



Culver CITY

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**PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, MAY 23, 2012
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.

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ALD

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AGENDA
Planning Commission
Wednesday, May 23, 2012
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

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

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

PUBLIC HEARINGS

PH-1 (Continued from May 9, 2012)

Conditional Use Permit Modification (CUP/M 2011-175) – The Help Group

To permit the addition of 250 students to an existing 400 student private school located at 12095-12101 Washington Boulevard. Recommended Action: ***Adopt Resolution denying application.***

PH-2 (Continued from March 14, 2012)

Administrative Site Plan Review (ASPR P-2011-127) – 7-Eleven

To allow the development of a one story retail building with 2,500 square feet of floor area and 12 on-site parking spaces located at 4436 Sepulveda Boulevard. Recommended Action: ***Adopt Resolution approving application.***

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

Upcoming Public Meeting Schedule –Tentative – 2012

Date	Day	Time	Location
<i>City Council</i>			
<i>June 4</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Civil Service Commission</i>			
<i>June 6</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Cultural Affairs Commission</i>			
<i>June 12</i>	<i>Tuesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Parks & Recreation Commission</i>			
<i>June 5</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Patacchia Room</i>
<i>Planning Commission</i>			
<i>June 13</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>

Meetings may be added or changed.

City of Culver City, California
Planning Commission Agenda Item Report

Meeting Date: May 23, 2012		Item Number: PH-1	
AGENDA ITEM: Conditional Use Permit Modification (CUP/M 2011-175 to permit the addition of 250 students to an existing private school located at 12095-12101 Washington Boulevard.			
Contact Person/Dept.: Joshua Williams, Associate Planner		Phone Number: (310) 253-5706	
Public Hearing: ☒		Action Item: ☐ Attachments: ☒	
Public Notification: On March 21, 2012, a notice was mailed to all the property owners and occupants within a 500-foot radius of the site and emailed to the Master Notification List.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Community Development Director	

CONTINUATION OF MAY 9, 2012 AGENDA ITEM NUMBER PH-1:

This item was presented to the Planning Commission as a public hearing at the Commission's April 11, 2012 and May 9, 2012 meetings.

RECOMMENDATION:

That the Planning Commission consider adoption of a Resolution denying approval of Conditional Use Permit Modification (CUP/M 2011-175) to allow the addition of 250 students to the existing private school located at 12095-12101 Washington Boulevard (the "Project").

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.

(Procedures 1 through 3 were completed at the Commission's meeting of May 9, 2012.)

4. Commission discusses the matter and arrives at its decision.

City of Culver City, California
Planning Commission Agenda Item Report

BACKGROUND / DISCUSSION:

At its May 9, 2012 meeting after considering the staff report, the application materials, and public testimony, the Commission adopted a motion (3-2) to deny approval of the Project and related Negative Declaration. Please refer to the May 9th Agenda Item PH-1 packet for a full description, analysis, and attachments regarding this project.

Pursuant to Zoning Code Section 17.530.020 – Findings and Decision, the Commission must record its decision in writing with the findings on which the decision is based. Based on the Commission's discussion on May 9th to deny approval of the Project, the proposed Resolution setting forth the Commission's findings for denial of the Project is presented for the Commission's consideration (Attachment No. 1).

ATTACHMENTS:

1. Resolution No. 2012-P005 (CUP/M P2011175).

1 RESOLUTION NO. 2012-P005

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
3 CULVER CITY, CALIFORNIA, DENYING APPROVAL OF CONDITIONAL USE
4 PERMIT MODIFICATION, CUP/M P-2011175, TO ALLOW FOR A 650-
5 STUDENT PRIVATE SCHOOL FOR SPECIAL NEEDS STUDENTS AT 12095-
6 12101 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG)
7 ZONE.

8 (Conditional Use Permit Modification CUP/M P-2011175)

9 WHEREAS, on October 13, 1999 the Planning Commission adopted Resolution No.
10 99-P020 approving a conditional use permit (CUP P-1999017) for a 400 student private
11 school for special needs students at 12095-12101 Washington Boulevard; and

12 WHEREAS, on December 13, 2011, The Help Group filed an application for a
13 modification to its existing conditional use permit (CUP P-1999017) to add 250 students to
14 the previously approved 400-student private school campus – comprised of the Summit View
15 School and the Village Glen School (the "Project"). The Project also includes tenant
16 improvements and façade work on the two-story building at 12095 Washington Boulevard,
17 converting the building from medical office uses to school uses. The Project site is described
18 more fully as Portions of Lots 148, 149,150, 151 of the East Ocean Park Tract, in the City of
19 Culver City, County of Los Angeles, State of California; and

20 WHEREAS, on April 11, 2012, the Planning Commission commenced a duly noticed
21 public hearing on Conditional Use Permit Modification (CUP/M P-2011175), and continued
22 the public hearing to May 9, 2012 for further consideration of the Project; and

23 WHEREAS, on May 9, 2012, after conducting a duly noticed public hearing on the
24 subject applications, including full consideration of the application, plans, staff report,
25 environmental information and all testimony presented, the Planning Commission (i) by a
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1 vote of **3 to 2**, denied approval of a Negative Declaration, in accordance with the California
2 Environmental Quality Act (CEQA), finding the Project will result in significant adverse
3 environmental impacts; and (ii) by a vote of **3 to 2** denied approval of Conditional Use Permit
4 Modification, CUP/M P-2011175.
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7 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
8 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

9 SECTION 1. Pursuant to the foregoing and as outlined in CCMC Title 17, Section
10 17.530.020, the following findings for a Conditional Use Permit Modification cannot be made:
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12 **C. The design, location, size and operating characteristics of the proposed use**
13 **are compatible with the existing and future land use in the vicinity of the**
14 **subject site.**

15 The proposed Conditional Use Permit/Modification is not compatible with the
16 existing and future land uses in the vicinity, as the proposed substantial increase in
17 student population will result in negative impacts related to noise on abutting
18 residential neighbors and traffic on surrounding surface streets.

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

22 The proposed Conditional Use Permit/Modification, which will result in the
23 substantial increase in student enrollment on The Help Group Campus, is not
24 compatible with existing site configuration and means of access. The location of the
25 playground area will result in negative impacts on those abutting residential
26 properties due to noise from regular use of the playground by students. In addition,
27 the potential loss of on-street, metered parking in order to accommodate traffic
28 queuing for the school will result in a negative impact on the City and surrounding
29 businesses that rely on that parking.

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

1 The proposed increase in enrollment at The Help Group Facility will result in
2 increased traffic around the school site, increased noise, and will result in a
3 reduction of on-street, metered parking. The substantial increase in student
4 population from 400 to 650 students, and the resulting impacts are not in the best
5 interest of the City, and will be detrimental to the general welfare of persons,
6 property and improvements in the vicinity of the project site.

7 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
8 Commission of the City of Culver City, California, hereby denies Conditional Use
9 Permit/Modification, CUP/M P-2011175.

10 APPROVED and ADOPTED this 23rd day of May 2012.

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ANTHONY PLESKOW - CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

Yvonne Hunt
Administrative Secretary

City of Culver City, California
Planning Commission Agenda Item Report

Meeting Date: May 23, 2012		Item Number: PH-2	
AGENDA ITEM: Administrative Site Plan Review to allow the development of a one story retail building with 2,500 square feet of floor area and 12 on-site parking spaces located at 4436 Sepulveda Boulevard			
Contact Person/Dept.: Joshua Williams, Associate Planner		Phone Number: (310) 253-5706	
Public Hearing: ☒		Action Item: ☐ Attachments: ☒	
Public Notification: On January 18, 2012, a notice was mailed to all the property owners and occupants within a 1000-foot radius of the site and emailed to the Master Notification List. On February 2, 2012 a revised notice announcing the continuation of the item to March 14, 2012 was mailed to all the property owners and occupants within a 1000-foot radius of the site and emailed to the Master Notification List. On May 9, 2012 a notice was mailed to all the property owners and occupants within a 1000-foot radius of the site and emailed to the Master Notification List.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Community Development Director	
<u>CONTINUATION OF MARCH 14, 2012 AGENDA ITEM NUMBER PH-1:</u> This item is a continuation of the public hearing at the Commission's March 14, 2012 meeting <u>RECOMMENDATION:</u> That the Planning Commission: 1. Approve Administrative Site Plan Review, ASPR P-2011127 subject to the Conditions of Approval as stated in Resolution No. 2012-P003 (Attachment No. 1). <u>PROCEDURES:</u> 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.			

