feet, the parking aisle width at both
12 the surface and subterranean levels will need to be reduced to 25 feet so that the
13 project's goal of 33 dwelling units and 10,700 square feet of ground floor retail can be
14 achieved. The requested modification is below the maximum allowed 10% adjustment
15 as stated in Zoning Code Section 17.550 - Variances and Modifications. Additionally
16 the requested 25 foot backup space will be sufficient for automobiles to maneuver into
17 and out of the surface and subterranean parking spaces and will not cause a negative
18 impact to the projects vehicular circulation.

19 **B. Approval of the Administrative Modification would not be detrimental to the**
20 **public health, interest, safety, or general welfare and would not be detrimental**
21 **or injurious to property or improvements in the vicinity and in the same zoning**
22 **district.**

23 Approval of the Administrative Modification will not be detrimental to the general
24 welfare or injurious to property in the vicinity. The required parking will be located on-
25 site and will provide a backup space at 25 feet which is sufficient in providing
26 adequate maneuvering. The modification will not have a direct impact on the
27 neighboring properties because the parking spaces will be located on-site. Approval
28 of the proposed modification will not prevent development or limit the use of
29 neighboring properties. Furthermore, approval of the Administrative Modification will
allow for an enhanced alley fronting landscape strip that includes trees. This feature
will act as a landscape buffer for the neighboring residential area thereby improving
the overall public health and general welfare of the project's vicinity.

C. The project is consistent with the General Plan and complies with all other
applicable provision of this title.

The proposed design, location, and width of the on-site backup space will not have an
impact on adjacent uses and therefore is found to be compatible with the existing and
future residential and commercial land uses in the vicinity of the subject site. Twenty-
five feet of backup space is sufficient to maneuver into and out of the surface and
subterranean parking spaces. This title allows this type of modification and by
permitting the 25 foot wide drive aisle, the project's intended goal of a 33 dwelling unit,
mixed use project which is consistent with the project site's General Plan General

Corridor Land Use designation will be achieved.

Density Bonus and Other Incentives:

A. The project will be compatible with the purpose and intent of the General Plan and the provisions of this Title.

The project is consistent with the General Plan General Corridor Land Use designation and the General Plan Housing Element. Consistent with Objective 6 of the General Plan Land Use Element, the project will include new community serving commercial uses that will provide for the revitalization of a commercial corridor through new development on a partially vacant lot. The project is also consistent with Objective 29 of the General Plan Land Use Element because the ground floor commercial uses will increase business activity in the City's Northern-Central Sub-Area while protecting nearby residential areas through enhanced setbacks for mixed use developments adjacent to Residential Two Family (R2) zones. Furthering the goals of Policy 2.D of the General Plan Housing Element, the project's site design is sensitive to adjacent residential areas through these enhanced setback requirements and the use of a landscape buffer along the rear adjacent to an alley separating the project from a residential area. Additionally the project's 10,700 square foot commercial ground floor will reinforce the commercial nature of Washington Boulevard. The project is also consistent with Policy 3.B. of the General Plan Land Use Element in that affordable housing will be provided for moderate, very-low and low income households. By providing rental housing to a varied range of low income households through a non-profit housing developer, the project accomplishes Objective 3 and Policy 3.B of the General Plan Housing Element.

The addition of 33 units to the City's housing stock will further the intent of the Regional Housing Needs Assessment (RHNA) as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD), which calls for an addition of 504 new housing units in Culver City within the Housing Element Planning Period ending in 2014.

B. The project will not be detrimental to the public interest, health, safety, or general welfare, or injurious to persons, property, or improvements in the vicinity and zoning district which the property is located.

The proposed project will not be detrimental to the public interest, health, safety, or general welfare because it meets the Commercial General (CG) and the Mixed Use development standards and is consistent with the General Plan Land Use and Housing Elements. The project is consistent with development standards for mixed use projects that require enhanced setbacks from residential zones; the project is designed with building setbacks at the rear that serve to protect the residential neighborhood at the rear of the site. The three-story, 35 foot high mixed use building is consistent with the maximum height requirements of a mixed use building adjacent

1 to a Residential Two Family (R2) zone and is compatible in size and scale with the
2 existing single and multi-story commercial buildings surrounding the site. The project
3 provides the Code required parking of 106 on-site parking spaces minimizing potential
4 street parking impacts to local residents. The development will improve the visual
5 character and quality of the project site by construction of a modern architectural
6 building which will incorporate sustainable design and green building construction
7 features.

8 Also, the project will not be injurious to persons and property because offsite
9 improvements at and near the adjacent signalized intersections of Washington
10 Boulevard at Washington Place, Harter Avenue and Tilden Avenue will improve
11 overall flow of traffic and safety for both pedestrians and motorists. The changes will
12 provide increased stopped vehicle storage for both east and westbound traffic on
13 Washington Boulevard and Washington Place, enhance ingress/egress to the project
14 site for motorists and implement improved pedestrian crossings.

15 **C. The number of dwellings can be accommodated by existing and planned
16 infrastructure capacities.**

17 The project's 33 dwelling units can be accommodated by existing and planned
18 infrastructure capacities because the project will not require new construction or
19 expansion of sewer facilities, landfills, drainage systems, or water service. The project
20 is located on a previously developed site and will not substantially increase the
21 quantity and rate of storm run-off draining to the public storm drain system. The
22 project includes measures complying with Culver City's Stormwater Pollution
23 Prevention Program, and runoff treatment measures compliant with SUSUMP
24 requirements. On-site green building features will include filtration and storm water
25 retention systems that will reduce overall storm water run-off thereby lessening
26 impacts to local storm drains. Further, with off-site improvements that will improve
27 overall flow of traffic and safety for motorists and pedestrians, the street infrastructure
28 and access points to the project site will more than adequately serve the project.

29 **D. Adequate evidence exists to ensure that the development of the property would
result in the provision of affordable housing in a manner consistent with
Government Code, Section 65915, or as may be amended, and the purpose and
intent of this Title.**

The proposed project includes an increased density for the provision of affordable
housing consistent with the provisions of State Density Bonus law (California
Government Code Section 65915, et.seq.). The increased density is allowed per State
law and is stipulated in the Zoning Code, which requires the processing of density
increase requests to be consistent with Government Code Section 65915. The project
meets the requirements of State density bonus law in that it provides adequate
number of affordable housing units for the percentage increase in density. The base
density for this project is 25 dwelling units based on the 35 dwelling units per acre
permitted by the Zoning Code. The project includes 8 additional units which equates

1 to an increase of 35% over the base density for a grand total of 33 dwelling units
2 proposed at the project site.

3 The State allows a maximum of 35% increase in density provided that 11% of the
4 base units are at the very low income or 20% are in the low income categories. The
5 project meets and exceeds the minimum criterion for allowing density increase by
6 providing 14 units for very low income, 6 units for low income and 12 units for
7 moderate income. All of the units except for one unit (the manager's unit) will be
8 covenanted for affordability for a period of 55 years consistent with Redevelopment
9 law [California Health and Safety Code, Section 33334.3 (f)(1)(A)].

10 **E. There are sufficient provisions to guarantee that the designated dwelling units**
11 **would remain affordable in the future.**

12 Consistent with State Redevelopment law [California Health and Safety Code, Section
13 33334.3 (f)(1)(A)] governing the use of Redevelopment funds for development of
14 affordable rental units, a project condition will require that the 32 units designated as
15 affordable be covenanted to ensure that they remain affordable for 55 years. Further
16 a Disposition and Development Agreement governing the conveyance of the Culver
17 City Redevelopment Agency owned lot to the developer will be conditioned to require
18 a covenant. The covenant will restrict rental of the 32 designated units to moderate
19 and low income households for a period of 55 years. Additionally the developer has
20 chosen to apply for a State Tax Credit with the State of California Tax Credit Allocation
21 Committee (TCAC). The TAC will require the developer to execute a 55-year
22 regulatory agreement secured by a recorded Deed of Trust to guarantee long-term
23 affordability of the rental units for a minimum of 55 years. These various affordability
24 agreements will be included in the recorded documents from the Culver City
25 Redevelopment Agency and from the anticipated affordable housing project lenders.

