

Jordan, Sherry

From: Joan Diette [jdiette@aol.com]
Sent: Wednesday, February 27, 2008 6:27 PM
To: Jordan, Sherry
Subject: Entrada Project

Dear Ms. Jordan:

I am very concerned about the proposal to wa
Project. As a resident of Westchester, who
intersection twice daily on the way to and f.
to the high level of traffic congestion alrea
taller building will only make traffic worse.
pollution that go along with increased traffic
south past the airport. Encouraging more trai
profound negative impact on the adjacent neighborhoods. Please register my keen objection
to this waiver. We need less building, not more.

*After 2/27
meeting
email & labels
made for 4/13
Council meeting*

on on the Entrada
lveda/Centinela
ekends, I can attest
section. A bigger,
noise and air
is one of the few routes
this key intersection will have

Sincerely,

Joan Diette
7402 Agnew Ave.
Los Angeles, CA 90045

Joan Diette :)

Supercharge your AIM. Get the AIM toolbar <<http://download.aim.com/client/aimtoolbar?NCID=aolcmp00300000002586>> for your browser.

Jordan, Sherry

From: Diane Durant [dianedurant@mac.com]
Sent: Wednesday, March 05, 2008 1:39 PM
To: Jordan, Sherry
Subject: Proposed Entrada High Rise

Dear Ms. Jordan;

Where can I find out more information on this Entrada project? I am appalled that Culver City would consider this immense building, as Culver City has come to be the tasteful, ever-improving itself city! Put me down as an adjacent Westchester citizen against this project at this size!

Diane Durant

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

From: Maggie Sanchez-Corea [mailto:msanchezcorea@gmail.com]
Sent: Thursday, March 27, 2008 3:49 PM
To: Blumenfeld, Sol
Subject: Don't Let Traffic Choke Our Community

Maggie Sanchez-Corea
5900 W. 75th Street
Los Angeles, CA 90045-1610

March 27, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I think it is appalling that the leaders of Culver City are considering approval of this monstrosity. This project doesn't benefit the communities it serves. This building will not only negatively affect the residents of Culver City, but will greatly affect the neighboring communities as well as anyone who will need to travel in that general direction. I am completely outraged by this project!

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

Maggie Sanchez-Corea

Sol Blumenfeld,
Director Community Development
Culver City

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

From: Janet Hoult [mailto:houltight@aol.cm]
Sent: Sunday, March 30, 2008 1:46 PM
To: Blumenfeld, Sol
Subject: The Entrada is Just Too Big!

Janet Hoult
4363 Motor Ave
Culver City, CA 90232-3448

March 30, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Gentlemen:

"Towering Concerns" was published 2 weeks ago by Ari Noonan's TheFrontPageOnline. Although some of you may have seen the poem, I have decided to forward it to you with this letter. Many Culver City, La Tijera and Westchester residents have told me that it conveys some of their concerns as well.

Towering Concerns
by Dr. Janet Hoult

A thirty year resident of Culver City
I'm hearing things that aren't so pretty
Like the plans afoot for a building so tall
To tower over others and make them look small
A tall, tall building is really dumb
It will stick way out like a big sore thumb.

In other SoCal towns we hear
The moans and groans loud and clear
That when the buildings are built so high
The residents can no longer see the sky.

Our city residents should be concerned
And feel perhaps that they've been burned
Especially since our officials agreed
To keep the height limit at 56 feet

The difference between 56 and 220
Would certainly create problems a plenty

With far more traffic and lots less sky
And more pollution by and by

We fear that our city may have been bought
By developers who care for naught
But filling their wallets or getting notoriety
In Architectural Digest, maybe even Variety
We ask "Have our officials have forgotten their vow
To serve their constituents right here and now?"

Why not take a look at what would be best
To continue with progress as we've done in the past
With beautiful buildings like our City Hall
And additional construction to the Fox Hills Mall
These are not taller than 56 ft
They fit our town and look quite neat

We need to think this through, my friends
Or else building tall ones will not end
Keep your current decision in sight
Don't allow an increase in height
Or the next developer who comes to you
Will say, "You changed it for him, why not me too?"

I urge the City Council to oppose approval of the Entrada project as proposed.

Not only will this project snarl traffic for miles around, it will have an enormous adverse impact on emergency response times in both Culver City and Los Angeles. Because, as the project's own EIR admits, "the main factor affecting response times is traffic congestion."

Given the limited number of emergency rooms available on the Westside, it is not hyperbole to say that lives could be lost as a result of this approval. Indeed, it is ludicrous to believe, as the EIR states, that using emergency sirens will allow emergency vehicles to maintain their existing response times.

This is a bad project, in a bad location, using bad traffic analysis. I urge you to oppose the project.

Sincerely,

Dr. Janet Hault
310-839-8956

Sol Blumenfeld,
Director Community Development
Culver City

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

From: Howard Pollack [mailto:howardofrainbow@aol.com]
Sent: Friday, March 28, 2008 4:52 PM
To: Blumenfeld, Sol
Subject: Re: Entrada

Howard Pollack
13208 w. washington
culver city, CA 90066

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I vehemently oppose the Entrada project not only because of its overall height but also because it will generate traffic impacts that simply cannot be mitigated.

The height of this building will be almost double that of the existing Radisson Hotel, so to claim that this proposed structure will fit into the existing landscape is ridiculous. The simple fact that the developer is asking for discretionary action of the City Council to increase the height of the building is proof enough that this building will be out of character with the surrounding structures.

Furthermore, the Environmental Impact Report itself admits that the impact on surrounding intersections will be significant and cannot be mitigated. In addition, the traffic analysis shows that the number of cars using the Howard Hughes Parkway exit from the 405 Freeway will increase from 319 today to 420 with the project - a nearly 35% increase! And yet, the developer claims there will be no significant impacts.

This project will cripple traffic in the area - both in Culver City and Los Angeles. It is time for the Culver City Council to put the quality of life of everyone in the area - in both cities - at the top of its list of priorities.

Sincerely,

Howard Pollack
3103068330

Sol Blumenfeld,
Director Community Development
Culver City

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

From: Meg Linton [mailto:mlinton@otis.edu]
Sent: Friday, March 28, 2008 1:50 PM
To: Blumenfeld, Sol
Subject: Don't Let Traffic Choke Our Community

Meg Linton
3768 1/2 Barry Ave
Los Angeles, CA 90066-3204

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I vehemently oppose the Entrada project not only because of its overall height but also because it will generate traffic impacts that simply cannot be mitigated.

The height of this building will be almost double that of the existing Radisson Hotel, so to claim that this proposed structure will fit into the existing landscape is ridiculous. The simple fact that the developer is asking for discretionary action of the City Council to increase the height of the building is proof enough that this building will be out of character with the surrounding structures.

Furthermore, the Environmental Impact Report itself admits that the impact on surrounding intersections will be significant and cannot be mitigated. In addition, the traffic analysis shows that the number of cars using the Howard Hughes Parkway exit from the 405 Freeway will increase from 319 today to 420 with the project - a nearly 35% increase! And yet, the developer claims there will be no significant impacts.

This project will cripple traffic in the area - both in Culver City and Los Angeles. It is time for the Culver City Council to put the quality of life of everyone in the area - in both cities - at the top of its list of priorities.

Sincerely,

Meg Linton
310 665 6907

Sol Blumenfeld,
Director Community Development
Culver City

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

From: Elizabeth O'Gorman [mailto:eogorman1@verizon.net]
Sent: Friday, March 28, 2008 1:00 PM
To: Blumenfeld, Sol
Subject: The Entrada is Just Too Big!

Elizabeth O'Gorman
5508 Ironwood Street
Rancho Palos Verdes, CA 90275-1739

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

To all Concerned:

To add this size building with the accompanying number of employees would severely impact the flow of traffic in and around this area. Traffic would come to a halt as employees who work in this building queue up to the single entrance to the parking for this building. Thousands of people would have to leave home earlier in order to arrive at work on time, adding to the air pollution in this area and the whole Los Angeles basin.

while I realize that we need to grow, we also need to find another location that is less congested.