City of Culver City, California
Planning Commission Agenda Item Report

BACKGROUND:

On March 14, 2012, the Planning Commission considered an Administrative Site Plan Review (ASPR) application for a new 2,500 square foot one story retail commercial building intended to be occupied by a 7-Eleven convenience store (the Applicant). (Please refer to the March 14, 2012 Agenda packet, Item PH-1, for additional information and analysis on the project.) At the March 14th Planning Commission hearing after considering the staff report, public comments and Commission deliberation, the Commission continued the item and asked the applicant and staff to provide additional information regarding:

- The movement of pedestrians and vehicles at the proposed Braddock Drive driveway relative to public safety
- A new concept design for the store
- Clarification regarding the operation of the secondary retail use at Sepulveda Boulevard
- Bus stop relocation

There was also a request by the Commission to modify the conditions of approval to expand the area of trash pick-up by 7-Eleven's employees, direct parking lot lighting away from the adjacent residential area, and to require that all employees of the store park on-site.

ANALYSIS:

In response to the Commission's concerns, staff and the Applicant have provided the following additional information.

Traffic and Circulation

A *Traffic and Pedestrian Safety Evaluation* study (the "study") prepared by RK Engineering Group, and submitted May 7, 2012 (Attachment No. 2) following review and approval by the City's Traffic Engineer, analyzed the movement of pedestrians and vehicles at the proposed 7-Eleven driveways on Sepulveda Boulevard and Braddock Drive for the purpose of determining pedestrian safety and to determine if conflicts may exist. The study measured the number of gaps of pedestrians and vehicles crossing the project's driveways on Braddock Drive and Sepulveda Boulevard and tested the number of gaps against the number of vehicles projected to turn into and out of the project's driveways. The study determined that during the peak AM, lunch and PM periods, vehicles can

City of Culver City, California
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comfortably and safely turn into and out of the project site without significant delay.

The peak hours were determined according to the times associated with students walking to and from school during the AM, lunch, and PM periods. The study did not show a considerable amount of pedestrian traffic.

Pedestrian and vehicle counts were taken on Thursday, March 22, 2012, which was a normal operating school day for the Culver City Unified School District calendar. The counts were taken along the eastern sidewalk of Sepulveda Boulevard and the northern sidewalk (adjacent to Taco Bell) and southern sidewalk (adjacent to the project site) of Braddock Drive.

The study noted that in order for a vehicle to enter or exit the site without significant delay, a sufficient number of gaps in pedestrians traveling along the sidewalk, as well as gaps in vehicles traveling along the roadway must be present. The "gap" is defined as the time interval between a car or pedestrian crossing a point and another car or pedestrian crossing that same point. In this instance, the "point" is a driveway to the proposed 7-Eleven store. Motorists will experience less delay when there are more gaps. The study looked at the worst case peak one-hour totals, i.e. the 60-minute intervals within the survey periods where the least amount of gaps occurs.

The minimum gap time needed for one car to complete a turn is seven seconds with each subsequent car following the first car requiring five seconds to complete the turn. A more conservative estimate would require seven seconds for both the first car and subsequent cars to complete a turn. The study showed that under both scenarios, there are far more gaps than needed to provide safe access to and from the site.

Site Plan and Architectural Design

The Applicant responded to staff comments and the direction of the Planning Commission with a redesigned project that addresses the adjacent street frontage through a unique, contemporary design that opens onto the corner of Braddock Drive and Sepulveda Boulevard. The revised plans retain the secondary retail use and include a second Sepulveda Boulevard entrance. The project provides a stronger architectural statement with building materials and massing and the use of above grade planters along Braddock Drive. The proposed above grade planters along the Sepulveda Boulevard frontage have been removed to avoid creating a potential barrier between the secondary retail component and the sidewalk.

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The project as redesigned, replaces the previous suburban-style of the original submittal with building architecture unique in the neighborhood and for 7-Eleven convenience stores in general. The redesigned store uses a variety of building materials. The Type 5 project construction consists of a Nichiha fiber cement panel system that wraps the building with a grey and smoke colored palette. The building is wrapped with an aluminum screen mesh (rain screen) that encloses the building's roofline and mechanical equipment and accentuates the building form. The rain screen will have a soffit providing cover and lighting for pedestrians on the walkways adjacent to the building and cover for the secondary use along Sepulveda. The building façade will include clerestory windows on all four sides, with full windows proposed adjacent to the two store entrances.

Bus Stop Relocation

Transportation Department staff provided additional information regarding their proposed condition of approval requiring the relocation of a bus stop from the south side of Braddock Drive, west of Sepulveda Boulevard, to the south side of Braddock Drive, east of Sepulveda Boulevard. The Department confirmed that the bus stop currently serves one bus per day, and only on school days. The Line 5 bus travels eastbound from Venice High School, ending at the intersection of La Cienega Boulevard and Rodeo Road.

The relocation of the bus stop will accommodate the future implementation of the Transportation Department's "signal priority" project. With signal priority, when buses approach the intersection of Sepulveda Boulevard and Braddock Drive (with other schedule-related criteria being satisfied), the bus will trigger the signal priority to "hold the green" for a slightly extended period. The extended green light will increase transit efficiency by allowing the bus to pass through the intersection as it travels east to the relocated bus stop, reducing the potential for the bus to have to wait for drop-off and pick-up.

Public Safety

Staff contacted the Culver City Police Department (PD) regarding potential issues related to crime and transients at the proposed 7-Eleven convenience store. Although there wasn't an expressed concern regarding safety or transient issues related to the 7-Eleven use by PD, staff requested that the PD provide information related to crime statistics at the four existing 7-Eleven stores in Culver City.

The Police Department provided the following information based on an examination of police records from September 1, 2011 to April 12, 2012:

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5495 Sepulveda Boulevard (@ Berryman Avenue): 1 police call for a person in the parking lot (PD stated that this response did not identify if it was related to a transient and could have been due to a loitering teenager or other suspicious person.) (Note: the 7-Eleven is located in multi-tenant commercial building.)

5900 Washington Boulevard (@ La Cienega Blvd.): 1 police call regarding a robbery and 3 calls related to a transient. (Note: the 7-Eleven is located in a multi-tenant commercial center.)

11299 Washington Boulevard (@ Sawtelle Blvd.): 1 police call for a person in the parking lot (PD stated that this response did not identify if it was related to a transient and could have been due to a loitering teenager or other suspicious person.) (Note: the 7-Eleven is a stand-alone store.)

11001 Washington Boulevard (@ Huron Avenue): 1 police call for a transient. (Note: the 7-Eleven is a stand-alone store.)

Conditions of Approval

Additional modifications to the proposed Conditions of Approval have been included, as directed by the Planning Commission. The following changes were made:

- The conditions of approval related to the proposed secondary retail use have been modified to allow for the operation of the outdoor retail component by the tenant/franchisee of the 7-Eleven convenience store or a secondary retailer;
- The condition of approval regarding trash pickup was amended to expand the radius of trash pick-up required by the tenant/franchisee to 100-feet beyond the property line;
- A new condition of approval was added to require that employees of the retail store shall park on-site;
- A new condition of approval was added to require all on-site lighting be directed away from abutting residential properties or shielded from residential properties through the use of directional attachments to lighting fixtures.