26
27 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
28 Commission of the City of Culver City, California, hereby approves Site Plan Review, SPR
29 P2011012 and Administrative Modification, AUP P2011014; and hereby recommends that the
City Council approve Density and Other Bonus Incentives, DOBI P2011015 subject to the
conditions of approval set forth in Exhibit A attached hereto and incorporated in herein by this
reference.

1 APPROVED and ADOPTED this 15th day of March 2011.

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5 LINDA SMITH FROST - CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:

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11 Yvonne Hunt
12 Administrative Secretary
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EXHIBIT A
RESOLUTION NO. 2011-P003
SPR P-2011012; AM P-2011014; DOBI P-2011015

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on a 3-story, 40-foot high, 48,525 square foot mixed use development with 10,700 square feet of ground floor commercial space and 33 residential dwelling units with 106 parking spaces (the "Project"), for the property located at 11042-11056 Washington Boulevard (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 15.595.030 – "Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for the Land Use Permit shall be removed within ten days after the end of the appeal period or the final decision by the City Council on the Land Use Permit, whichever occurs last.	Planning	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P003
SPR P-2011012; AM P-2011014; DOBIP-2011015

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – “General Property Development and Use Standards”.	Planning	Standard	
7.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - “Landscaping”.	Planning	Standard	
8.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - “Off-Street Parking and Loading”.	Planning	Standard	
9.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - “Signs”. All signs require a separate permit and approval.	Planning	Standard	
10.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
11.	All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways) shall be designed and completed to the satisfaction of the City Engineer.	Public Works	Standard	
12.	Street trees shall be installed, to the satisfaction of the City Engineer, in conformity with the City’s approved Street Tree Master Plan including tree wells and irrigation. All new (and existing) street trees shall be supplied with irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan.	Public Works	Standard	
13.	Drainage devices, concrete curbs and gutters, sidewalks, drive approaches, and roadway pavement shall be designed in conformity with all provisions of the latest edition of the American Public Works Association Standard Plans (“APWA Standards”).	Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P003
SPR P-2011012; AM P-2011014; DOBI P-2011015

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
14.	At the sole cost and expense of the Property Owner, any broken or damaged curbs, gutters, sidewalks, and street pavement resulting from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards.	Public Works	Standard	
15.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, a gated opening that is at least 8 feet wide, and a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6 inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures.	Public Works/ Fire/ Planning	Standard	
16.	All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service.	Public Works	Standard	
17.	The Project shall meet all provisions of CCMC Section 7.05.015 -"Transportation Demand and Trip Reduction Measures".	Trans.	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P003
SPR P-2011012; AM P-2011014; DOBIP-2011015

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
18.	All buildings and structures to be constructed as part of the Project shall be designed and constructed in accordance with all applicable regulations and standards of the City's Building Code, Fire Code and any related codes as determined by the Building Official and Fire Marshal; and all other applicable provisions of the CCMC which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
19.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
20.	The Project shall comply with all applicable requirement of the Culver City Green Building Program as set forth in CCMC Section 15.02.1100, et.seq.	Building	Standard	
21.	The Project shall comply with the all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq.	Building	Standard	
22.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – "Changes to an Approved Project".	Planning	Standard	
23.	The Project shall comply with CCMC Section 17.400.065- "Mixed Use Development Standards".	Planning	Special	

EXHIBIT A
RESOLUTION NO. 2011-P003
SPR P-2011012; AM P-2011014; DOBIP-2011015

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
24.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, acknowledging and agreeing to comply with all terms and conditions established herein, shall be signed by the Property Owner and recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning/ City Attorney	Standard	
25.	The Applicant and Property Owner shall indemnify and agree to defend (at the Applicant's and Property Owner's sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys' fees and judgments, arising from or in any manner connected to any third party challenge to the City's approval of the Project. The obligations required by this Condition shall be set forth in a written instrument in form and substance acceptable to the City Attorney and signed by the Applicant and the Property Owner.	City Attorney	Standard	
26.	A minimum of three sets of final landscaping and irrigation plans (separate from the plans submitted for the building permit) shall be submitted to the Planning Division for review and approval.	Planning/ Parks & Rec.	Standard	
27.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P003
SPR P-2011012; AM P-2011014; DOBIP-2011015

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
28.	A Construction Management Plan prepared by the construction contractor, which identifies the areas of construction staging, temporary power, portable toilet, and trash and material storage locations, shall be submitted to and approved by the Building Official. Prior to commencement of work the construction contractor shall advise the Public Works Inspector and the Building Inspector ("Inspectors") of the construction schedule and shall meet with the Inspectors.	Building/ Public Works	Standard	
29.	A Pedestrian Protection Plan shall be submitted to and approved by the Building Official. Such plan shall identify all areas of pedestrian protection and indicate the method of pedestrian protection or pedestrian diversion when required. When pedestrian diversion is required, the Pedestrian Protection Plan must also be approved by the Public Works Director.	Building/ Public Works	Standard	
30.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the Project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work.	Building	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
31.	A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City Engineer and Planning Manager for review and approval prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The Construction Traffic Management Plan shall contain, but not be limited to, the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.	Planning/ Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P003
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
32.	Reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling Plan that indicates where select demolition debris is to be sent shall be provided to the Building Official prior to the issuance of a demolition permit. The Plan shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials.	Building	Standard	
33.	A vector/pest control abatement plan prepared by a pest control specialist licensed or certified by the State of California shall be submitted for review and approval by the Planning Manager and the Building Official. Said plan shall outline all steps to be taken prior to the commencement of any demolition or construction activity in order to ensure that any and all pests (including, but not limited to, rodents, bees, ants and mosquitoes) that may populate the Property do not relocate to or impact adjoining properties.	Building/ Planning	Standard	
34.	Prior to issuance of a building permit, notice of the Project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	Building	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
35.	A Phase 1 Archaeological Paleontological Survey shall be completed and submitted to the Planning Division and Building Safety Division for review. If the Phase 1 Archaeological Paleontological Survey indicates the presence of archaeological and/or paleontological resources, then an archaeological and/or paleontological professional(s), approved by the City, shall monitor all phases of the excavation for the project site. In the event that the Phase 1 Archaeological Paleontological Survey determines that no such resources exist but undetected fossil resources and/or human remains, or other archaeological/paleontological resources are encountered during construction activities, work in that area must be halted, and both the City of Culver City and the coroner must be notified. Work will be halted in that area of the detected resource until the City of Culver City's archaeologist and paleontologist have been contacted to evaluate the resources and permission to commence work in that area has been given by the City of Culver City.	Planning/ Building	Mitigation Measure	
36.	An asbestos and lead survey shall be submitted to the Planning Division and Building Safety Division for review. The survey shall indicate the requirements on remediating the site and precautions taken during demolition and transport of hazardous materials according to the state regulations and Asbestos Hazard Emergency Response Act.	Planning/ Building	Mitigation Measure	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
37.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Applicant, Property Owner, construction contractor(s), and the City, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
38.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
39.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
40.	The Building Division may apply administrative assessments and/ or post general stop work notices for any violations of the Conditions of Approval for the Project, and any violations of the CCMC.	Building	Standard	
41.	During all phases of construction, best efforts shall be used to ensure that all construction workers, contractors and others involved with the Project park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood.	Building	Standard	
42.	When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager.	Building/ Planning	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
43.	Prior to the commencement of any excavation, a temporary construction fence shall be installed around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager.	Building/ Planning/ Public Works	Standard	
44.	Hours of construction shall be limited to the following: 8:00 AM to 6:00 PM Monday through Friday; 9:00 AM to 6:00 PM Saturday; and 10:00 AM to 6:00 PM Sunday and National holidays. 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. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.	Building/ Public Works	Standard	
45.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The Property Owner must obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building/ Public Works	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
46.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.	Building/ Planning	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
47.	In the event three citations are issued in connection with the Project for violations of these Conditions of Approval or for other violations of the CCMC, Project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, that causes of such violations have been eliminated or corrected and that the Project will be able to proceed in full compliance with these Conditions of Approval and the CCMC.	Building/ Planning	Standard	
48.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Property.	Building/ Public Works	Standard	
49.	During construction, trucks and other vehicles in loading and unloading queues must be parked with their engines off to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts.	Building	Standard	
50.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent properties. Off-site staging shall be at locations approved by the City Engineer and shall be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the Property. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
51.	All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on February 3, 2011 at the Project Review Committee meeting on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Standard	
52.	All requirements of the City's Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the public art in-lieu fee, the same shall be paid prior to the issuance of a building permit.	Cultural Affairs	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
53.	All onsite and offsite improvements and all conditions of approval except those which are deferred pursuant to a bond or letter of credit as determined and approved by the Building Official, Fire Marshal, Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City: A. Five full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.	All	Standard	
54.	A Covenant and Agreement on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, agreeing to hold lot numbers 1,2,3,4,5,6,7, and 8 of Tract No. 5747 as one parcel shall be signed by the Property Owner and recorded in the County Recorder's Office. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning/ Public Works	Special	
55.	Covenant and Agreement on a form provided by the Planning Division and in form and substance acceptable to the City Attorney and Redevelopment Agency General Counsel that is in conformance with State Density Bonus Law shall be recorded with the County Recorder that includes an agreement by the property owner(s) to guarantee long-term affordability of the project.	Planning/ Redev./ Housing	Special	