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Elizabeth O'Gorman
310-375-3088

Sol Blumenfeld,
Director Community Development
Culver City

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

From: kelli graves [mailto:kellig@mac.com]
Sent: Friday, March 28, 2008 9:49 AM
To: Blumenfeld, Sol
Subject: Halt the Entrada

kelli graves
6310 W. 89th street
westchester, CA 90045-3639

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

kelli c. graves
310-410-4091

Sol Blumenfeld,
Director Community Development
Culver City

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

From: Dianne Landis [mailto:dlandis226@aol.com]
Sent: Saturday, March 29, 2008 6:06 PM
To: Blumenfeld, Sol
Subject: The Entrada is Just Too Big!

Dianne Landis
6307 Riggs Place
Los Angeles, CA 90045-1239

March 29, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada Office Tower will totally block out all of our view of Culver City. We will not longer be able to see Sony Pictures Office Building, Downtown Culver City, Culver High School etc. With a 220 ft. height and over 340,000 in mass, we will no longer be able to see the July 4th fire works displays from Culver High School or any of the parks. Traffic will be so bad with the added massive office tower that we will no longer be able to go to Culver City for shopping or any type of business or to frequent the wonerful downtown restaurants. Please consider a down sized project.

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Dianne & Michael Landis
310-3481-999

Sol Blumenfeld,
Director Community Development
Culver City

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

From: Alice Impliazzo [mailto:aimpliazzo@aol.com]
Sent: Sunday, March 30, 2008 10:29 AM
To: Blumenfeld, Sol
Subject: Don't Let the Entrada Be Built

Alice Impliazzo
5651 Sumner Way #201
Culver City,, CA 90230-6874

March 30, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Don't let the Entrada be built.

I live two blocks away and I am already sick of the congestion we have.

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

Alice Impliazzo
310-642-7604

Sol Blumenfeld,
Director Community Development
Culver City

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

From: Greg Wenger [mailto:gwenger@verizon.net]
Sent: Saturday, March 29, 2008 11:21 AM
To: Blumenfeld, Sol
Subject: Don't Let Traffic Choke Our Community

Greg Wenger
4764G La Villa Marina
Marina del Rey, CA 90292-7055

March 29, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I vehemently oppose the Entrada project not only because of its overall height but also because it will generate traffic impacts that simply cannot be mitigated.

The height of this building will be almost double that of the existing Radisson Hotel, so to claim that this proposed structure will fit into the existing landscape is ridiculous. The simple fact that the developer is asking for discretionary action of the City Council to increase the height of the building is proof enough that this building will be out of character with the surrounding structures.

Furthermore, the Environmental Impact Report itself admits that the impact on surrounding intersections will be significant and cannot be mitigated. In addition, the traffic analysis shows that the number of cars using the Howard Hughes Parkway exit from the 405 Freeway will increase from 319 today to 420 with the project - a nearly 35% increase! And yet, the developer claims there will be no significant impacts.

This project will cripple traffic in the area - both in Culver City and Los Angeles. It is time for the Culver City Council to put the quality of life of everyone in the area - in both cities - at the top of its list of priorities.

Sincerely, Greg Wenger

Greg Wenger
310 578 1001

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

From: Denny Schneider [mailto:w-laxchamber@welivefree.com]
Sent: Friday, March 28, 2008 9:17 AM
To: Blumenfeld, Sol
Subject: Don't Let the Entrada Be Built

Denny Schneider
7929 Breen Av
Westchester, CA 90045-3357

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

It's time to start developing along gridlocked corridors.

I urge the City Council to oppose approval of the Entrada project as proposed.

Not only will this project snarl traffic for miles around, it will have an enormous adverse impact on emergency response times in both Culver City and Los Angeles. Because, as the project's own EIR admits, "the main factor affecting response times is traffic congestion."

Given the limited number of emergency rooms available on the Westside, it is not hyperbole to say that lives could be lost as a result of this approval. Indeed, it is ludicrous to believe, as the EIR states, that using emergency sirens will allow emergency vehicles to maintain their existing response times.

This is a bad project, in a bad location, using bad traffic analysis. I urge you to oppose the project.

Sincerely,

Denny Schneider
310 641-4199

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

From: Mallory Gazecki [mailto:mgaz@slickandslicker.com]
Sent: Friday, March 28, 2008 9:10 AM
To: Blumenfeld, Sol
Subject: Vote Against Entrada

Mallory Gazecki
8007 Croydon Ave
Los Angeles, CA 90045-3032

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it. To whom it may concern,

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Mallory Gazecki
310-348-0801

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

From: Nick Busco [mailto:nbusco@buscopro.com]
Sent: Friday, March 28, 2008 9:32 AM
To: Blumenfeld, Sol
Subject: Don't Let the Entrada Be Built

Nick Busco
4320
Mar Vista, CA 90066

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Please, Please Please stop this mess. I have lived in the area for 10 years and have seen it become more congested. This is poorly planned and no one has had the foresight to take the traffic and density of the area into consideration. We have another condo going up around the corner from me on Louise and it will cause more traffic, not enough parking and in an area where there are houses. It makes the area a danger. It seems the city really does not care. The over building has to stop. On Centinela right now traffic starts at 2 pm and a few years ago this was no problem. Please be smart. We need to stop this madness, even the complexes on Glenco are causing a problem. Please look at the big picture, besides the money motivator. It really makes for unpleasant living conditions, road rage, unhappy people, in fact I don't know anyone who is happy about this except land owners, developers, the city (for taxes) and real estate agents.

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Nick Busco
310-0398-1977

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

From: Diana Martin [mailto:dcmartin111@sbcglobal.net]
Sent: Monday, March 31, 2008 10:34 AM
To: Blumenfeld, Sol
Subject: Protect Our Community - Deny Entrada

Diana Martin
4219 Keystone Avenue
Culver City, CA 90232-3434

March 31, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Gentlemen,

I urge the City Council to oppose approval of the Entrada project as proposed.

This project as proposed is unnecessary and will set bad precedent. It is too big for the area and there is not sufficient justification that it is needed.

Additionally, not only will this project snarl traffic for miles around, it will have an enormous adverse impact on emergency response times in both Culver City and Los Angeles. Because, as the project's own EIR admits, "the main factor affecting response times is traffic congestion."

Given the limited number of emergency rooms available on the Westside, it is not hyperbole to say that lives could be lost as a result of this approval. Indeed, it is ludicrous to believe, as the EIR states, that using emergency sirens will allow emergency vehicles to maintain their existing response times.

This is a bad project, in a bad location, using bad traffic analysis. I urge you to oppose the project.

I urge the City Council to oppose approval of the Entrada project as proposed.

Not only will this project snarl traffic for miles around, it will have an enormous adverse impact on emergency response times in both Culver City and Los Angeles. Because, as the project's own EIR admits, "the main factor affecting response times is traffic congestion."

Given the limited number of emergency rooms available on the Westside, it is not hyperbole to say that lives could be lost as a result of this approval. Indeed, it is ludicrous to believe, as the EIR states, that using emergency sirens will allow emergency vehicles to maintain their existing response times.

This is a bad project, in a bad location, using bad traffic analysis. I
urge you to oppose the project.

Sincerely,

Diana Martin
310 202 1143

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

From: Bonnie Wacker [mailto:jbwacker@verizon.net]
Sent: Monday, March 31, 2008 11:32 AM
To: Blumenfeld, Sol
Subject: Don't Let the Entrada Be Built

Bonnie Wacker
11278 Ryandale Drive
Culver City, CA 90230-5352

March 31, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I oppose the height of the Entrada Complex. It goes way beyond our voted in height limit. It appears to me that the council is deliberately pushing this through the council before you lose your council supporters once the newly elected officials are in office. It also appears to me that you are flying in the face of community wishes "which isn't at all suprising". Please reconsider before we have a too tall tower visible from everywhere in Culver City, Playa and Westchester.