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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.
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. Resolution No. 2012-P003 and Exhibit A "Conditions of Approval"
2. *Traffic and Pedestrian Safety Evaluation* study prepared by RK Engineering Group, dated May 7, 2012
3. Site Plan, Floor Plan, and Colored Elevations

1 RESOLUTION NO. 2012-P003

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
3 CULVER CITY, CALIFORNIA, APPROVING ADMINISTRATIVE SITE PLAN
4 REVIEW, ASPR P-2011127 FOR A ONE STORY COMMERCIAL RETAIL
5 DEVELOPMENT TOTALING 2,500 SQUARE FEET AT 4436 SEPULVEDA
6 BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

7 (Administrative Site Plan Review, ASPR P-2011127)

8 WHEREAS, on September 22, 2011, 7-Eleven, Inc. filed an Administrative Site Plan
9 Review application to construct a one-story, 2,500 square foot commercial retail development
10 for a 7-Eleven convenience store with 12 parking spaces. The project site is described more
11 fully as Lots 12, 13, 14, and 15 of Tract No 9111, in the City of Culver City, County of Los
12 Angeles, State of California; and,
13

14 WHEREAS, in order to implement the proposed project, approval of the following
15 applications is required:
16

17 Administrative Site Plan Review: To ensure compliance with the required
18 standards and City ordinances and establish all onsite and offsite conditions of
19 approval to reflect the site features and compatibility of the proposed project with
20 the uses on adjoining properties.
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23 WHEREAS, Pursuant to the California Environmental Quality Act (CEQA) guidelines,
24 the project has been determined to be Categorically Exempt pursuant to Section 15303,
25 Class 3, New Construction and Section 15332, Class 32, In-Fill Development Projects; and
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1 WHEREAS, on March 14 and May 23, 2012, the Planning Commission conducted a
2 duly noticed public hearing on Administrative Site Plan Review, ASPR P-2011127 ; and
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4 WHEREAS, on May 23, 2012 after conducting a duly noticed public hearing on the
5 subject application, including full consideration of the application, plans, staff report,
6 environmental information and all testimony presented, the Planning Commission by a vote
7 of ___to ___, conditionally approved Administrative Site Plan Review, ASPR P-2011127 as set
8 forth herein below.
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11 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
12 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

13 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
14 Municipal Code (CCMC), the following findings are hereby made:

15 **Administrative Site Plan Review:**
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17 As outlined in CCMC Title 17, Section 17.540.020, the following required findings for a Site
18 Plan Review are hereby made:

- 19 **A. The general layout of the project, including orientation and location of buildings,**
20 **open space, vehicular and pedestrian access and circulation, parking and**
21 **loading facilities, building setbacks and heights, and other improvements on the**
22 **site, is consistent with the purpose and intent of this Chapter, the requirements**
23 **of the zoning district in which the site is located, and with all applicable**
24 **development standards and design guidelines.**

25 The general layout of the project is consistent with the applicable development
26 standards of the Commercial General (CG) zoning district and the Commercial Zero
27 Setback Overlay. The building is oriented toward Sepulveda Boulevard in order to
28 create a pedestrian friendly commercial streetscape, consistent with adjacent buildings
29 in the immediate vicinity located in the CG zone. The building has been set back
between five and six feet from the property line on Braddock Drive and ten feet from
the property line on Sepulveda Boulevard. The layout of the project will accommodate
additional landscaping in the form of above grade planters along Braddock Drive and a
pedestrian oriented streetscape along Sepulveda Boulevard with the inclusion of a
secondary, pedestrian serving retail use delineated with Stamped concrete or

decorative pavers. The ten-foot setback along Sepulveda will provide space for a secondary retail use. This area of approximately 350 sq. ft. (10 feet deep by 35 feet wide) will be paved with decorative pavers or stamped concrete and will visually designate the area for a separate retail use.

The project will include elements designed to enhance the attractiveness of the structure and to provide a buffer between the commercial use and abutting residential uses. The single story, 20-foot tall building is consistent with the Code required 56 foot height limit. The project as redesigned, replaces the previous suburban-style of the original submittal with building architecture unique in the neighborhood and for 7-Eleven convenience stores in general. The secondary use will reinforce the pedestrian orientation of the Sepulveda Boulevard commercial corridor in the neighborhood by activating what would otherwise be a blank commercial storefront.

The project will include an 8-foot high wall along the rear property line with a six-foot planter on the interior to allow for the installation of a row of tall columnar trees designed to add additional height and to provide buffering of potential noise and light impacts on adjacent residential uses.

The single story, 20-foot tall building is consistent with the Code required 56 foot height limit. The project as redesigned, replaces the previous suburban-style of the original submittal with building architecture unique in the neighborhood and for 7-Eleven convenience stores in general. The secondary use will reinforce the pedestrian orientation of the Sepulveda Boulevard commercial corridor in the neighborhood by activating what would otherwise be a blank commercial storefront.

The project provides a total of 12 on-site parking spaces. This will exceed the Code required 11 parking spaces for convenience store uses. These parking spaces are sufficient for customers and employees of the convenience store use. Loading areas are provided through an on-site standard parking space for daytime deliveries and an on-street loading zone located on Sepulveda Boulevard for late evening and early morning deliveries.

Vehicular access to the site is provided through a two-way (entry and exit) driveway on Braddock Drive and a two-way driveway on Sepulveda Boulevard. The proposed access locations have been reviewed by the City's traffic engineers and through a Traffic and Pedestrian Safety Evaluation prepared by the Applicant's traffic engineer, as requested by the Planning Commission. The study determined that the project's access points are anticipated to operate safely with regards to the movement of vehicles and pedestrians. The project includes clear sightlines at both driveways in order to see oncoming vehicles and pedestrians. In addition, a restriction on left turns for exiting vehicles from the Sepulveda Boulevard driveway is designed to reduce conflicts between vehicles traveling north on Sepulveda Boulevard and those attempting to travel south from the project site.

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

6 The building mass and scale are consistent with the one- and two-story commercial
7 structures along the Sepulveda Boulevard commercial corridor. The Applicant
8 responded to staff comments and the direction of the Planning Commission with a
9 redesigned project that addresses the adjacent street frontage through a unique,
10 contemporary design that opens onto the corner of Braddock Drive and Sepulveda
11 Boulevard. The revised plans retain the secondary retail use and include a second
12 Sepulveda Boulevard entrance. The project provides a stronger architectural
13 statement with building materials and massing and the use of above grade planters
14 along Braddock Drive.

15 The modern architectural style, color palette, and material choice respond to the
16 Planning Commission and community's desire to see a unique design that is atypical
17 for most convenience stores.

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

24 The proposed landscaping meets all Zoning Code requirements. The project will
25 include several landscape areas designed to enhance the overall appearance of the
26 structure and to also provide an additional buffer between the project and adjacent
27 residential uses.

28 The project will include landscaping along Sepulveda Boulevard through the use of in-
29 ground planter areas on either side of the driveway. The planter areas will include a
mixture of shrubs, trees, and ground cover to allow for clear sightlines while providing
adequate screening of the parking area from passers-by.

The setback area abutting Braddock Drive will be planted with a mixture of ground
cover and above ground planters to compliment the building architecture.

The area abutting the building's rear property line, adjacent to the new 8-foot high wall
along the 20-foot alley, will include two planter areas – one facing the alley and one
facing the interior of the property. The small planter area facing the alley will be
planted with growing vines, intended to cover the western face of the wall in order to

1 create visual relief and to act as a deterrent to tagging. The interior planter will be
2 approximately six feet wide and will be planted with tall columnar type trees, designed
3 to create height to the rear wall and visual relief from the property interior. The trees
4 will serve as an additional buffer to noise and light spillage onto the residential
5 properties located to the east.

6 Overall, the landscaping improvements will complement the overall appearance of the
7 project and serve to reduce buffer impacts on adjoining properties.

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

12 The proposed location of the project is at the intersection of Sepulveda Boulevard and
13 Braddock Drive, along the commercial corridor of Sepulveda Boulevard which is
14 characterized by small, single story retail and restaurant storefronts. As designed the
15 project will not result in conflicts with uses in the adjacent residential neighborhood or
16 commercial area.