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
56.	All off-site improvements required by these conditions of approval shall be included in the Off-Site Improvement Plans submitted to the Public Works Department. The Applicant shall be responsible to have all off-site work completed as determined by the Transportation Director, Public Works Director, and the Community Development Director.	Planning/ Trans./ Public Works	Special	
57.	The existing curb return at the corner of Washington Boulevard and Tilden Avenue, adjacent to the project, shall be reconstructed to provide a 25 foot curb radius. The curb ramp shall be reconstructed with truncated domes (per a design as approved by the City Engineer) and a corner cut-off. The corner cut-off shall be designed to insure there will be adequate area to include a four foot landing at the top of the ramp but not encroach into the proposed building's overhang. Additional street right-of-way shall be dedicated to the City for the reconstructed corner as determined by the City Engineer.	Public Works	Special	
58.	The traffic signals (new and existing) at the intersection of Washington Boulevard and Washington Place, Harter Avenue, and Tilden Avenue shall include audible signal devices as approved by the City Engineer.	Public Works	Special	
59.	The existing sidewalks along the Project's frontage with Harter Avenue, Tilden Avenue, and Washington Boulevard shall be removed and reconstructed. The sidewalks on Harter Avenue and Tilden Avenue shall be replaced with a full width sidewalk section.	Public Works	Special	
60.	The existing drive approach on Washington Boulevard shall be removed and reconstructed with curb, gutter, and sidewalk.	Public Works	Special	
61.	The proposed drive approach on Tilden Avenue shall be a high speed design.	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
62.	The existing curb and gutter along the Project's frontage with Tilden Avenue shall be removed and reconstructed per APWA Standard Plan 120-1 [A2-150(6)].	Public Works	Special	
63.	Tilden Avenue shall be restriped with a double yellow centerline to provide a 12 foot south bound lane and an 18 foot north bound lane from Washington Boulevard southerly to the alley.	Public Works	Special	
64.	Two "No Stopping Any Time" [R28 A (CA)] signs shall be installed on the west side of Tilden Avenue. The first sign shall be a left arrow sign located at the curb return and the second shall be a right arrow sign located just northerly of the proposed main drive approach.	Public Works	Special	
65.	All drive approaches shall be aligned perpendicular to the adjoining streets.	Public Works	Special	
66.	The proposed drive approach serving the subterranean parking garage ramp and the trash area shall be a continuous approach.	Public Works	Special	
67.	The existing curb on Harter Avenue shall be painted red, extending 26 feet from the curb return at Washington Boulevard. Red curb shall also be painted between the alley approach and the subterranean garage's drive approach.	Public Works	Special	
68.	A yellow centerline stripe shall be painted on the driveway serving the at grade parking extending 40 feet from Tilden Avenue and a yellow centerline stripe shall be painted on the ramp to the subterranean parking garage.	Public Works	Special	
69.	The existing street lights along the Project's frontage with the adjacent streets shall be converted to low voltage power. This work shall include the installation of new induction street light standards, pull boxes, a service pedestal, and new electrical conduit and wiring.	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
70.	Existing meters and curb drains no longer needed shall be abandoned and removed. Existing meters to remain shall be brought to grade and be reinstalled in new meter boxes.	Public Works	Special	
71.	The existing alley between Harter and Tilden Avenues shall be reconstructed. The reconstruction shall consist of a two inch grind of the existing pavement and an inlay of new AC pavement; the installation of a new centerline concrete gutter; and the construction of new alley approaches at each end of the alley. The alley shall be re-graded to provide positive drainage.	Public Works	Special	
72.	The existing bus pad on Washington Boulevard shall be extended easterly to a point that does not extend past the future east bound stop limit line (approximately 20 feet).	Trans./ Public Works	Special	
73.	The existing bus stop on Washington Boulevard shall be relocated and upgraded to include a 4-seat bench with arm rests and back; a shelter; a trash receptacle; and transit information display pursuant to Transportation Department specifications. The shelter shall be relocated to the back of sidewalk to allow adequate pedestrian access; ADA accessibility, and other bus stop requirements.	Trans.	Special	
74.	The crosswalk across Washington Boulevard shall be relocated closer to Tilden Avenue and be implemented with pedestrian crossings within a single phase.	Public Works	Special	

EXHIBIT A
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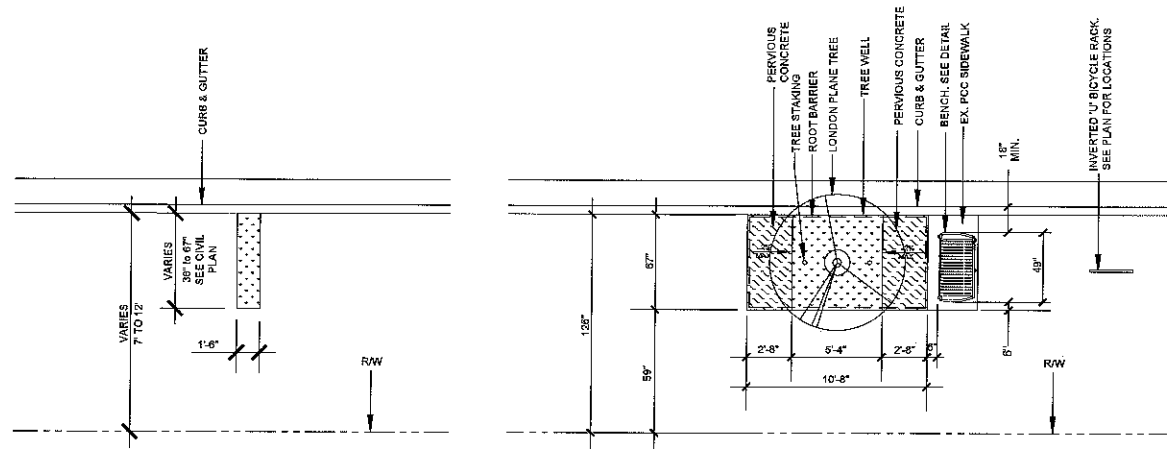
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
75.	The medians on Washington Boulevard between Harter Avenue and Tilden Avenue shall be landscaped and irrigated using the same plant palette used for the Washington Boulevard Area Improvement Plans as determined by the Community Development Director and shall be reconfigured to provide for more vehicle storage area east-west traffic on Washington Boulevard and Washington Place.	Public Works/ Comm. Dev	Special	
76.	Streetscape improvements including but not limited to street trees and other landscaping, concrete sidewalks, and street furniture (benches, trash receptacles, and bicycle racks) shall be installed along the Project's Washington Boulevard, Harter Avenue, and Tilden Avenue frontage as determined by the Community Development Director.	Public Works/ Comm. Dev	Special	
77.	Twelve long term bicycle parking spaces shall be provided in individual bike lockers or bike racks in a secure locking fenced enclosure within the project's parking structure. Six short term bicycle parking spaces shall be provided on the adjacent public sidewalk right-of-way, using three City approved "Inverted-U" bicycle racks. All bicycle parking shall be approved by the Public Works Director or their designee.	Public Works	Special	

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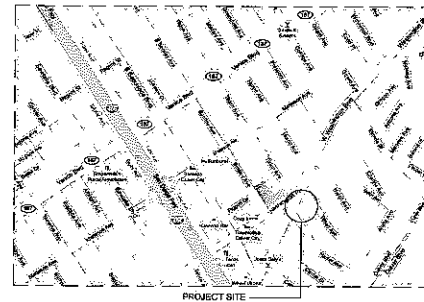
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
78.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on March 3, 2011 and March 15, 2011 , excepted as modified by these Conditions of Approval.	Planning	Standard	
79.	Pursuant to CCMC Section 17.650.020 - "Inspection", the Property Owner and Applicant shall allow authorized City officials, or their designees, access to the Property where there is reasonable cause to believe the Property is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	