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

Bonnie Wacker Culver Alliance
310-391-0570

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

From: Nick Busco [mailto:nbusco@buscopro.com]
Sent: Friday, March 28, 2008 9:32 AM
To: Blumenfeld, Sol
Subject: Don't Let the Entrada Be Built

Nick Busco
4320
Mar Vista, CA 90066

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Please, Please Please stop this mess. I have lived in the area for 10 years and have seen it become more congested. This is poorly planned and no one has had the foresight to take the traffic and density of the area into consideration. We have another condo going up around the corner from me on Louise and it will cause more traffic, not enough parking and in an area where there are houses. It makes the area a danger. It seems the city really does not care. The over building has to stop. On Centinela right now traffic starts at 2 pm and a few years ago this was no problem. Please be smart. We need to stop this madness, even the complexes on Glenco are causing a problem. Please look at the big picture, besides the money motivator. It really makes for unpleasant living conditions, road rage, unhappy people, in fact I don't know anyone who is happy about this except land owners, developers, the city (for taxes) and real estate agents.

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Nick Busco
310-0398-1977

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

From: kelli graves [mailto:kellig@mac.com]

Sent: Friday, March 28, 2008 9:49 AM

To: Blumenfeld, Sol

Subject: Halt the Entrada

kelli graves
6310 W. 89th street
westchester, CA 90045-3639

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

kelli c. graves
310-410-4091

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

From: Past Honorary Mayor LAX Coastal Area Chamber of Co Patricia Morrison Lyon [mailto:patlyon@netzero.com]
Sent: Friday, March 28, 2008 9:38 AM
To: Blumenfeld, Sol
Subject: Stop the Entrada Project!

Past Honorary Mayor LAX Coastal Area Chamber of Co Patricia Morrison Lyon
6207 W. 87th St.
Westchester, CA 90045-3901

March 28, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The Entrada project must be stopped!

Traffic in this area is already horrific, and the addition of hundreds of new trips during each peak morning and afternoon period will turn Culver City and Westchester into a parking lot.

What is worse is that the proposed project contemplates bringing each and every car through a single access point on Centinela Avenue. While that is horrible traffic planning, it also creates safety and security concerns. Multiplying the impact is the fact that this building will be used for office space - the use that has the most impact during the morning rush and afternoon rush periods.

The Entrada is out of character for the neighborhood and poorly planned. I urge you to oppose this project.

Sincerely,

Patricia Morrison Lyon, Past Honorary Mayor LAX Coastal Area Chamber of Commerce, Playa del Rey Resident & Westchester Business Owner (310) 641-1074

From: Robin Cayetano [mailto:rcayetanoll@yahoo.com]
Sent: Monday, March 31, 2008 2:31 PM
To: Blumenfeld, Sol
Subject: Halt the Entrada

Robin Cayetano
5305 Heritage Place
Culver City, CA 90230-4986

March 31, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.
Robin Cayetano

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.
Sincerely,
Robin Cayetano

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

From: Maggie Sanchez-Corea [mailto:msanchezcorea@gmail.com]
Sent: Thursday, March 27, 2008 3:49 PM
To: Blumenfeld, Sol
Subject: Don't Let Traffic Choke Our Community

Maggie Sanchez-Corea
5900 W. 75th Street
Los Angeles, CA 90045-1610

March 27, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I think it is appalling that the leaders of Culver City are considering approval of this monstrosity. This project doesn't benefit the communities it serves. This building will not only negatively affect the residents of Culver City, but will greatly affect the neighboring communities as well as anyone who will need to travel in that general direction. I am completely outraged by this project!

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

Maggie Sanchez-Corea

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

From: Sandy Balek [mailto:sandy@balek.com]
Sent: Monday, March 31, 2008 6:19 PM
To: Blumenfeld, Sol
Subject: The Entrada is Just Too Big!

Sandy Balek
6457 Riggs Place
Los Angeles, CA 90045-1241

March 31, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Hello,

As a concerned citizen, I want to post my objection to the zoning height exception made for the Entrada project.

The access to and through this area is currently troubled at best. Those of us who regularly travel this route understand and are trying to be patient in coping with the traffic of a constantly growing city. However, when plans are being approved for a 220ft office complex, you can only imagine the betrayal and outrage we are feeling. There are no traffic mitigation measures that could possibly be enforced that would or could alleviate this very troubled area if the proposed Entrada project is built.

Title 17.100.010 of the Culver City Municipal Code classifies and regulates the uses of land and structures within the city.

17.100.010 - Purpose

This Title carries out the policies of the Culver City General Plan by classifying and regulating the uses of land and structures within the City. This Title is adopted to protect and promote the public health, safety, and general welfare of residents and businesses in the City. More specifically, it is the purpose of this Title to:

- A. Provide standards that will guide the orderly growth and development of the City;
- B. Preserve and protect the integrity and character of the City's residential neighborhoods;
- C. Maintain vital areas for business activities that serve the community and protect the quality of life;
- D. Require thoughtful planning and design that enhances the visual character of the City and avoids conflicts between land uses;

E. Respect the City's physical setting and constraints and protect and preserve its natural resources;

F. Create a comprehensive and stable pattern of land uses for which public services and infrastructure can be efficiently and adequately planned;

I am not a proponent of zero development. However, I am a proponent of logical, practical and responsible planning. Reducing the size of the Entrada project and maintaining the standards set by the city at 56 feet would be thoughtful, logical, practical, and certainly a responsible resolution.

Also, I would like to politely request copies of any public correspondence pro or con that you are receiving regarding the Entrada issue. There are a number of community groups organizing on this issue and the individuals that have contacted you should be aware that our neighborhoods are joining together to protect our collective well being.

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Sandy Balek
310-801-7694

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

From: Ashley Diestel [mailto:ashleydiestel@gmail.com]
Sent: Tuesday, April 01, 2008 3:03 PM
To: Blumenfeld, Sol
Subject: Don't Let Traffic Choke Our Community

Ashley Diestel
5900 West 75th Street
Los Angeles, CA 90045-1610

April 1, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I urge the City Council to oppose approval of the Entrada project as proposed.

Not only will this project snarl traffic for miles around, it will have an enormous adverse impact on emergency response times in both Culver City and Los Angeles. Because, as the project's own EIR admits, "the main factor affecting response times is traffic congestion."

Given the limited number of emergency rooms available on the Westside, it is not hyperbole to say that lives could be lost as a result of this approval. Indeed, it is ludicrous to believe, as the EIR states, that using emergency sirens will allow emergency vehicles to maintain their existing response times.

This is a bad project, in a bad location, using bad traffic analysis. I urge you to oppose the project.

Sincerely,

Ashley Diestel

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

From: Ashley Takitani [mailto:ashtak@gmail.com]
Sent: Tuesday, April 01, 2008 2:54 PM
To: Blumenfeld, Sol
Subject: Vote Against Entrada

Ashley Takitani
7366 West Manchester Apt. A
Los Angeles, CA 90045-2344

April 1, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I am strongly against this project. I will no longer shop in Culver City if this mostorous building is built in Culver City, which you might as well call it Westchester because of the location. You will be hurting your city more then you think.

The Entrada project must be stopped!

Traffic in this area is already horrific, and the addition of hundreds of new trips during each peak morning and afternoon period will turn Culver City and Westchester into a parking lot.

What is worse is that the proposed project contemplates bringing each and every car through a single access point on Centinela Avenue. While that is horrible traffic planning, it also creates safety and security concerns. Multiplying the impact is the fact that this building will be used for office space - the use that has the most impact during the morning rush and afternoon rush periods.

The Entrada is out of character for the neighborhood and poorly planned. I urge you to oppose this project.