17 The project has been designed to conform to all applicable provisions of the
18 Commercial General (CG) Zone, the Commercial Zero Setback Overlay and all City
19 development standards. The secondary use will reinforce the pedestrian orientation of
20 the Sepulveda Boulevard commercial corridor in the neighborhood by activating what
21 would otherwise be a blank commercial storefront.

22 The project will include two access driveways to the parking lot through a two-way
23 driveway on Sepulveda Boulevard and a two-way driveway on Braddock Drive. Each
24 driveway has been designed according to City standards in order to provide clear
25 sightlines for cross traffic from vehicles and pedestrians. A sign restricting left turns will
26 be included at the Sepulveda Boulevard driveway in order to prevent vehicles from
27 crossing multiple lanes of northbound traffic to access the southerly travelling lanes. In
28 addition, the driveway at Braddock Drive has been moved an additional three feet to
29 the west in order to create greater separation from the access driveway for the
adjacent alley. Any landscaping at driveway locations will not interfere with sight lines
of exiting drivers to ensure vehicular and pedestrian safety.

The project is in the best interest of the public health, safety, and general welfare as it
will result in the redevelopment of a vacant gas station located along the Sepulveda
Boulevard commercial corridor. The gas station has been vacant since December
1998. All underground storage tanks have been removed and the remediation of soil
and monitoring has been completed, pursuant to records from the State of California.
The project will help to revitalize the dormant corner which presently remains unused.

**E. The existing or proposed public facilities necessary to accommodate the
proposed project (e.g., fire protection devices, parkways, public utilities, sewers,**

sidewalks, storm drains, street lights, traffic control devices, and the width and pavement of adjoining streets and alleys) will be available to serve the subject site.

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

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

The project is consistent with the General Plan's General Corridor Land Use designation which allows a range of small-to-medium-scale commercial uses, with an emphasis on community-serving retail to which patrons often travel by car. The designation is characterized by areas with a two to-three story height limit, recognizing its proximity to residential neighborhoods. The project will provide for a new community serving retail use that will provide for the revitalization of a commercial corridor through new development on a currently vacant gas station site, which is consistent with Objective 6 of the General Plan Land Use Element.

The project is located within the Sepulveda Boulevard Area Improvement Plan (AIP) where the City has installed a number of pedestrian oriented improvements including new benches and trash receptacles, bicycle racks, new street trees and feather grass planters intended to support the ongoing revitalization of the Sepulveda Corridor, which has seen improvements to commercial facades and the introduction of new businesses that have provided pedestrian amenities such as outdoor dining and planter boxes. The inclusion of a pedestrian oriented use along the Sepulveda Boulevard street front and the orientation of the building towards the street and the inclusion of a secondary retail use will encourage greater interaction between pedestrians and the project and be consistent with the revitalization of the Sepulveda corridor.

The application does not include any variances or request to amend the General Plan, Redevelopment Plan or Zoning designation.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Administrative Site Plan Review, ASPR P-2011127 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 23rd day of May, 2012.

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5 _____
6 ANTHONY PLESKOW - CHAIRPERSON
7 PLANNING COMMISSION
8 CITY OF CULVER CITY, CALIFORNIA

9 Attested by:

10 _____
11 Yvonne Hunt
12 Administrative Secretary
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EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on the one story, 2,500 square foot 7-Eleven Convenience store with 12 parking spaces (the "Project"), for the property located at 4436 Sepulveda 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.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
6.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	

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4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
7.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading".	Planning	Standard	
8.	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	
9.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
10.	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	
11.	One street tree 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 on Braddock Drive. 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	
12.	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	

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 4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
13.	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	
14.	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	
15.	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	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
16.	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	
17.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
18.	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	
19.	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	
20.	All perimeter block walls shall be of decorative block and shall be approved by the Planning Division prior to installation.	Planning	Special	
21.	The design (including color, material, and shape) for decorative pavers or stamped concrete located on site shall be approved by the Planning Division prior to installation.	Planning	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
22.	All signs shall be in accordance with CCMC Section 17.330 – “Signs” subject to the following: A. Only one freestanding monument sign shall be permitted on-site, located adjacent to the Sepulveda Boulevard driveway entrance. The monument sign shall be a maximum of 6 feet in height. B. No window signs shall be permitted, except for those providing the hours of operation, open/closed signs, and contact information for the store and/or operating company. C. All signs shall require approval of a sign permit issued by the Planning Division.	Planning	Special	
23.	No vending machines or reverse vending machines shall be permitted on the exterior of the building.	Planning	Special	
24.	The project shall comply with Section 17.300.040 – Outdoor Lighting of the Culver City Municipal Code, to ensure that all on-site exterior lighting is directed away from or shielded from residential neighbors.	Planning	Special	
25.	Offsite improvements shall include the relocation of the existing Culver City bus stop from the southwest corner of Sepulveda/ Braddock to the front of this project, on Braddock Drive. The bus stop furniture shall include a 13 foot shelter with 4 seat bench with back and armrests, a tall trash receptacle, transit information display and a sign pole.	Trans.	Special	
26.	The driveway at Sepulveda Boulevard shall be right turn-in and right turn-out only. Signage restricting left turns out of the driveway shall be posted on-site. The sign is subject to approval by the City Engineer and Planning Manager.	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
27.	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	
28.	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	
29.	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	
30.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
31.	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	
32.	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	
33.	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				
34.	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	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
35.	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	
36.	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	
37.	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
DURING CONSTRUCTION				
38.	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	
39.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
40.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
41.	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	
42.	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	
43.	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				
44.	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	
45.	Hours of construction shall be limited to the following: 8:00 AM to 8:00 PM Monday through Friday; 9:00 AM to 7:00 PM Saturday; and 10:00 AM to 7:00 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	
46.	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				
47.	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				
48.	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	
49.	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	
50.	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	
51.	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				
52.	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 October 20, 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	
53.	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	
54.	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	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
55.	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 May 23, 2012 , excepted as modified by these Conditions of Approval.	Planning	Standard	
56.	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	
57.	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	
58.	The Applicant shall process the request for curbside loading on Sepulveda Boulevard through the Engineering Division. The Applicant shall be responsible for necessary curbside demarcations/ improvements as required by the City Engineer and/or Public Works Director.	Public Works/ Planning	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
59.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
60.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
61.	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	
62.	The property owner and/or tenant/lease holder shall be responsible for onsite trash pickup at least twice per day, and for trash pickup around the property's perimeter, including the sidewalks, gutters, and other public areas where trash may collect within 100-feet of the Property.	Planning	Special	
63.	The setback area along the Sepulveda Boulevard street frontage, designated on the approved development plans for an "Outdoor Retail Component" and comprising an area of 7 feet by 35 feet, shall be utilized for a pedestrian oriented retail use (the "secondary retail use"). The property owner and/or tenant/lease holder shall work with City staff to identify a suitable tenant for the secondary retail use that meets the goals of the pedestrian oriented character of the neighborhood. Alternatively, the secondary retail use may be operated by the tenant/franchisee as part of the operation of the store. The secondary retail use and the final design of the Outdoor Retail Component area shall be subject to review and approval by the Community Development Director. The outdoor retail component area used for the secondary retail use shall be operated and maintained in a clean, useful and safe manner.	Planning	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
64.	The secondary retail use shall be established no later than 6 months after issuance of a final certificate of occupancy. If the outdoor retail component area is left vacant for more than 12 months, the property owner and/or tenant/lease holder shall provide evidence in the form of a list of potential secondary retail use tenants, solicitations sent requesting letters of interest to potential tenants and other evidence to the satisfaction of the Community Development Director that demonstrates establishing and maintaining a secondary retail use in the outdoor retail component area is economically infeasible at that time; and the property owner and/or tenant/lease holder shall be required to provide temporary landscape improvements including shrub planting in pots and planters and/or aesthetic improvements to the space to the satisfaction of the Community Development Director, which could include allowing the City to use it for the installation of temporary public art until a new tenant is established.	Planning	Special	
65.	A covenant and agreement, on a form provided by the Planning Division and in form and substance approved by the City Attorney, designating an area of 7 feet by 35 feet, as identified on the approved development plans for an "Outdoor Retail Component", to be utilized for a secondary retail use, 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	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
66.	The property owner and/or tenant/lease holder shall be responsible for replacement and maintenance of any street tree that is removed or relocated as part of the site development.	Planning	Special	
67.	The property owner and/or tenant lease holder shall be responsible for informing and enforcing the on-site parking of employees of the project. Employees shall be informed of this requirement during any employee training or orientation.	Planning	Special	