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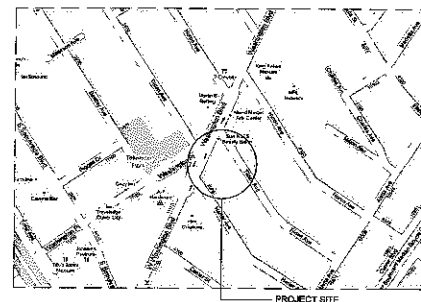
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
80.	The use and development of the Property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Division, Fire Department, Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process. Failure to comply with said Conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem reasonable and appropriate to bring about compliance.	All	Standard	
81.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
82.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
83.	All mitigation measures set forth in any environmental document relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be completed as specified therein.	Planning	Standard	



LOCATION MAP



VICINITY MAP



TYPICAL MEXICAN FEATHER GRASS PLANTER

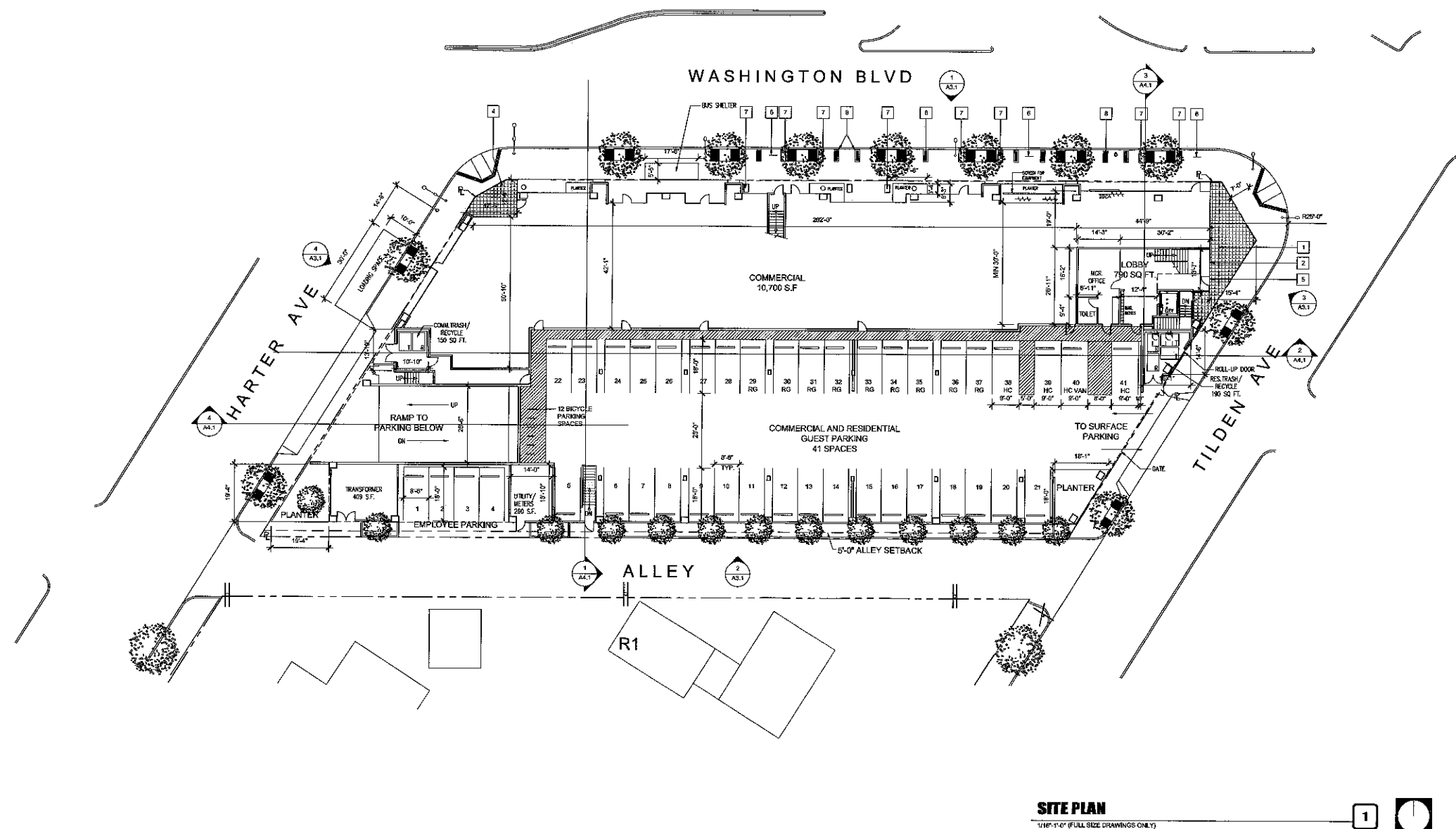
1/4"=1'-0" (DETAIL FOR REFERENCE ONLY. EXACT DIMENSIONS DEPEND ON FIELD CONDITIONS.)

3

TYPICAL TREE WELL DETAIL

1/4"=1'-0" (DETAIL FOR REFERENCE ONLY. EXACT DIMENSIONS DEPEND ON FIELD CONDITIONS.)

2



SITE PLAN

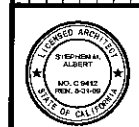
1/8"=1'-0" (FULL SIZE DRAWINGS ONLY)

0' 5'-0" 10'-0" 20'-0"

FLOOR PLAN KEY NOTES

- AWNING ABOVE
- LINE OF GLASS
- FENCE
- OUTDOOR SEATING FOR CAFE NOT TO EXCEED 250 SF IN AREA
- RESIDENTIAL ENTRY
- INVERTED-U BICYCLE RACK
- BENCH
- MEXICAN FEATHER GRASS PLANTER

DATE	REVISIONS	NO.



TILDEN TERRACE

11042-11055 WASHINGTON BLVD

CULVER CITY, CA 90232

the albert group architects

PROJECT

DATE

NO.

10110

A2.1

NOTES

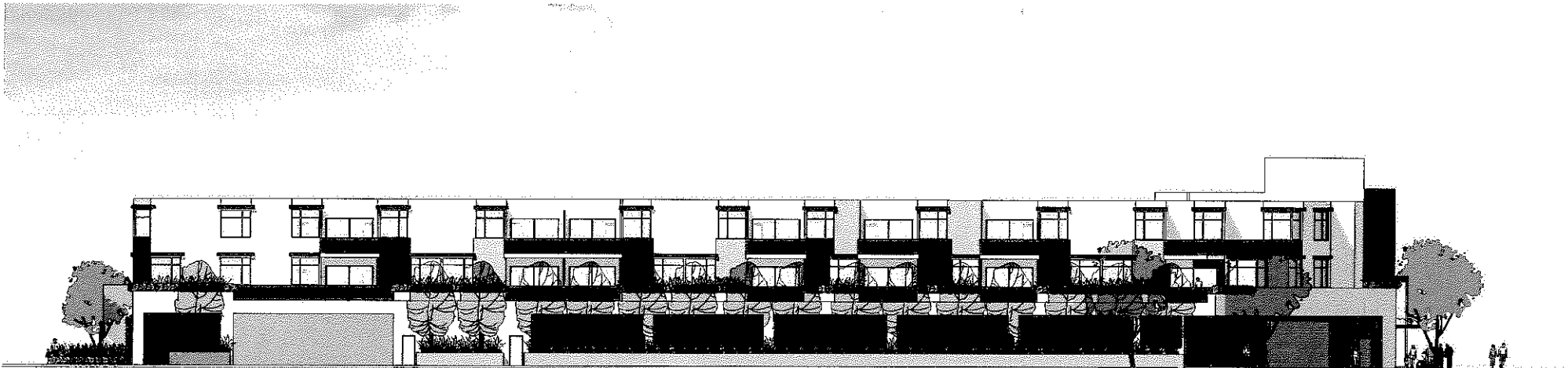
EXISTING UTILITIES SEE SHEET C-1
 PROPOSED UTILITIES SEE SHEET C-2

LEGEND

- * FOR MORE INFORMATION SEE SITE SURVEY.
- (S) STREET LIGHT TO REMAIN
 - PROPOSED LOCATION OF STREET LIGHT
 - FIRE HYDRANT
 - RAISED UTB
 - POWER POLE
 - PROPOSED LOCATION OF BACK FLOW PREVENTER
 - PROPOSED DOUBLE DETECTOR CHECK ASSEMBLY FOR FIRE SERVICE