Sincerely,

Ashley Takitani

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

From: Edgar Saenz [mailto:esaenz@ca.rr.com]
Sent: Monday, March 31, 2008 10:55 PM
To: Blumenfeld, Sol
Subject: Halt the Entrada

Edgar Saenz
7357 W. 85th St.
Los Angeles, CA 90045-2444

April 1, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Dear Sir:

I urge the rejection of the Entrada project as it currently stands. The Entrada project is grossly out of scale with its surrounding neighborhood. Its traffic and visual impacts cannot and will not be mitigated.

If Culver City approves this plan, I will protest in the only way I think will be felt. I will stop shopping in Culver City. I will forego spending money at its movie theaters and restaurants. I will also suggest to my Westchester and Playa del Rey neighbors that they also BOYCOTT CULVER CITY.

Let me add a word about your neighbor to the west, Playa Vista. It has been reported that Culver City officials cite that development as justification for ignoring the outcry over this monstrous project on the border of Culver City and Los Angeles. Such justification is misplaced. Elected leaders of Culver City supported the Playa Vista project -- they did not oppose the project. After negotiating significant concessions from Playa Capital, Culver City leaders went on the record and testified on behalf of the Playa Vista project. In this instance, Los Angeles residents and their elected officials decry the Entrada project. It is my hope that Culver City will heed these calls and insist on a radically smaller project than the current proposal.

(I write in my personal capacity.)

I urge the City Council to oppose approval of the Entrada project as proposed.

Not only will this project snarl traffic for miles around, it will have an enormous adverse impact on emergency response times in both Culver City and Los Angeles. Because, as the project's own EIR admits, "the main factor affecting response times is traffic congestion."

Given the limited number of emergency rooms available on the Westside, it is not hyperbole to say that lives could be lost as a result of this

approval. Indeed, it is ludicrous to believe, as the EIR states, that using emergency sirens will allow emergency vehicles to maintain their existing response times.

This is a bad project, in a bad location, using bad traffic analysis. I urge you to oppose the project.

Sincerely,

Edgar Saenz
310-753-1668

CITY OF LOS ANGELES

CALIFORNIA

Rita L. Robinson
GENERAL MANAGER



ANTONIO R. VILLARAIGOSA
MAYOR

RECEIVED

FEB 06 2008

Culver City
Planning Division

DEPARTMENT OF
TRANSPORTATION

100 S. MAIN ST
LOS ANGELES, CA 90012
(213) 972-8470
FAX (213) 972-8410

6161 Centinela Avenue
City of Culver City

February 1, 2008

Sherry Jordan
Senior Planner
City of Culver City
9770 Culver Boulevard, Planning Division
Culver City, CA 90232-0507

ADDITIONAL COMMENT TO THE TRAFFIC IMPACT ANALYSIS PRESENTED IN THE DEIR FOR THE PROPOSED 342,409 SQUARE-FOOT (13-STORY) OFFICE TOWER AND 9-LEVEL PARKING STRUCTURE TO BE LOCATED AT 6161 CENTINELA AVENUE IN THE CITY OF CULVER CITY

Through a continued review of the traffic impact analysis presented in the Draft Environmental Impact Report (DEIR) released on November 27, 2007, for the Entrada Office Tower project, the City of Los Angeles Department of Transportation (LADOT) is submitting this correspondence as an addendum to the recommended project requirements submitted previously by LADOT on October 2, 2007.

DISCUSSION AND FINDINGS - Addendum

In the traffic impact study prepared by Crain & Associates, dated May, 2007, the significant traffic impact identified at the intersection of Centinela Avenue & La Cienega Boulevard was presented as a condition with no available improvement to mitigate the impact and as such, the impact was determined to be unavoidable. However, through a continued review of the traffic impact analysis presented in the DEIR, it is LADOT's opinion that an opportunity to mitigate this impact does exist through the construction of an additional northbound left-turn lane at the intersection and as such is further recommending that an additional condition be attached to this project that will require the project applicant to implement this improvement.

RECOMMENDED PROJECT REQUIREMENTS - Addendum

In addition to the items listed in the correspondence dated, October 2, 2007, LADOT is further recommending that the following improvement be a condition of approval for the proposed project:

Street Improvement

Centinela Avenue & La Cienega Boulevard: Design and implement an intersection improvement that will allow for a dual northbound left-turn lane operation at the intersection of Centinela Avenue and La Cienega Boulevard. Modify the intersection traffic signal equipment and striping as required by LADOT.

Implementation of this and previously recommended improvements should be completed and / or guaranteed

85

prior to the issuance of any building permits for the project.

Unless otherwise specified, the recommended improvement will need to be implemented through the City's Department of Public Works, Bureau of Engineering (LABOE) B-Permit process. Construction of the improvements to the satisfaction of LADOT and LABOE must be completed before issuance of any certificate of occupancy. Should any improvement be deemed inappropriate at the time of implementation, the City may substitute an alternative measure of an equivalent cost and effectiveness. The project owner's engineer or contractor shall be responsible for contacting LADOT's B-Permit Coordinator at (213) 928-9691, to arrange a pre-design meeting to finalize the design of the proposed improvements needed for the project.

If you have any questions regarding the above recommendation, please feel free to contact me directly at (310) 642-1625.



Sincerely,

EDWARD GUERRERO JR., Transportation Engineer
LADOT West L.A. / Coastal Development Review

EGJr:hs

C:\My Files\active projects\culvercity\centinela\6161\culvercity_centinela_6161_DEIRcomment.wpd

cc: Eleventh Council District
Jay Kim, Sean Haeri, Tim Conger, John Varghese, LADOT
Pat Tomcheck, LAWA
Barry Kurtz, Culver City
Roy Nakamura, Crain & Associates

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

From: Christina Beckett [mailto:chris@coohill.com]

Sent: Thursday, April 03, 2008 10:30 PM

To: Blumenfeld, Sol

Subject: The Entrada is Just Too Big!

Christina Beckett
6426 W. 85th St.
Los Angeles, CA 90045-2812

April 4, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I oppose the Entrada project not only because of its overall height but also because it will generate traffic impacts that simply cannot be mitigated.

The height of this building will be almost double that of the existing Radisson Hotel, so to claim that this proposed structure will fit into the existing landscape is ridiculous. The simple fact that the developer is asking for discretionary action of the City Council to increase the height of the building is proof enough that this building will be out of character with the surrounding structures.

Furthermore, the Environmental Impact Report itself admits that the impact on surrounding intersections will be significant and cannot be mitigated. In addition, the traffic analysis shows that the number of cars using the Howard Hughes Parkway exit from the 405 Freeway will increase from 319 today to 420 with the project - a nearly 35% increase! And yet, the developer claims there will be no significant impacts.

This project will cripple traffic in the area - both in Culver City and Los Angeles. It is time for the Culver City Council to put the quality of life of everyone in the area - in both cities - at the top of its list of priorities.

I vehemently oppose the Entrada project not only because of its overall height but also because it will generate traffic impacts that simply cannot be mitigated.

The height of this building will be almost double that of the existing Radisson Hotel, so to claim that this proposed structure will fit into the existing landscape is ridiculous. The simple fact that the developer is asking for discretionary action of the City Council to increase the height of the building is proof enough that this building will be out of character with the surrounding structures.

Furthermore, the Environmental Impact Report itself admits that the impact on surrounding intersections will be significant and cannot be mitigated.

In addition, the traffic analysis shows that the number of cars using the Howard Hughes Parkway exit from the 405 Freeway will increase from 319 today to 420 with the project - a nearly 35% increase! And yet, the developer claims there will be no significant impacts.

This project will cripple traffic in the area - both in Culver City and Los Angeles. It is time for the Culver City Council to put the quality of life of everyone in the area - in both cities - at the top of its list of priorities.

Sincerely,

Christina Beckett

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

From: David Lyon [mailto:patlyon@netzzero.com]
Sent: Thursday, April 03, 2008 10:15 PM
To: Blumenfeld, Sol
Subject: The Entrada is Just Too Big!