[illegible]

April 30, 2012

Ms. Christina Reeder
7-ELEVEN, INC.
330 East Lambert Road, Suite 150
Brea, CA 92821

**Subject: 7-Eleven 24-Hour Convenience Market Traffic and Pedestrian Safety
Evaluation (Revised 04/30/12), City of Culver City**

Dear Ms. Reeder:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this Traffic and Pedestrian Safety Evaluation for the proposed 7-Eleven 24-hour Convenience Market, to be located at the southeast corner of Sepulveda Boulevard and Braddock Drive in Culver City. A copy of the proposed site plan is provided in Exhibit A.

The purpose of this study is to further analyze the proposed project from a traffic engineering standpoint, with regards to pedestrian safety, and to determine whether potential conflicts may exist as a result of the project.

On March 14, 2012, RK attended the Culver City Planning Commission Meeting to discuss the project with regards to the traffic impact study previously prepared by RK (*7-Eleven 24-Hour Convenience Market Traffic Impact Study, Culver City, Updated 02/01/12*). The findings of the Traffic Impact Study show that traffic generated by the proposed project would not significantly impact the adjacent roadway network, or study area intersections, per the City of Culver City standards. However, additional concerns were raised by local residents and the Planning Commission with regards to traffic and pedestrian safety, and further site analysis was requested to address this matter. RK has since been working closely with Culver City Staff to evaluate the concerns raised by the Planning Commission from a traffic engineering standpoint.

This study has addressed the following issues raised by the Culver City Planning Commission on March 14, 2012:

1. Evaluate the potential for conflicts between vehicles entering/exiting the project site and pedestrians along the sidewalk adjacent to the site.
2. Review the project's impact on motorists queuing up at the intersection of Sepulveda Boulevard and Braddock Drive.
3. Review the sight distance for motorists entering Braddock Drive from the adjacent alley.

Findings

This study's main focus was to evaluate potential safety issues that may arise as a result of the proposed project. The project was assessed from a traffic engineering standpoint and both vehicular and pedestrian safety was reviewed.

Based upon our analysis of the proposed project site, the project can be accommodated within the City of Culver City without causing significant traffic or pedestrian safety conflicts. There would be more than adequate gaps of pedestrians and vehicles for motorists to access the project site without causing excessive delays.

Existing Conditions

The project site is located on the southeast corner of Sepulveda Boulevard and Braddock Drive, at 4436 Sepulveda Boulevard, in the City of Culver City. The site was previously occupied by a gas service station but has been vacant since 1998.

Pedestrian Counts

Pedestrian counts were conducted on Thursday March 22, 2012 along the eastern sidewalk of Sepulveda Boulevard and the northern and southern sidewalks of Braddock Drive. The locations are shown in Exhibit B. The count times were conducted before, during, and after school hours in order to capture the highest amount of school-age pedestrian traffic. The following peak time intervals were recorded:

PEAK PERIOD	TIME
AM	6:30 AM – 8:30 AM
NOON	12:15 PM – 1:15 PM
PM	2:15 PM – 4:15 PM

The results of the pedestrian survey are shown in Exhibit B. Pedestrian count worksheets are provided in Appendix A.

Pedestrian and Vehicle Gap Study

One of the main concerns raised by the Planning Commission and local residents was whether vehicles going to and from the proposed project will be able to safely access the site without conflicting with pedestrians. Specifically, traffic entering/exiting the site should have plenty of time to complete a turn without having excessive delay. To address this concern, a pedestrian and vehicle Gap Study was performed to determine the feasibility of accessing the site during peak hours.

In order for a vehicle to safely enter or exit the site, a gap in pedestrians traveling along the sidewalk, as well as a gap in vehicles traveling along the roadway must be present. For the purposes of this analysis, a gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that same point. Therefore, it may be assumed that the number of potential conflicts between pedestrians and vehicles are inversely related to the number of gaps. In other words, the more gaps there are between pedestrians and vehicles, the less likely it is that a conflict would occur.

The pedestrian and vehicle Gap Study was performed on Thursday, March 22, 2012, during the peak pedestrian count periods described above. The Gap study was performed by counting the number of gaps of pedestrians on the sidewalk and the number of gaps in vehicles on the roadway and the length of each gap.

The Pedestrian and Vehicle Gap Study had the following specifications:

- I. The Gap studies were performed at three (3) locations:
 - a. Northside of Braddock Drive at the alley
 - b. Southside of Braddock Drive at the proposed driveway
 - c. Eastside of Sepulveda Boulevard at the proposed driveway
- II. Gap studies were performed during the following time periods:
 - a. 6:30 AM – 8:30 AM
 - b. 12:15 PM – 1:15 PM
 - c. 2:15 PM – 4:15 PM
- III. The minimum gap time needed for one (1) car to complete a turn is seven (7) seconds. Each subsequent car following the first car needs five (5) seconds to complete a turn. (A gap of 7 seconds can accommodate 1 car, a gap of 8 seconds can accommodate 1 car... a gap of 12 seconds can accommodate 2 cars... a gap of 17 seconds can accommodate 3 cars... etc.)
- IV. The worst case peak one-hour totals were analyzed. (The 60-minute interval within the survey period where the least amount of gap time occurs.)
- V. Gaps less than five (5) seconds in length were not recorded.

The results of the Pedestrian and Vehicle Gap Study are provided in Tables 1A through 3C. Table 4 compares the number of gaps observed during the study to the amount of vehicular traffic that will be utilizing the project driveways.

The project will generate approximately 168 total vehicle trips in the AM peak hour and 131 total vehicle trips in the PM peak hour (Appendix D). Access to the site will be shared between the Braddock Driveway and the Sepulveda Driveway. It should be noted that the alleyway on the north side of Braddock Drive was included in this study for reference purposes only. The amount of traffic entering and exiting the alleyway during the peak hours is based on trip generation rates provided by the Institute of Transportation Engineers (ITE) Trip Generation 8th Edition, for a 2,000 square foot fast food restaurant with drive-thru.

Based on the results of the analysis, there will be an ample number of pedestrians and vehicles gaps to allow for safe and efficient access to and from the site.

Gap count worksheets are provided in Appendix B.

It is noted that using a more conservative measure of seven (7) second gaps for all motorists still provides more gaps than needed to avoid excessive delay for motorists entering/exiting the site. See Appendix E for calculations.

Queuing at Sepulveda Boulevard and Braddock Drive

This study has addressed the concern that the project will have an impact on motorists queuing at the intersection of Sepulveda Boulevard and Braddock Drive. Based on the data provided in the traffic impact study, the project would add 25 additional vehicles in the AM peak hour and 19 vehicles in the PM peak hour entering the intersection from westbound Braddock Drive. The intersection analysis conducted in the traffic study showed that with the project, the intersection of Sepulveda Boulevard and Braddock Drive will continue to operate at a good level of service (LOS) C, without excessive delays for motorists entering the intersection.

Sight Distance

Sight distance restrictions have been reviewed at the project access points, as well as at the existing alleyway, and compared to standards set for by the American Association of State Highway and Transportation Officials (AASHTO). Intersections should be carefully designed to ensure adequate approach sight distance. Sight distance has been reviewed to allow drivers of stopped vehicles a sufficient view of the intersecting roadway so they may decide when to enter the intersecting roadway. Per AASHTO standards, the driver's eye height is assumed to be 3.5 feet while in a vehicle at an intersection, and 15 feet back from the projection of the curb line. This sight distance is based upon full access driveways, without access restrictions. It should be noted that access from Sepulveda Boulevard is restricted to

right-in/right-out only. The object height is assumed to be 4.5 feet. A copy of the AASHTO intersection site distance standards is available in Appendix C.