WASHINGTON BOULEVARD ELEVATION



ALLEY ELEVATION



TILDEN AVENUE ELEVATION



HARTER AVENUE ELEVATION

THESE DRAWINGS AND ANY SPECIFICATIONS AND NOTES HEREON SHALL BE THE PROPERTY OF THE ARCHITECT AND SHALL REMAIN HIS OR HER PROPERTY. NO PART OF THESE DRAWINGS OR SPECIFICATIONS SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. ANY VIOLATION OF THIS AGREEMENT SHALL BE SUBJECT TO THE JUDICIAL AND ARBITRATION JURISDICTION OF THE ARCHITECT. ANY DISPUTE ARISING OUT OF OR IN CONNECTION WITH THESE DRAWINGS OR SPECIFICATIONS SHALL BE REFERRED TO THE ARCHITECT FOR RESOLUTION.

DATE: _____

REVISION: _____

NO. _____

REGISTERED ARCHITECT
STEPHEN A. ALBERT
NO. C 9412
SINCE 5-5-10
STATE OF CALIFORNIA

PROJECT: **TILDEN TERRACE**
ADDRESS: 11042-11056 WASHINGTON BLVD
CULVER CITY, CA 90232
DRAWING TYPE: RENDERED ELEVATIONS

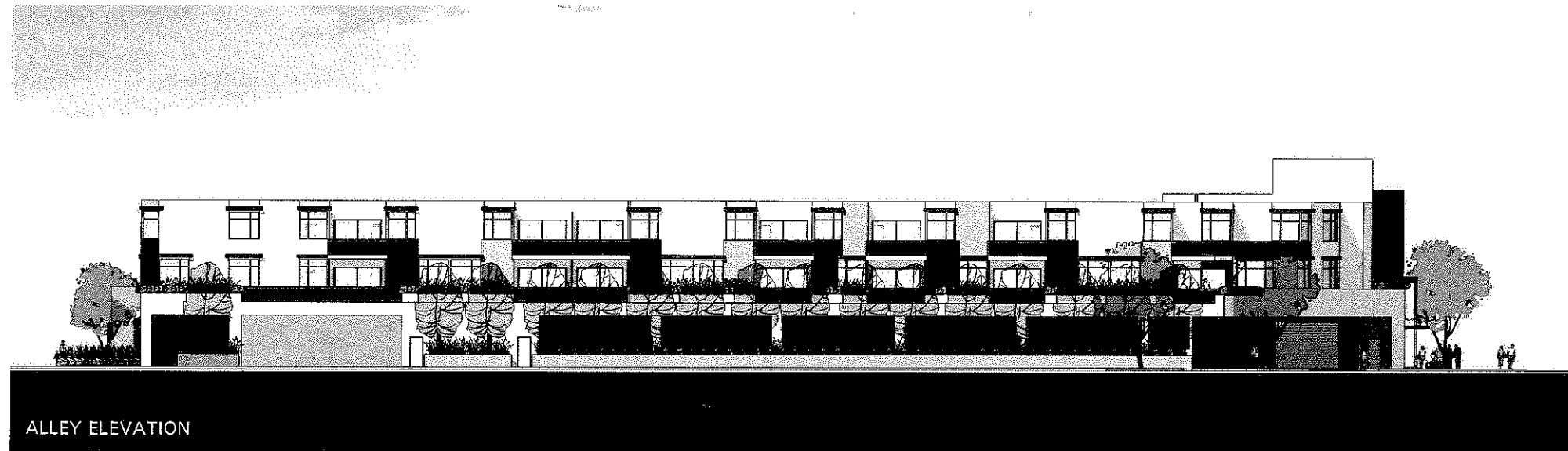
the albert
group architects

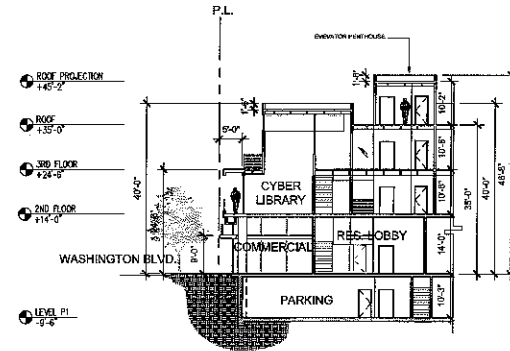
12201 Nechemia Avenue, L.A. CA 90002
P: 310-336-9853 F: 310-336-9778
www.thealbertgroup.com

DESIGNED BY: **SA** PROJECT NO: **10110**
DATE: **02/23/2011**

PROJECT NUMBER: **10110**
DRAWING NUMBER: **A3.1A**

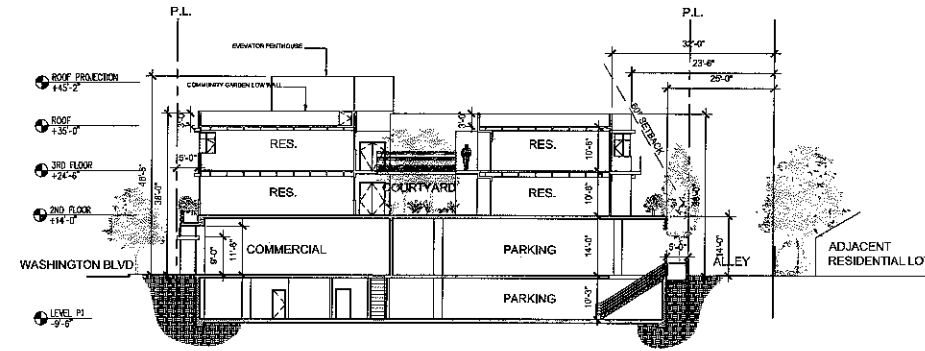
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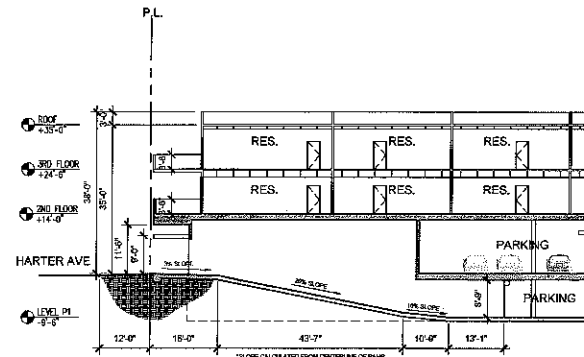
BUILDING SECTION
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3



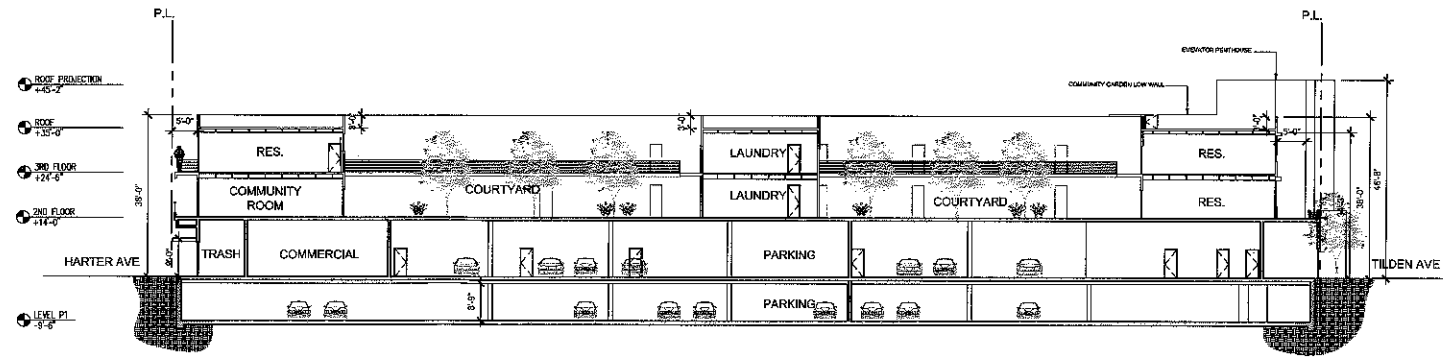
BUILDING SECTION
1/16"=1'-0" (FULL SIZE DRAWINGS ONLY)