David Lyon
6207 W. 87th St.
Westchester, CA 90045-3901

April 4, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

David Lyon, Playa Sunrise Rotary, Westchester Playa del Rey Historical Society & Pacific Area Boosters Board Member (310) 641-1074

Jordan, Sherry

From: Wendy Averill [black.ruby@verizon.net]
Sent: Sunday, April 06, 2008 11:05 AM
To: Blumenfeld, Sol
Subject: Stop the Entrada Project!

Wendy Averill
11801 Wagner St.
Culver City, CA 90230-5131

April 6, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The Westside, and in particular the Del Rey area, cannot continue to be the liner of the purses of any developer wanting to make a buck. We live here. They don't.

The Entrada project must be stopped!

Traffic in this area is already horrific, and the addition of hundreds of new trips during each peak morning and afternoon period will turn Culver City and Westchester into a parking lot.

What is worse is that the proposed project contemplates bringing each and every car through a single access point on Centinela Avenue. While that is horrible traffic planning, it also creates safety and security concerns. Multiplying the impact is the fact that this building will be used for office space - the use that has the most impact during the morning rush and afternoon rush periods.

The Entrada is out of character for the neighborhood and poorly planned. I urge you to oppose this project.

Sincerely,

Wendy Averill/Marilee France

Jordan, Sherry

From: Jack & Berdeane Rubin [bubbie03@msn.com]
Sent: Sunday, April 06, 2008 10:30 AM
To: Blumenfeld, Sol
Subject: The Entrada is Just Too Big!

Jack & Berdeane Rubin
11220 Segrell Way
Culver City, CA 90230-5354

April 6, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Jack & Berdeane Rubin

Jordan, Sherry

From: Aaron Bernardin [abernardin@yahoo.com]
Sent: Sunday, April 06, 2008 9:23 AM
To: Blumenfeld, Sol
Subject: Don't Let the Entrada Be Built

Aaron Bernardin
12035 Beatrice St
Culver City, CA 90230-6212

April 6, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The scope of the Entrada project is completely out of character for the neighborhood and region. Approval of this project also violates current high restrictions imposed by the City of Culver City itself. The local traffic network cannot absorb the number of trips that will result. Heed the will of the community and halt this project now.

I urge the City Council to oppose approval of the Entrada project as proposed.

Not only will this project snarl traffic for miles around, it will have an enormous adverse impact on emergency response times in both Culver City and Los Angeles. Because, as the project's own EIR admits, "the main factor affecting response times is traffic congestion."

Given the limited number of emergency rooms available on the Westside, it is not hyperbole to say that lives could be lost as a result of this approval. Indeed, it is ludicrous to believe, as the EIR states, that using emergency sirens will allow emergency vehicles to maintain their existing response times.

This is a bad project, in a bad location, using bad traffic analysis. I urge you to oppose the project.

Sincerely,

Aaron Bernardin

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

From: Nancy Joujon-Roche [mailto:njrfroggie@aol.com]
Sent: Saturday, April 05, 2008 5:46 PM
To: Blumenfeld, Sol
Subject: Don't Let Traffic Choke Our Community

Nancy Joujon-Roche
10710 Lugo Way
Culver City, CA 90230-5447

April 5, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

Gentlemen:

I strongly urge you to think "outside the revenue box" and consider the fact that the negatives of the proposed Entrada project far outweigh the benefits.

Traffic on Sepulveda is already a major concern to those of us who live in the Culver City and Westchester areas. This ill-conceived plan would only serve to escalate this problem into a nightmarish scenario. Moreover, one would be hard-pressed to find any Culver City or Westchester residents who would favor seeing their neighborhood morph into a concrete jungle, which is what this proposed project would do.

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Nancy & Pierre Joujon-Roche
310-559-1309

From: Linda Forest [mailto:laffor2@msn.com]
Sent: Monday, April 07, 2008 3:08 PM
To: Blumenfeld, Sol
Subject: The Entrada is Just Too Big!

Linda Forest
11254 Segrell Way
Culver City, CA 90230-5354

April 7, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation. When the voters of Culver City passed an ordinance several years ago restricting building height to 56", there were no exceptions included. When were the exceptions added and when did the citizens vote on them? I believe if this project goes forward, it may be tied up in courts for years. Culver City has already spent too much tax revenue on litigation costs to cover other legal blunders. Please don't add another one to the list.

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

Linda Forest
310-636-1925

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

From: Steve Howard [mailto:showard09@mac.com]

Sent: Tuesday, April 08, 2008 12:24 PM

To: Blumenfeld, Sol

Subject: Halt the Entrada

Steve Howard
8404 bleriot ave
Los angeles, CA 90045-3027

April 8, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

Steve Howard

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

From: Mason Shayan [mailto:mshayan0904@sbcglobal.net]

Sent: Tuesday, April 08, 2008 2:47 PM

To: Blumenfeld, Sol

Subject: Re: Entrada

Mason Shayan
8622 Bellanca Avenue, Suite E
Los Angeles, CA 90045-4444

April 8, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

I am a member of Westchester community. I live and work in Westchester. I own commercial and residential real estate in Westchester. I strongly oppose the Entrada project as it is proposed.

It is unconscionable for the Entrada proponents to say that this project is consistent with the existing and proposed development around it.

The 220-foot-tall Entrada would dwarf all of the existing buildings in the area, including the Radisson Hotel, which is only about half as tall. The EIR erroneously claims that high-rise office buildings will be built at the adjacent Playa Vista development - they will not - as a way of rationalizing the Entrada's building height.

This will be a significant intrusion on both the sight lines and the privacy of surrounding neighborhoods.

Please vote to oppose the Entrada!

Sincerely,

Mason Shayan

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

From: Joanne McGill [mailto:jmcgill@ha.ucla.edu]

Sent: Tuesday, April 08, 2008 10:37 AM

To: Blumenfeld, Sol

Subject: Halt the Entrada

Joanne McGill
319 Rees Street
Playa Del Rey, CA 90293-7745

April 8, 2008

Sol Blumenfeld
Community Development Director
9770 Culver Blvd.
Culver City, CA 90232

Dear Sol Blumenfeld:

The proposed Entrada project will be bad for business in both Culver City and Los Angeles.

By choking traffic at a critical north-south intersection (Centinela and Sepulveda), shoppers will be encouraged to stay on one side of the intersection or the other. This should be of critical concern to Culver City, especially since the Fox Hills Mall is undergoing a major renovation.

In addition shops along Sepulveda Boulevard in both Culver City and Los Angeles will suffer as commuters and other potential shoppers avoid the area.

The best option is to significantly scale down the proposed project, limit its adverse traffic impacts and not overburden the surrounding business community.

Thank you.

Sincerely,

Joanne McGill

RESOLUTION NO. 2008-P002

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT TITLED "ENVIRONMENTAL IMPACT REPORT – ENTRADA OFFICE TOWER PROJECT" (STATE CLEARINGHOUSE NO. 2007051061)

(Final EIR, Entrada Office Tower, 6161 Centinela Avenue)

WHEREAS, Centinela Development Partners ("Applicant") proposes to develop a 13-story office tower with approximately 342,409 gross square feet of floor area, including a nine-level parking structure comprised of two subterranean levels and seven structured levels with parking on the roof ("Project"), on the site of a surface parking lot at 6161 Centinela Avenue, being Parcel 2 of Parcel Map No. 4031 (the "Project Site"); and

WHEREAS, the City's General Plan presently designates the Project Site as a Regional Center and the Project Site is presently zoned Commercial Regional Business Park. The Project Site is located within the City's Redevelopment Plan Component Area 1, which also designates the Project Site as a Regional Center; and

WHEREAS, the Applicant filed an application for the Project with the City of Culver City (the "City") on December 20, 2007 (the "Project Application"), and the City deemed the Project Application complete on January 3, 2008; and

WHEREAS, the following entitlements, permits and approvals will be necessary:

- Approval of Tentative Parcel Map No. 69726 by the Planning Commission and Redevelopment Agency;
- Approval of a Site Plan Review by the Planning Commission;
- Approval of Design for Development by the Redevelopment Agency;

- Approval of a Height Exception, including exceptions for mechanical equipment, and parapets by the City Council;
- Issuance of any necessary permits which may include demolition, grading, building, construction of utility improvement, public right-of-way construction permits, operation permits, and other related permits by various City departments;
- Approval of plans and issuance of permits for construction of the proposed private development; and
- Approval of any other actions incidental to implementation of the above actions, or required to implement the proposed project as described.