Special care has also been taken to ensure that the project site will not impact the adjacent residential homes. The existing alley to the east of the site will remain and an eight-foot property line wall will be installed along the north side of the site. Concerns have been raised with regards to sight distance for drivers exiting the alley. Braddock Drive has a posted speed limit of 25 miles per hour; however to be conservative, a 35 mile per hour design speed has been assumed for calculating sight distance. Drivers exiting the alley would need approximately 390 feet of sight distance to have sufficient view of the roadway. Given that the proposed wall will be offset ten (10) feet from the property line, sufficient view of the roadway will exist.

See Exhibit C for a sight distance diagram.

Sight distance has been reviewed at all access points to the site. **Based on the analysis of the current site plan, adequate sight distance is provided per AASHTO standards.**

Recommendations

The following recommendations have been made for the proposed 7-Eleven 24-Hour Convenience Market located on the southeast corner of Sepulveda Boulevard and Braddock Drive.

- I. Construct project per specifications described in the latest site plan.
- II. Provide pedestrian walkways to the front entrance of the convenience market, from the sidewalks along Sepulveda Boulevard and Braddock Drive.
- III. Maintain a clear line of sight for vehicles negotiating the project access points and adjacent alleyway. Trees, bushes, and architectural décor should not block the line of sight requirements at these intersections.
- IV. The City of Culver City should periodically review traffic operations in the vicinity of the site once the project is constructed to assure that the traffic operations are satisfactory.

All recommendations are graphically illustrated on Exhibit D.

Conclusions

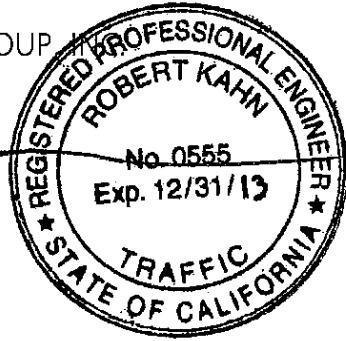
Based upon the analyses described in this study for the proposed 7-Eleven 24-Hour Convenience Market, there are ample gaps of pedestrians on the sidewalk and vehicles on the street to allow for safe and efficient access to and from the site.

RK Engineering Group, Inc. is pleased to provide this Traffic and Pedestrian Safety Evaluation for the proposed 7-Eleven 24-Hour Convenience Market. If you have any questions regarding this study, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