1



BUILDING SECTION
1/16"=1'-0" (FULL SIZE DRAWINGS ONLY)

4



BUILDING SECTIONS
1/16"=1'-0" (FULL SIZE DRAWINGS ONLY)

2

the albert group architects

10442-11055 WASHINGTON BLVD
DUBLIN CITY, IA 50022

10110

A4.1

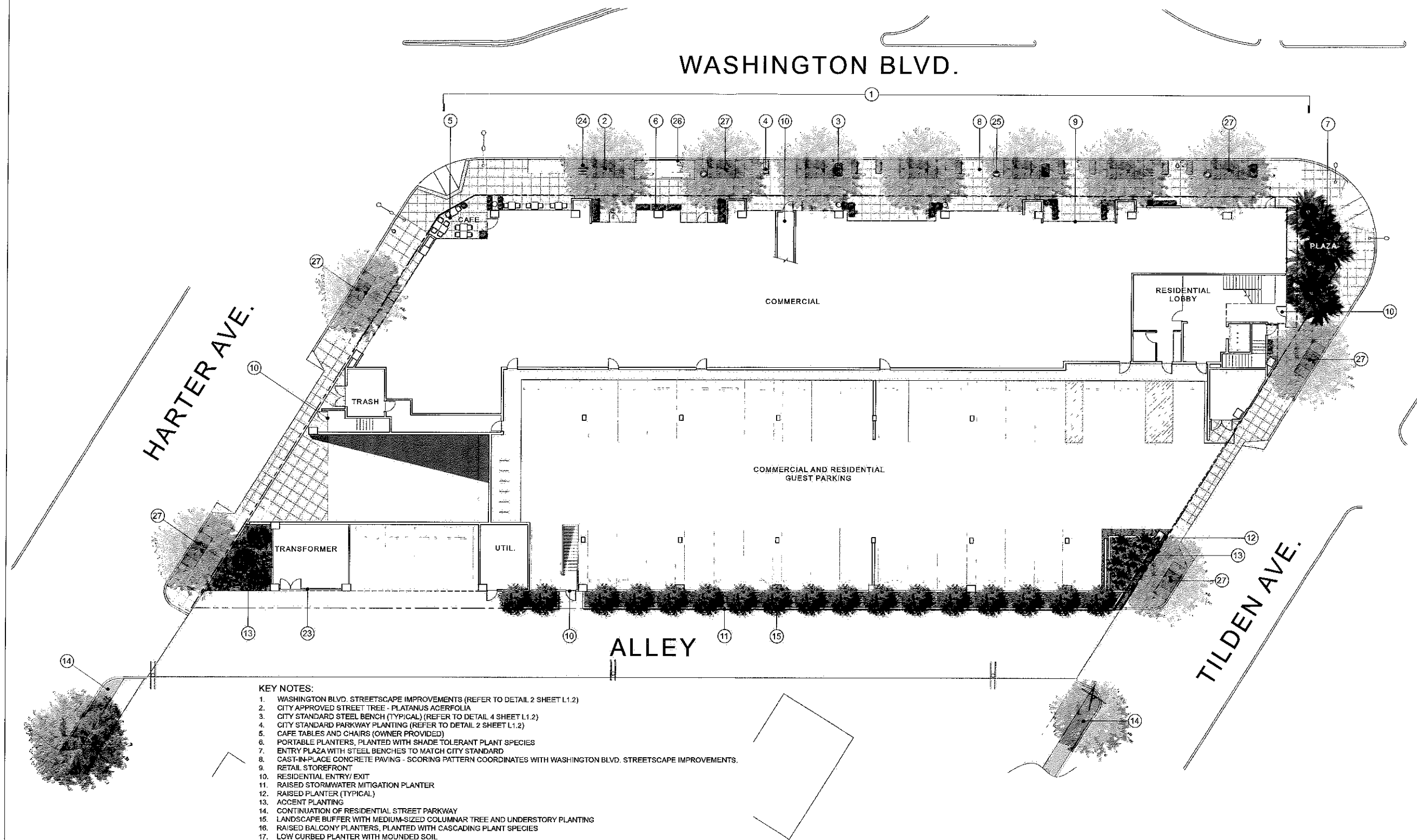
TILDEN TERRACE

10442-11055 WASHINGTON BLVD
DUBLIN CITY, IA 50022

02/22/2011

10110

A4.1



- KEY NOTES:
1. WASHINGTON BLVD. STREETSCAPE IMPROVEMENTS (REFER TO DETAIL 2 SHEET L1.2)
 2. CITY APPROVED STREET TREE - PLATANUS ACERFOLIA
 3. CITY STANDARD STEEL BENCH (TYPICAL) (REFER TO DETAIL 4 SHEET L1.2)
 4. CITY STANDARD PARKWAY PLANTING (REFER TO DETAIL 2 SHEET L1.2)
 5. CAFE TABLES AND CHAIRS (OWNER PROVIDED)
 6. PORTABLE PLANTERS, PLANTED WITH SHADE TOLERANT PLANT SPECIES
 7. ENTRY PLAZA WITH STEEL BENCHES TO MATCH CITY STANDARD
 8. CAST-IN-PLACE CONCRETE PAVING - SCORING PATTERN COORDINATES WITH WASHINGTON BLVD. STREETSCAPE IMPROVEMENTS.
 9. RETAIL STOREFRONT
 10. RESIDENTIAL ENTRY/EXIT
 11. RAISED STORMWATER MITIGATION PLANTER
 12. RAISED PLANTER (TYPICAL)
 13. ACCENT PLANTING
 14. CONTINUATION OF RESIDENTIAL STREET PARKWAY
 15. LANDSCAPE BUFFER WITH MEDIUM-SIZED COLUMNAR TREE AND UNDERSTORY PLANTING
 16. RAISED BALCONY PLANTERS, PLANTED WITH CASCADING PLANT SPECIES
 17. LOW CURBED PLANTER WITH MOUNDED SOIL
 18. SMALL ACCENT TREE PLANTING (TYPICAL)
 19. MEDIUM-SIZED CANOPY TREE PLANTING (TYPICAL)
 20. FIXED BENCH SEATING (TYPICAL)
 21. RESIDENTIAL BALCONY (TYPICAL)
 22. DECORATIVE CONCRETE PAVING COLOR AND FINISH TBD
 23. 6' TO 8' TALL OPEN-SLAT WOOD FENCE TRANSFORMER SCREEN
 24. BIKE RACK (CULVER CITY STANDARD)
 25. TRASH CONTAINER (CULVER CITY STANDARD) (REFER TO DETAIL 3 SHEET L1.2)
 26. BUS SHELTER AND BENCH (CULVER CITY STANDARD)
 27. STREET TREE PLANTED IN CITY STANDARD TREE WELL (PLATANUS ACERFOLIA) (REFER TO DETAIL 2 SHEET L1.2)