WHEREAS, the California Environmental Quality Act of 1970, as amended (California Public Resources Code § 21000, et seq.; and California Code of Regulations, Title 14, Ch. 3 § 15000, et seq.; collectively, "CEQA"), gives to the lead agency the responsibility for considering the effects of a project, both individual and collective, of all physical development activities involved when action is taken by a lead agency to approve a Project; and

WHEREAS, the City prepared an Initial Environmental Study ("Initial Study") for the Project, which determined that the Project may have a significant effect on the environment and that an Environmental Impact Report ("EIR") must be prepared. The Initial Study determined that the Project's EIR must address the following areas: aesthetics, air quality, cultural resources, hydrology and water quality, land use, noise, public services (police and fire), transportation and circulation, utilities (water supply and wastewater) and mandatory findings of significance; and

WHEREAS, the City prepared a Notice of Preparation ("NOP") of the Draft EIR, which was circulated to the affected agencies and the public, pursuant to CEQA for thirty days

1 beginning on May 10, 2007, and numerous comments from agencies and the public were
2 received in response. The City held a public scoping meeting on May 30, 2007, to obtain
3 information from the public as to issues that should be addressed in the Draft EIR; and

4 WHEREAS, the City prepared a Draft EIR for the Project that addressed, among other
5 things, all issues raised by the Initial Study and by comments received on the NOP; and

6 WHEREAS, the City submitted the Draft EIR to the Governor's Office of Planning and
7 Research, State Clearinghouse, which established a 68-day public review period beginning
8 on November 29, 2007, and ending on February 4, 2008 and the Notice of Availability was
9 posted as required pursuant to CEQA. The City accepted written comments during the 68-
10 day public review period, as well as late written comments which were received on or prior to
11 February 8, 2008, all of which were included in the Final EIR. In addition, the City accepted
12 oral comments expressed during the duly noticed public meeting of the Planning Commission
13 held on January 9, 2008, for inclusion in the Final EIR. Further public outreach for purposes
14 of providing information about the Project and responding to questions from the community
15 was conducted by the Applicant at community outreach meetings held on October 17 and
16 October 24, 2007 ; and

17 WHEREAS, the City received numerous written and oral comments to the Draft EIR,
18 prepared responses to those comments and made appropriate changes to the Draft EIR.
19 Those changes, comments and responses were made a part of the Final EIR for the Project
20 in compliance with California Public Resources Code Section 21092.5. The proposed written
21 responses to comments from public agencies received during the 68-day review period were
22 provided to such agencies on February 15, 2008 and the Final EIR was made publicly
23 available on February 18, 2008; and

1 WHEREAS, the Final EIR includes the Draft EIR, comments on the Draft EIR,
2 responses to written comments on the Draft EIR, responses to public testimony regarding
3 Draft EIR issues raised at the public hearings during the public comment period,
4 modifications to the Draft EIR text, and the Mitigation Monitoring and Reporting Program
5 ("MMRP"). The Final EIR was prepared and circulated in compliance with CEQA. The
6 Statement of Overriding Considerations, which includes the MMRP, was prepared and
7 circulated in compliance with CEQA; and
8

9 WHEREAS, on February 27, 2008, the Planning Commission held a duly noticed
10 public meeting to receive public comment on the Final EIR and consider the proposed Final
11 EIR. During the course of the public hearing, the Planning Commission considered staff and
12 consultant presentations, written comments received from public agencies and the public,
13 staff reports, Applicant presentations, information presented to the Planning Commission to
14 assist its understanding of the Project, the Final EIR, and public comments and testimony on
15 the Project. In addition, the Planning Commission considered the Final EIR prepared for the
16 Project, including information provided in staff reports, the amended text of the Final EIR,
17 information presented from experts and in public testimony, including letters submitted to the
18 Planning Commission following the close of the Draft EIR public comment period and prior to
19 the close of the public hearing before the Planning Commission, and other matters in the
20 public record; and
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24 WHEREAS, following conclusion of the public discussion and thorough deliberation of
25 the subject matter, the Planning Commission determined by a vote of 5 to 0 the
26 following as set forth herein below.
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1 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
2 CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

3 SECTION 1. FINDINGS. Pursuant to the foregoing recitations, the following findings
4 are hereby made:

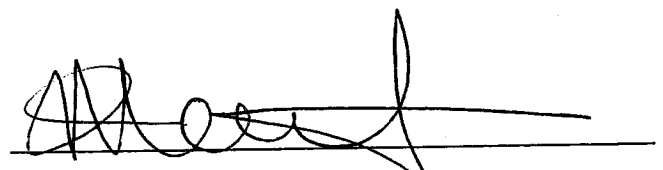
- 5 1. Based on the findings contained in the Initial Study prepared by the City, dated May 8,
6 2007, the proposed Project may have a significant effect on the environment and an
7 EIR is required.
- 8 2. The Draft and Final EIRs, including the technical appendices and responses to
9 comments, were prepared, circulated, and completed in compliance with CEQA.
- 10 3. Revisions have been appropriately made to the Draft EIR and such revisions,
11 including responses to comments, and other documents related to the Draft EIR have
12 been made a part of or incorporated into the Final EIR.
- 13 4. The revisions made to the Draft EIR and incorporated into the Final EIR do *not* require
14 recirculation of the Draft EIR based on the following:
 - 15 a. No significant new information has been added that would deprive the public
16 of a meaningful opportunity to comment on a substantial adverse
17 environmental effect of the project, a feasible way to mitigate or avoid such
18 an impact that the Applicant has declined to implement, or a feasible project
19 alternative;
 - 20 b. The new information, including certain factual corrections and minor
21 changes, provides clarification to points and information already included in
22 the Draft EIR;
 - 23 c. There are no significant new environmental impacts resulting from the
24 Project or from a new mitigation measure proposed to be implemented;
 - 25 d. There is no substantial increase in the severity of an environmental impact
26 that has not been mitigated to a level of insignificance;
 - 27 e. The Applicant has not declined to adopt any feasible project alternatives or
28 mitigation measures, considerably different from others previously analyzed,
29 that clearly would lessen the environmental impacts of the Project; and
 - f. The Draft EIR is not so fundamentally and basically inadequate and
conclusory in nature that meaningful public review and comment are
precluded.
5. The Final EIR accurately describes the Project and identifies the discretionary
approvals necessary for the project as listed in the recitations above.
6. The Final EIR adequately analyzes all of the potentially significant environmental
impacts of approval of the Project, mitigation measures, environmental impacts and
cumulative impacts which have been mitigated to a less than significant level,

1 environmental impacts and cumulative impacts which cannot be mitigated to a less
2 than significant level, alternatives to the Project on the Project site, short-term and
3 long-term impacts, growth inducing impacts, and significant irreversible impacts.

4 SECTION 2. CERTIFICATION. Pursuant to the foregoing recitations and findings,
5 the Planning Commission of the City of Culver City, California, hereby certifies:

- 6 1. The Final EIR has been prepared, circulated and completed in compliance with
7 CEQA.
- 8 2. The Planning Commission, acting on behalf of the City (the lead agency) is the first
9 decision-making body responsible for making a final decision on the Project.
- 10 3. The Planning Commission has reviewed and considered the information contained in
11 the Final EIR, as well as the whole of the administrative record and the evidence and
12 testimony presented in this matter, prior to making its decision on the Project.
- 13 4. The Final EIR reflects the Planning Commission's independent judgment and analysis.
- 14 5. If the Project is implemented as proposed, then it is anticipated to result in significant
15 unavoidable adverse impacts which would necessitate the adoption of a Statement of
16 Overriding Considerations as part of any Project approval.