Robert Kahn

Robert Kahn, P.E.
Principal



Bryan Estrada

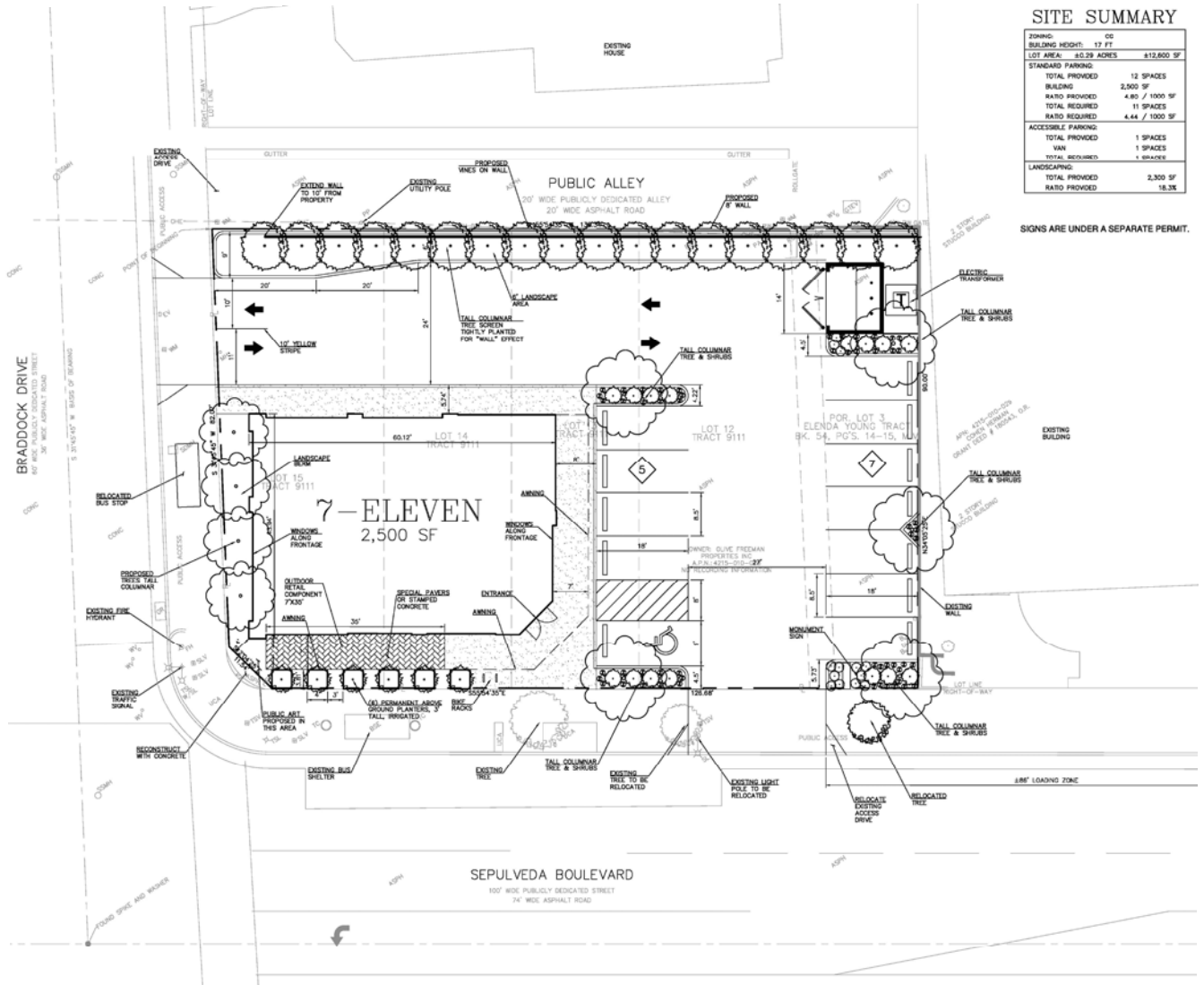
Bryan Estrada
Transportation Planner

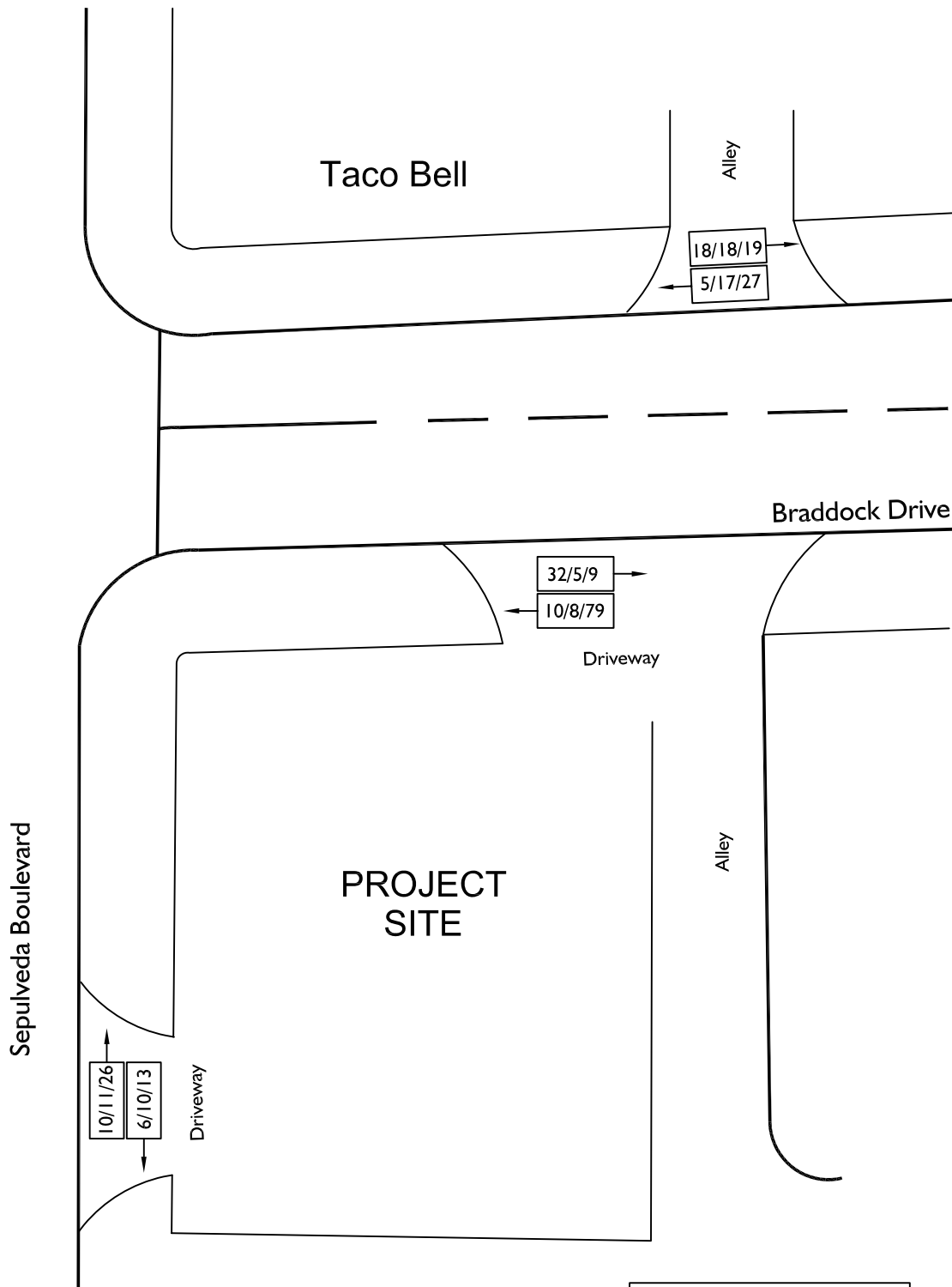
Attachments

Exhibits

Exhibit A

Site Plan





Legend:

10/20/30 = AM/NOON/PM Peak Hour Pedestrian Volumes

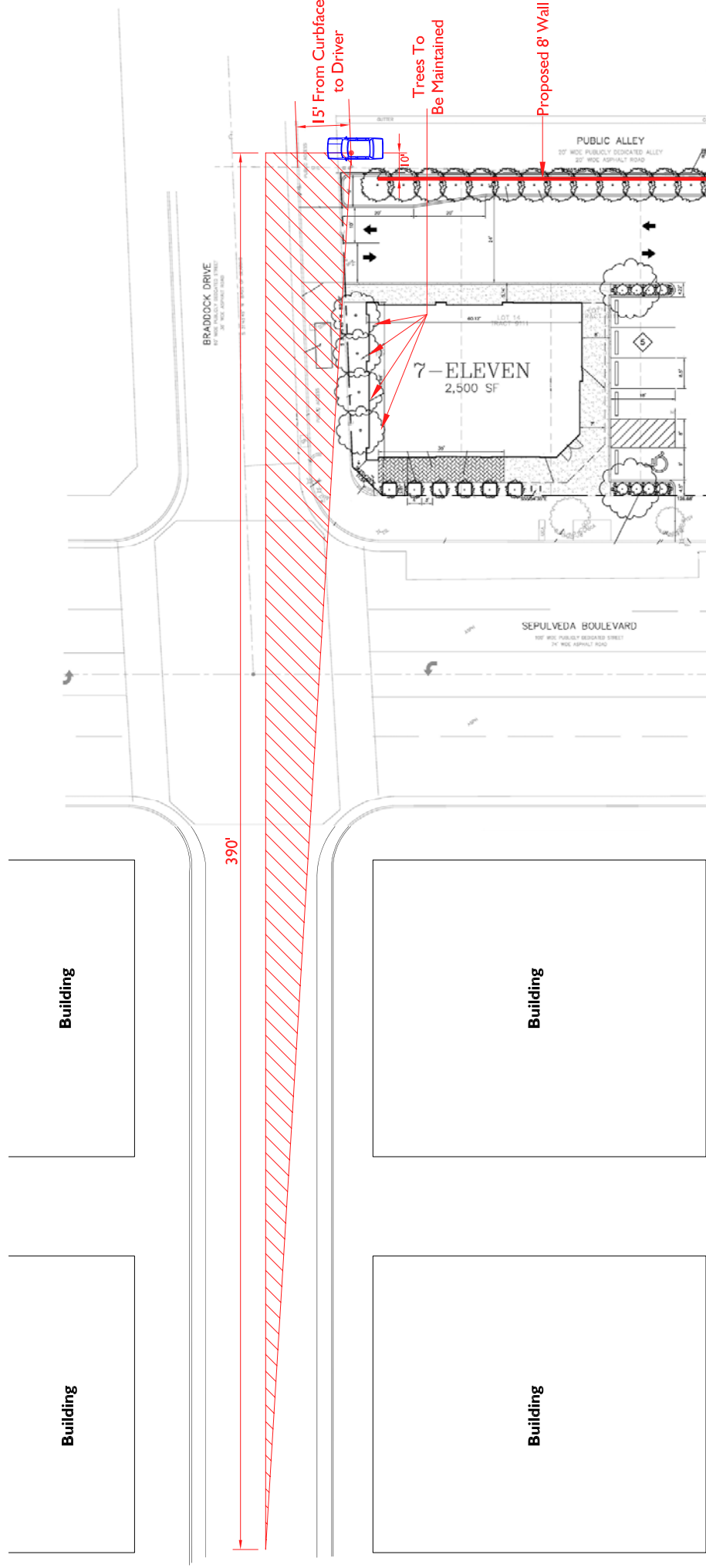
→ = Direction of Travel

AM: 6:30AM - 8:30 AM
Noon: 12:15PM - 1:15 PM
PM: 2:15PM - 4:15PM

Note: Counts were conducted on Thursday, March 22, 2012, during normal weekday conditions when all schools within the area were in session.