GROUND FLOOR LANDSCAPE PLAN

1

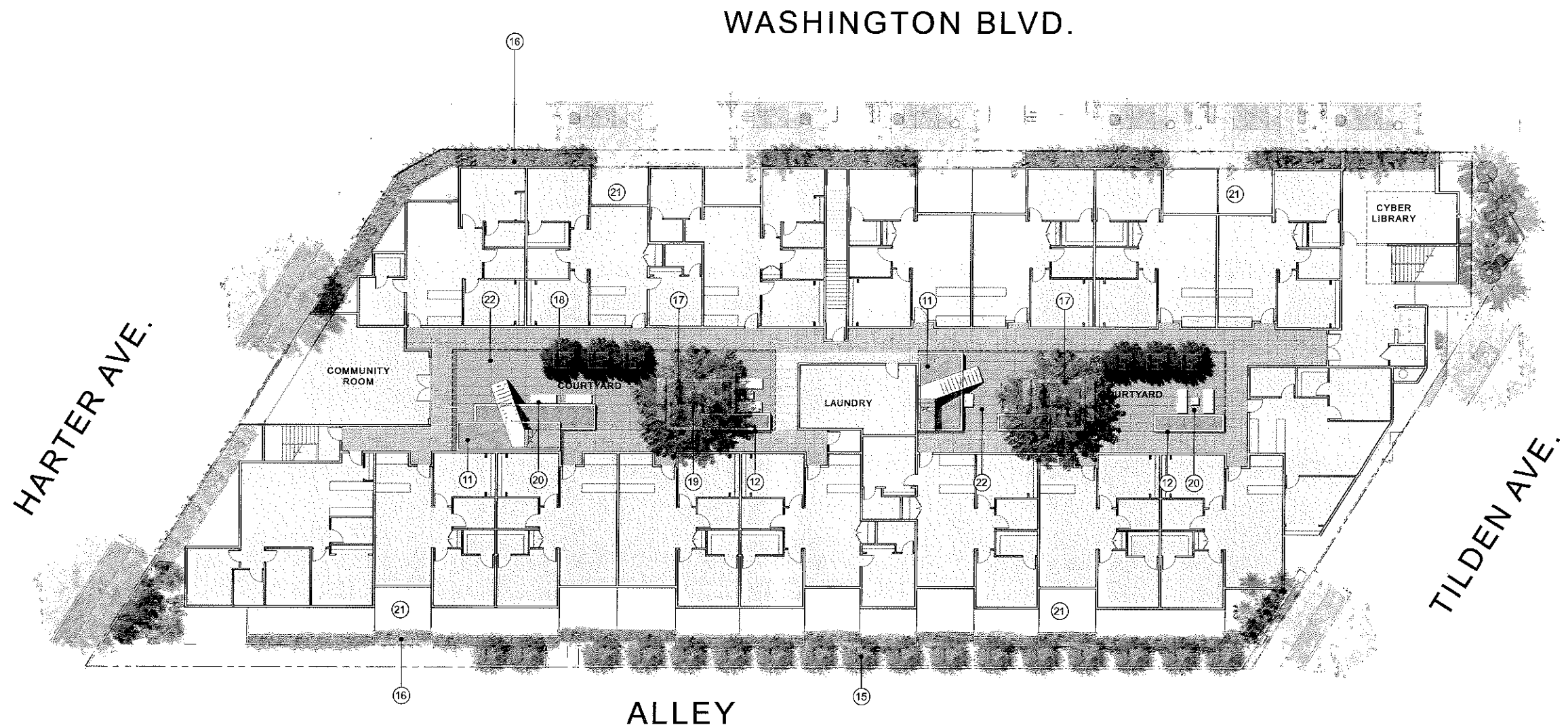
THESE PLANS HAVE BEEN PREPARED BY THE ARCHITECT AND THE ARCHITECT ASSURES THAT THEY COMPLY WITH ALL CITY ORDINANCES AND STANDARDS. THE ARCHITECT ASSURES THAT THE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE PROFESSIONAL STANDARDS OF THE ARCHITECTURAL BOARD OF THE STATE OF CALIFORNIA.

DATE: 07/27/2011
REVISIONS:
NO. 1
BY: [Signature]
DATE: 07/27/2011

STEPHEN M. ALBERT
ARCHITECT
NO. C 9412
EXPI. 5-31-08
STATE OF CALIFORNIA

PROJECT: TILDEN TERRACE
ADDRESS: 10008 WASHINGTON BLVD
CULVER CITY, CA 90232
OWNER: TILDEN TERRACE
ARCHITECT: the albert group architects

DESIGNED BY: SS
CHECKED BY: SMM
DATE: 07/27/2011
PROJECT NUMBER: 10110
SHEET NUMBER: L1.0



KEY NOTES:

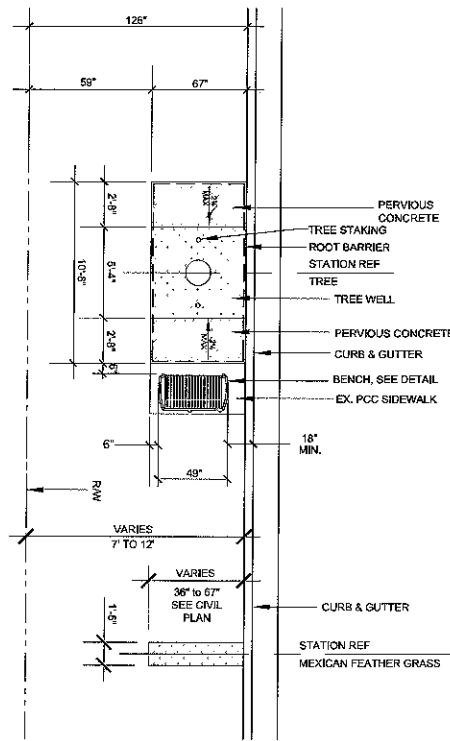
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2ND FLOOR LANDSCAPE PLAN

3/22/10

1

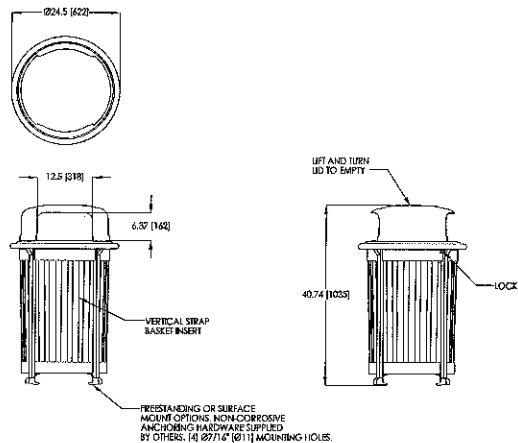
THE ALBERT GROUP ARCHITECTS 10110 TILDEN TERRACE, SUITE 100, CULVER CITY, CA 90230 TEL: 310.251.1111 FAX: 310.251.1112 WWW.ALBERTGROUPARCHITECTS.COM	
PROJECT: TILDEN TERRACE LOCATION: 10110 WASHINGTON BLVD, CULVER CITY, CA 90230 DATE: 01/14/2011 BY: [Signature]	
PROJECT NUMBER: 10110 DATE: 02/27/2011 BY: [Signature]	
PROJECT NAME: TILDEN TERRACE PROJECT NUMBER: 10110 DATE: 02/27/2011 BY: [Signature]	
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TYPICAL STREET TREE AND MEXICAN FEATHER GRASS PLANTER

2

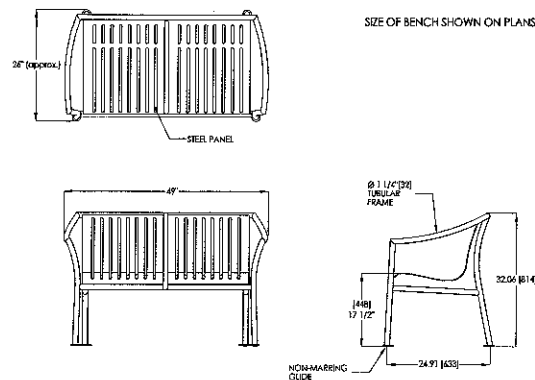
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3

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TYPICAL STREET TREE AND MEXICAN FEATHER GRASS PLANTER

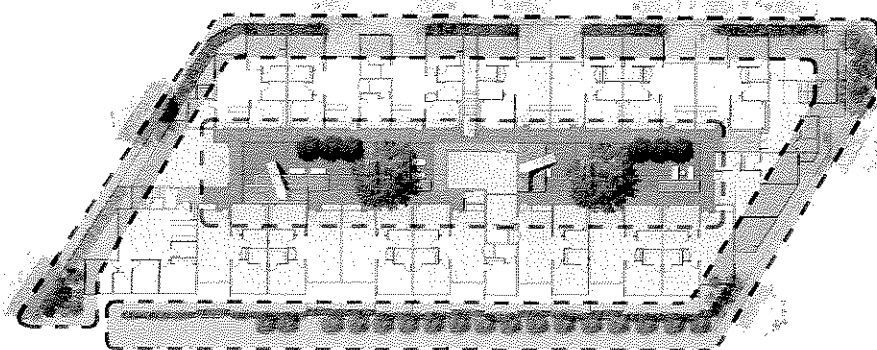
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PERIMETER PLANT LIST