17 APPROVED and ADOPTED this 27th day of February, 2008.

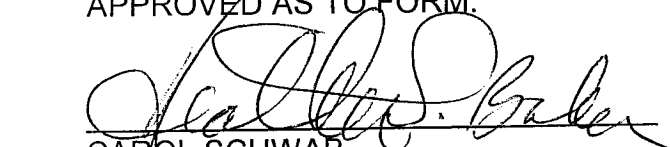
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19 MARCUS TIGGS, CHAIRPERSON
20 PLANNING COMMISSION
21 CITY OF CULVER CITY, CALIFORNIA

22 ATTEST:

23 
24 YVONNE HUNT
25 ADMINISTRATIVE SECRETARY

26 APPROVED AS TO FORM:

27 
28 CAROL SCHWAB
29 for CITY ATTORNEY

Attachment No. 5

RESOLUTION NO. 2008-P003

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM AND STATEMENT OF OVERRIDING CONSIDERATIONS THAT WEIGHS PROJECT BENEFITS AGAINST THE PROJECT'S SIGNIFICANT UNAVOIDABLE IMPACTS FOR THE APPROVAL OF THE ENTRADA OFFICE TOWER PROJECT (STATE CLEARINGHOUSE NO. 2007051061).

(Final EIR, Entrada Office Tower, 6161 Centinela Avenue)

WHEREAS, Centinela Development Partners ("Applicant") proposes to develop a 13-story office tower with approximately 342,409 gross square feet of floor area, including a nine-level parking structure comprised of two subterranean levels and seven structured levels with parking on the roof ("Project"), on the site of a surface parking lot at 6161 Centinela Avenue, being Parcel 2 of Parcel Map No. 4031 (the "Project Site"); and

WHEREAS, the City's General Plan presently designates the Project Site as a Regional Center and the Project Site is presently zoned Commercial Regional Business Park. The Project Site is located within the City's Redevelopment Plan Component Area 1, which also designates the Project Site as a Regional Center; and

WHEREAS, the Applicant filed an application for the Project with the City of Culver City (the "City") on December 20, 2007 (the "Project Application"), and the City deemed the Project Application complete on January 3, 2008; and

WHEREAS, the following entitlements, permits and approvals will be necessary:

- Approval of Tentative Parcel Map No. 69726 by the Planning Commission and Redevelopment Agency;
- Approval of a Site Plan Review by the Planning Commission;

- Approval of Design for Development by the Redevelopment Agency;
- Approval of a Height Exception, including exceptions for mechanical equipment, and parapets by the City Council;
- Issuance of any necessary permits which may include demolition, grading, building, construction of utility improvement, public right-of-way construction permits, operation permits, and other related permits by various City departments;
- Approval of plans and issuance of permits for construction of the proposed private development; and
- Approval of any other actions incidental to implementation of the above actions or required to implement the proposed Project as described.

WHEREAS, on February 27, 2008, in accordance with the California Environmental Quality Act (California Public Resources Code §21000, et seq.; and California Code of Regulations, Title 14, Ch. 3 §15000, et seq.; collectively, "CEQA"), the Planning Commission, by Resolution No. 2008-P002, certified the Final Environmental Impact Report SCH NO. 2007051061 ("Final EIR"); and

WHEREAS, on February 27, 2008, the Planning Commission held a duly noticed public meeting to consider approval of the Project. During the course of the hearing, the Planning Commission considered staff and consultant presentations, written comments received from public agencies and the public, staff reports, Applicant presentations, information presented to the Commission to assist its understanding of the Project, the Project Final EIR, and public comments and testimony on the Project. In addition, the Planning Commission considered the Final EIR prepared for the Project, including information provided in staff reports, the amended text of the Final EIR, information

1 presented from experts and in public testimony, including letters submitted to the Planning
2 Commission following the close of the Draft Environmental Impact Report ("Draft EIR") public
3 comment period and prior to the close of the public hearing before the Planning Commission,
4 and other matters in the public record prior to certification of the Final EIR and approval of
5 the Project; and
6

7 WHEREAS, following conclusion of the public discussion and thorough deliberation of
8 the subject matter, the Planning Commission determined, by a vote of 4 to 1, the
9 following as set forth herein below.

10 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
11 CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

12
13 SECTION 1. CEQA FINDINGS. Pursuant to the foregoing recitations, the following
14 findings are hereby made:

- 15
16 1. CEQA provides that "public agencies should not approve Projects as proposed if there
17 are feasible alternatives or feasible mitigation measures available which would
18 substantially lessen the significant environmental effects of such Projects[.]"
19 (California Public Resources Code ("CPRC") §21002) The procedures required by
20 CEQA "are intended to assist public agencies in systematically identifying both the
21 significant effects of proposed Projects and the feasible alternatives or feasible
22 mitigation measures which will avoid or substantially lessen such significant effects."
23 (CPRC § 21002)
- 24 2. CEQA also provides that "in the event [that] specific economic, social, or other
25 conditions make infeasible such Project alternatives or such mitigation measures,
26 individual Projects may be approved in spite of one or more significant effects."
27 (CPRC §21002.) CEQA provides that a public agency has an obligation to balance a
28 variety of public objectives, including economic, environmental, and social factors and
29 in particular the goal of providing a decent home and satisfying living environment for
every Californian. (CPRC §21081; CEQA Guidelines, 14 Cal. Code of Regs.
(hereinafter "CEQA Guidelines"), §15021(d).) CEQA requires decision-makers to
balance the benefits of a proposed Project against its significant unavoidable adverse
environmental impacts, and, if the benefits of a proposed Project outweigh the
significant unavoidable adverse environmental impacts, the unavoidable adverse
environmental impacts may be considered "acceptable" by adopting a "Statement of

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Overriding Considerations." (CEQA Guidelines §15093.) The Statement of Overriding Considerations must set forth the Project benefits or reasons why the lead agency is in favor of approving the Project and must weigh these benefits against the Project's adverse environmental impacts identified in the Final EIR that cannot be mitigated to a less-than-significant level.

3. CEQA's mandates and principles are implemented, in part, through the requirement that agencies adopt findings before approving Projects for which EIRs are required. For each significant environmental impact identified in an EIR for a proposed Project, the approving agency must issue a written finding reaching one or more of three permissible conclusions:
 - a. "[c]hanges or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR,"
 - b. "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency or can and should be adopted by such other agency," or
 - c. "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the final EIR." (CEQA Guidelines §15091.) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (CPRC §21061.1.) CEQA Guidelines §15364 considers another factor – "legal" considerations.
4. The concept of "feasibility" also encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a Project. "Feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.
5. CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of an EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. The Planning Commission has conducted its own review and analysis, and is exercising its independent judgment when acting as herein provided.
6. CEQA requires decision-makers to adopt a mitigation monitoring and reporting program for those mitigation measures identified in the Final EIR that would mitigate or avoid each significant impact identified in the EIR and to incorporate the mitigation monitoring and reporting program, including all mitigation measures, as conditions of Project approval.
7. CEQA requires that the responses to comments in the Final EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. In response to

several of the comments received, portions of the Draft EIR have been revised. The revisions made to the Draft EIR and incorporated into the Final EIR do not require recirculation of the Draft EIR based on the following:

- a. No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;
- b. The new information, including certain factual corrections and minor changes, provides clarification to points and information already included in the Draft EIR;
- c. There are no significant new environmental impacts resulting from the Project or from a new mitigation measure proposed to be implemented;
- d. There is no substantial increase in the severity of an environmental impact that has not been mitigated to a level of insignificance;
- e. The Applicant has not declined to adopt any feasible Project alternatives or mitigation measures, considerably different from others previously analyzed, that clearly would lessen the environmental impacts of the Project; and
- f. The Draft EIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded.