TREES	Common	Remarks
Bambusa oldhamii	Giant Timber Bamboo	LANDSCAPE BUFFER
Brachychiton populneum	Bottle Tree	LANDSCAPE BUFFER
Geijera parviflora	Australian Willow	LANDSCAPE BUFFER
Chamaerops humilis	Mediterranean Fan Palm	PERIMETER
Phoenix dactylifera 'Deglet Noor'	Date Palm	PERIMETER
Tristania conferta	Brisbane Box	PERIMETER
Pittosporum undulatum	Victorian Box	STREET TREE
Platanus x acerifolia 'Bloodgood'	London Plane Tree	STREET TREE
Ulmus parvifolia	Chinese Elm	STREET TREE
SHRUBS	Common	Remarks
Aeonium x 'Alice Keck Park'	Aeonium	COURTYARD/PERIMETER
Asparagus densiflorus		COURTYARD/PERIMETER
Callistemon viminalis 'Little John'	Dwarf Weeping Bottlebrush	COURTYARD/PERIMETER
Carissa macrocarpa 'Green Carpet'	Green Carpet Natal Plum	COURTYARD/PERIMETER
Chondropetalum tectorum	Cape Rush	COURTYARD/PERIMETER
Crassula ovata	Large Jade Plant	COURTYARD/PERIMETER
Dietes bicolor	Fortnight Lily	COURTYARD/PERIMETER
Dymondia margaritae	Dymondia	COURTYARD/PERIMETER
Echeveria x 'Afterglow'	Afterglow Echeveria	COURTYARD/PERIMETER
Hebe albicans 'Red Edge'	Hebe	COURTYARD/PERIMETER
Hebe x 'Silver Dollar'	Hebe	COURTYARD/PERIMETER
Juncus patens 'Carman's Grey'	Spreading Rush	COURTYARD/PERIMETER
Leymus condensatus	Giant Wild Rye	COURTYARD/PERIMETER
Muhlenbergia rigens	Deer Grass	COURTYARD/PERIMETER
Phormium cookianum	Variegated Mountain Flax	COURTYARD/PERIMETER
Phormium tenax 'Apricot Queen'	New Zealand Flax	COURTYARD/PERIMETER
Phormium tenax 'Fiesta'	Fiesta Dwarf Red Flax	COURTYARD/PERIMETER
Phormium tenax 'Yellow Wave'	New Zealand Flax	COURTYARD/PERIMETER
Phormium tenax 'Yellow Wave'	New Zealand Flax	COURTYARD/PERIMETER
Phormium x 'Chocolate Baby'	New Zealand Flax	COURTYARD/PERIMETER
Phormium x 'Jester'	Variegated Mountain Flax	COURTYARD/PERIMETER
Salvia clevelandii 'Winifred Gillman'	Cleveland Sage	COURTYARD/PERIMETER
Salvia officinalis	Garden Sage	COURTYARD/PERIMETER
Sansevieria trifasciata	Sansevieria	COURTYARD/PERIMETER
Sedum x 'Autumn Joy'	Autumn Joy Sedum	COURTYARD/PERIMETER
Sedum x 'Purple Emperor'	Stonecrop	COURTYARD/PERIMETER
Sempervivum calcareum 'Giuseppi'	Mrs. Giuseppi Sempervivum	COURTYARD/PERIMETER
Sempervivum tectorum	Common Houseleek	COURTYARD/PERIMETER
Bougainvillea x 'Barbara Karst'	Barbara Karst Bougainvillea	PERIMETER
Bougainvillea x 'Orange King'	Bougainvillea	PERIMETER
Calylophus hartwegii	Hartweg's Sundrops	PERIMETER
Calystegia macrostegia 'Anacapa Pink'	Anacapa Pink California Morning Glory	PERIMETER
Cistus salviifolius	Rockrose Sageleaf	PERIMETER
Distictis buccinatoria	Blood Red Trumpet Vine	PERIMETER
Distictis buccinatoria	Blood Red Trumpet Vine	PERIMETER
Mirabilis multiflora	Colorado Four O'Clock	PERIMETER
Muhlenbergia capillaris	Pink Muhly	PERIMETER
Rhamnus californica	California Coffee Berry	PERIMETER
Rosa banksiae	Lady Bank's Rose	PERIMETER
Rosmarinus officinalis	Rosemary	PERIMETER

COURTYARD PLANT LIST

TREES	Common	Remarks
Acer palmatum	Japanese Maple	COURTYARD
Agonis flexuosa 'Afterdark'	Black Peppermint Tree	COURTYARD
Arbutus x 'Marina'	Arbutus Multi-Trunk	COURTYARD
Cornus florida	Eastern Dogwood	COURTYARD
Cotinus coggygia 'Velvet Cloak'	Velvet Cloak Smoke Tree	COURTYARD
Dodonaea viscosa 'Purpurea'	Purple Leafed Hopseed Bush	COURTYARD
SHRUBS	Common	Remarks
Bignonia capreolata	Cross Vine	COURTYARD
Carex morrowii 'Ice Dance'	Ice Dance Japanese Sedge	COURTYARD
Carex morrowii 'Variegata'	Japanese Sedge	COURTYARD
Colocasia esculenta 'Black Magic'	Black Taro	COURTYARD
Datura wrightii	Sacred Datura	COURTYARD
Euphorbia characias wulfenii	Evergreen Spurge	COURTYARD
Helichrysum petiolare 'Limelight'	Limelight Licorice Plant	COURTYARD
Heuchera villosa 'Brownies'	Coral Bells	COURTYARD
Heuchera villosa 'Caramel'	Coral Bells	COURTYARD
Heuchera villosa 'Citronelle'	Coral Bells	COURTYARD
Heuchera villosa 'Mocha'	Coral Bells	COURTYARD
Heuchera x brizoides 'Raspberry Regal'	Coral Bells	COURTYARD
Hosta fluctuans 'Variegated'	Variegated Plantain Lily	COURTYARD
Iris pseudacorus 'Variegata'	Variegated Yellow Flag	COURTYARD
Iris sibirica	Siberian Iris	COURTYARD
Libertia peregrinans		COURTYARD
Liriope densiflora	Lilyturf	COURTYARD
Liriope muscari	Lily Turf	COURTYARD
Liriope spicata	Creeping Lily Turf	COURTYARD
Loropetalum chinense rubrum 'Razzeberri'	Razzeberri Fringe Flower	COURTYARD
Lysimachia nummularia 'Aurea'	Golden Creeping Jenny	COURTYARD
Nephrolepis auriculata	Sword Fern	COURTYARD
Philodendron x xanadu	Philodendron	COURTYARD
Rumohra adiantiformis	Leather Leaf Fern	COURTYARD
Thunbergia grandiflora	Sky Flower	COURTYARD
Tradescantia pallida 'Purpurea'	Purple Queen Spiderwort	COURTYARD
Tradescantia spathacea 'Tricolor'	Moses-in-The-Cradle	COURTYARD
Vitex trifolia purpurea	Simpleleaf Chaste Tree	COURTYARD
x Heucherella x 'Stoplight'	Stoplight Foamy Bells	COURTYARD
Aeonium x 'Alice Keck Park'	Aeonium	COURTYARD/PERIMETER
Asparagus densiflorus		COURTYARD/PERIMETER
Callistemon viminalis 'Little John'	Dwarf Weeping Bottlebrush	COURTYARD/PERIMETER
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Sempervivum calcareum 'Giuseppi'	Mrs. Giuseppi Sempervivum	COURTYARD/PERIMETER
Sempervivum tectorum	Common Houseleek	COURTYARD/PERIMETER



PLANT PALETTE KEY PLAN (NTS)

- PERIMETER PLANT LIST
- COURTYARD PLANT LIST

PRELIMINARY LANDSCAPE PLANT PALETTE

1

THE ALBERT GROUP ARCHITECTS
1000 WASHINGTON BLVD
SILVER CITY, CA 94022
TEL: 415.398.4775
WWW.THEALBERTGROUP.COM

PROJECT NUMBER: 10110
CLIENT: ALBERT
SHEET NUMBER: L1.2

DATE: 02/21/2011
DESIGNED BY: SS
CHECKED BY: SNA

PROJECT NAME: TILDEN TERRACE
PRELIMINARY PLANT PALETTE

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VIEW FROM WASHINGTON BOULEVARD & TILDEN AVENUE

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VIEW FROM HARTER AVENUE

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VIEW FROM WASHINGTON BOULEVARD & HARTER AVENUE