8. CEQA Guidelines subsections 15003(c) and (i) note that state courts have held that the purpose of an EIR is to inform other governmental agencies and the public generally of the environmental impacts of a proposed Project. CEQA does not require technical perfection or exhaustive treatment of issues in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure.

9. Comments received on the Draft EIR, both during and after the public review period, show that there may be disagreements among experts, particularly with respect to, but not limited to, the potential for the Project to substantially degrade the existing visual quality of the site and the surrounding area, the potential for the Project to obstruct existing views and the extent of impacts to traffic, transportation and circulation caused by the Project. The Final EIR includes additional clarifying narrative and clarifying exhibits for the purpose of fully disclosing the information sources and reasoning by which levels of impact and mitigation measures were established in the Draft EIR. Further, the clarifying narrative and clarifying exhibits in the Final EIR serve the purpose of fully disclosing the information sources and reasoning used by various Draft EIR commentators who arrived at different opinions. CEQA provides that disagreement among experts regarding conclusions in the EIR is acceptable.

10. The documents and other materials that constitute the record of the proceedings upon which the decisions of the Planning Commission are based are contained in the Project file located within and in the custody of the City's Planning Division.

11. For each significant environmental impact identified in the Final EIR for the Project, the Planning Commission makes the specific factual findings as set forth in Exhibit "A" to this Resolution No. 2008-P003, attached hereto and incorporated herein by reference.

1 SECTION 2. ENVIRONMENTAL IMPACT FINDINGS. Pursuant to the foregoing
2 recitations and CEQA findings, as well as the whole of the administrative record and the
3 evidence and testimony presented in this matter, the Planning Commission does hereby find
4 that the Final EIR for the Project, including the Tentative Parcel Map 69726, Site Plan
5 Review, Height Exception and Design for Development, identifies and discloses Project-
6 specific impacts and cumulative Project impacts as follows:
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- 8
9 1. The Final EIR identifies issue areas as "Unavoidable Significant Environmental
10 Impacts Which Cannot be Mitigated to a Level Less Than Significant," as set forth in
11 Section 1 of Exhibit "A." Changes or alterations have been required in, or
12 incorporated into, the Project that will avoid or lessen certain of the Project impacts,
13 but that will not avoid or reduce all of the potential impacts to a less-than-significant
14 level. These remaining significant impacts are balanced against Project benefits and
15 are found to be overridden by the Project benefits, as stated in the Statement of
16 Overriding Considerations in Section 5, below.
- 17 2. The Final EIR identifies issue areas as "Environmental Impacts Which Have Been
18 Mitigated to a Level Less Than Significant," as set forth in Section 2 of Exhibit "A."
19 Changes or alterations have been required in, or incorporated into, the Project that will
20 avoid or reduce these potential impacts to a less-than-significant level.
- 21 3. The Final EIR identifies issue areas as "Environmental Impacts Where No Significant
22 Impact Would Occur."
- 23 4. The Final EIR identifies issue areas as "Cumulative Impacts Which Cannot be
24 Mitigated to a Level Less Than Significant," as set forth in Section 3 of Exhibit "A."
25 Changes or alterations have been required in, or incorporated into, the Project that will
26 avoid or lessen certain of the cumulative impacts, but that will not avoid or reduce all
27 of the potential cumulative impacts to a less-than-significant level. These remaining
28 significant impacts are balanced against Project benefits and are found to be
29 overridden by the Project benefits, as stated in the Statement of Overriding
Considerations in Section 5, below.
5. The Final EIR identifies issue areas as "Cumulative Impacts Which Have Been
Mitigated to a Level Less Than Significant," as set forth in Section 4 of Exhibit "A."
Changes or alterations have been required in, or incorporated into, the Project that will
avoid or reduce these potential cumulative impacts to a less-than-significant level.

1 6. As issues that are noted in Section 2, Paragraph 3, above, have no significant
2 environmental impacts and require no mitigation, those issues also will have no
3 contribution to cumulative impacts.

4 7. The Mitigation Monitoring and Reporting Program (MMRP), attached to this Resolution
5 No. 2008-P003 as Exhibit "B" and incorporated herein this reference, is required to
6 mitigate Project impacts.

7 SECTION 3. CONSIDERATION OF A REASONABLE RANGE OF ALTERNATIVES.

8 Pursuant to the foregoing recitations, CEQA findings and environmental impact
9 findings, as well as the whole of the administrative record and the evidence and testimony
10 presented in this matter, the Planning Commission finds that the Final EIR analyzes a
11 reasonable range of Project alternatives that would feasibly attain most of the basic
12 objectives of the Project but would substantially lessen any of the significant impacts of the
13 Project, and adequately evaluates the comparative merits of each alternative. The Planning
14 Commission findings regarding the Final EIR's analysis of a reasonable range of alternatives
15 are set forth in Exhibit "C" attached to this Resolution No. 2008-P003, incorporated herein by
16 reference.
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18 SECTION 4. STATEMENT OF OVERRIDING CONSIDERATIONS. Pursuant to the
19 foregoing recitations, CEQA findings, environmental impact findings and consideration of a
20 reasonable range of alternatives, as well as the whole of the administrative record and the
21 evidence and testimony presented in this matter, the Planning Commission does hereby find
22 that there is substantial evidence that supports the conclusion that the Project will result in
23 community benefits, including specific environmental, economic, legal, social, technological,
24 and other benefits, that outweigh the significant effects of the Project on the environment that
25 cannot be mitigated to a level less than significant. The Planning Commission further finds
26 as follows:
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1. Significant unavoidable impacts include the following, as further described in Exhibit "A."

- a) Air Quality: It is not feasible to fully mitigate significant and unavoidable Project and cumulative impact from regional NOx emissions resulting from the exceedance of the SCAQMD's NOx threshold.
- b) Cultural Resources/Archaeological Resources: It is not feasible to fully mitigate significant and unavoidable cumulative impacts to archaeological resources.
- c) Noise: It is not feasible to fully mitigate significant and unavoidable Project and cumulative noise impacts from Project construction. Estimated noise levels from construction activities would exceed significance thresholds at the noise-sensitive receptors (the nearest residential uses west of the Project Site, at the existing Radisson Hotel, and at a nearby school).
- d) Transportation: It is not feasible to fully mitigate certain significant and unavoidable (a) cumulative traffic impacts during construction (including haul truck traffic, concrete and delivery truck traffic, and construction worker trips), and (b) Project operational and cumulative operational traffic impacts that will occur at the intersection of Howard Hughes Parkway and Sepulveda Boulevard.

2. The benefits of the Project outweigh its significant unavoidable impacts that cannot be mitigated to a level less than significant. These benefits include the following (see also Exhibit "A" hereto):

- a) The Project will further the implementation of the City's Redevelopment Plan and, in doing so, contribute to an effort to combat blight and encourage further investment. The Project will contribute to fulfilling the Redevelopment Agency's mission statement, which reads "Redevelopment stimulates appropriate private reinvestment and acts as a catalyst to revitalize the community by creating opportunities for business growth, jobs, and housing that achieve a balanced and prosperous community." The Project will involve significant tax-increment benefits associated with business growth, high-quality employment opportunities, and the alleviation of blight for a more prosperous community.
- b) The Project will increase the vitality and diversity of both the City of Culver City Regional Center and the adjacent City of Los Angeles Regional Center by providing additional office space to complement the increase in residential densities and retail growth occurring in the area. The Project is expected to contribute to the expansion of the City's economic base through the development of underutilized property, thereby providing additional tax revenue to the City and the Culver City Redevelopment Agency (CCRA). The Project will also provide an approximately 342,000 square foot building to meet the market demand for new office space in the area and to accommodate expected economic growth. The Project will enhance a major employment center in the region, which is in an area served by existing transportation and other infrastructure.
- c) The Project will create employment-generating land use in close proximity to existing and proposed residential uses. This should provide opportunities for residents of the surrounding area to shorten regular commutes and, thus, reduce vehicle miles traveled and air emissions. The Project will also support