Exhibit C A.A.S.H.T.O Intersection Sight Distance Diagram At Alleyway

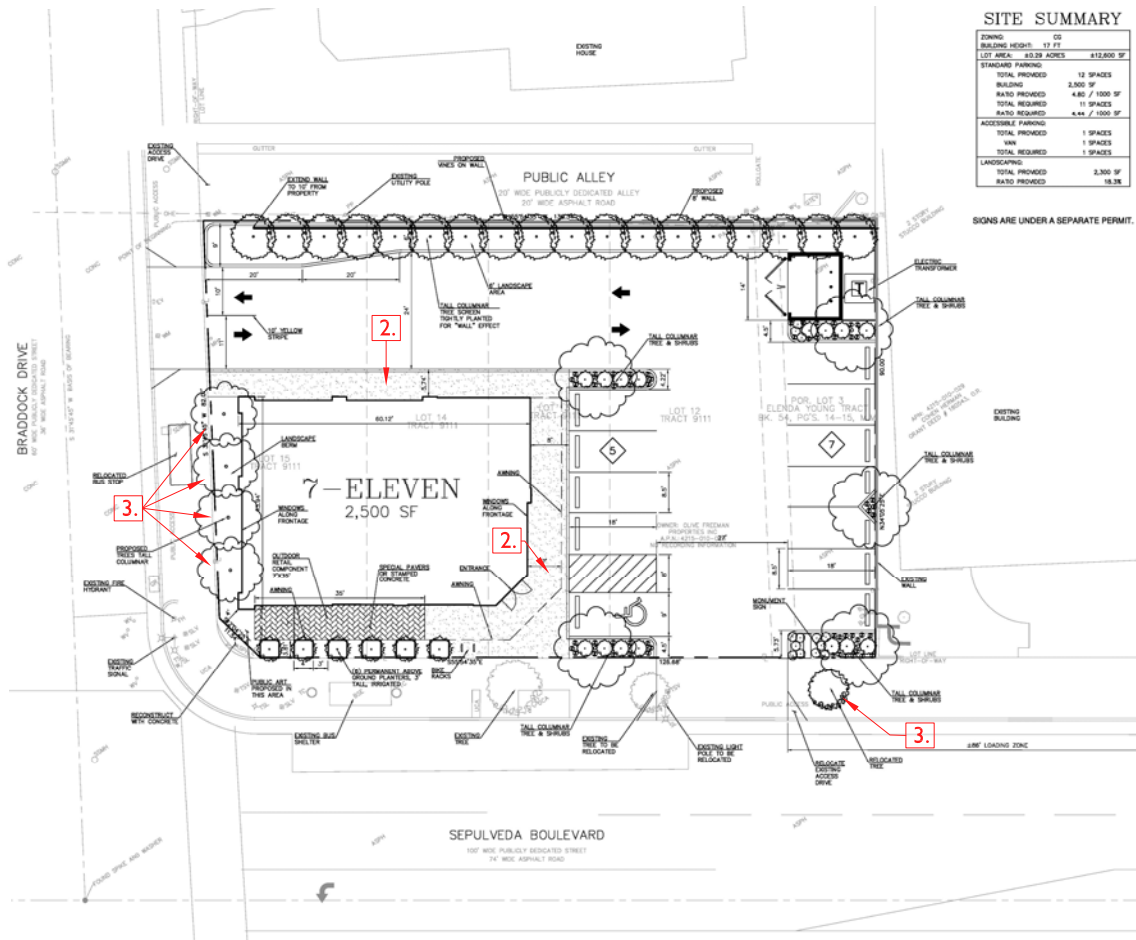


Note: Posted speed limit on Braddock Drive is 25 MPH, however intersection sight distance is based on assumed design speed of 35 MPH.

Legend: = Sight Distance



Exhibit D Recommendations



Recommendations

1. Construct project per specifications described in latest site plan.
2. Provide pedestrian walkways to front entrance of convenience market from the sidewalks along Sepulveda Boulevard and Braddock Drive.
3. Maintain a clear line of sight for vehicles negotiating the project access points and adjacent alleyway. Trees, bushes and architectural decor should not block the line of sight requirements at these intersections.
4. The City of Culver City should periodically review traffic operations in the vicinity of the site once the project is constructed to assure that the traffic operations are satisfactory.

Tables

TABLE 1A
PEDESTRIAN AND VEHICLE GAP ANALYSIS
NORTHERN SIDE OF BRADDOCK DRIVE
(AM PEAK HOUR)

NORTHERN SIDE OF BRADDOCK DRIVE (7:17AM - 8:17AM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	19	0
7 - 11	1	46	46
12 - 16	2	15	30
17 - 21	3	9	27
22 - 26	4	10	40
27 - 31	5	6	30
32 - 36	6	5	30
37 - 41	7	4	28
42 - 46	8	3	24
47 - 51	9	3	27
52 - 56	10	2	20
57 - 61	11	1	11
62 and greater	12	9	108
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			421

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds .

³ *Values are based on Gap Survey performed on March 22, 2012.*

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 1B
PEDESTRIAN AND VEHICLE GAP ANALYSIS
NORTHERN SIDE OF BRADDOCK DRIVE
(MID-DAY PEAK HOUR)

NORTHERN SIDE OF BRADDOCK DRIVE (12:15PM - 1:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	29	0
7 - 11	1	57	57
12 - 16	2	28	56
17 - 21	3	27	81
22 - 26	4	10	40
27 - 31	5	9	45
32 - 36	6	9	54
37 - 41	7	2	14
42 - 46	8	5	40
47 - 51	9	3	27
52 - 56	10	3	30
57 - 61	11	1	11
62 and greater	12	1	12
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			467

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 1C
PEDESTRIAN AND VEHICLE GAP ANALYSIS
NORTHERN SIDE OF BRADDOCK DRIVE
(PM PEAK HOUR)

NORTHERN SIDE OF BRADDOCK DRIVE (3:15PM - 4:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	30	0
7 - 11	1	55	55
12 - 16	2	33	66
17 - 21	3	19	57
22 - 26	4	8	32
27 - 31	5	8	40
32 - 36	6	3	18
37 - 41	7	4	28
42 - 46	8	3	24
47 - 51	9	2	18
52 - 56	10	2	20
57 - 61	11	3	33
62 and greater	12	3	36
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			427

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 2A
PEDESTRIAN AND VEHICLE GAP ANALYSIS
SOUTHERN SIDE OF BRADDOCK DRIVE
(AM PEAK HOUR)

SOUTHERN SIDE OF BRADDOCK DRIVE (7:29AM - 8:29AM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	16	0
7 - 11	1	56	56
12 - 16	2	21	42
17 - 21	3	11	33
22 - 26	4	7	28
27 - 31	5	6	30
32 - 36	6	5	30
37 - 41	7	3	21
42 - 46	8	1	8
47 - 51	9	5	45
52 - 56	10	3	30
57 - 61	11	1	11
62 and greater	12	8	96
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			430

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 2B
PEDESTRIAN AND VEHICLE GAP ANALYSIS
SOUTHERN SIDE OF BRADDOCK DRIVE
(MID-DAY PEAK HOUR)

SOUTHERN SIDE OF BRADDOCK DRIVE (12:15PM - 1:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	20	0
7 - 11	1	46	46
12 - 16	2	35	70
17 - 21	3	22	66
22 - 26	4	17	68
27 - 31	5	11	55
32 - 36	6	9	54
37 - 41	7	3	21
42 - 46	8	3	24
47 - 51	9	2	18
52 - 56	10	3	30
57 - 61	11	0	0
62 and greater	12	2	24
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			476

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 2C
PEDESTRIAN AND VEHICLE GAP ANALYSIS
SOUTHERN SIDE OF BRADDOCK DRIVE
(PM PEAK HOUR)

SOUTHERN SIDE OF BRADDOCK DRIVE (3:15PM - 4:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	32	0
7 - 11	1	47	47
12 - 16	2	27	54
17 - 21	3	14	42
22 - 26	4	7	28
27 - 31	5	6	30
32 - 36	6	4	24
37 - 41	7	5	35
42 - 46	8	0	0
47 - 51	9	3	27
52 - 56	10	4	40
57 - 61	11	1	11
62 and greater	12	7	84
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			422

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 3A
PEDESTRIAN AND VEHICLE GAP ANALYSIS
EASTERN SIDE OF SEPULVEDA BOULEVARD
(AM PEAK HOUR)

EASTERN SIDE OF SEPULVEDA BLVD (7:04AM - 8:04AM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	47	0
7 - 11	1	62	62
12 - 16	2	23	46
17 - 21	3	8	24
22 - 26	4	5	20
27 - 31	5	2	10
32 - 36	6	3	18
37 - 41	7	1	7
42 - 46	8	1	8
47 - 51	9	0	0
52 - 56	10	0	0
57 - 61	11	0	0
62 and greater	12	0	0
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			195

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 3B
PEDESTRIAN AND VEHICLE GAP ANALYSIS
EASTERN SIDE OF SEPULVEDA BOULEVARD
(MID-DAY PEAK HOUR)

EASTERN SIDE OF SEPULVEDA BLVD (12:15PM - 1:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	52	0
7 - 11	1	71	71
12 - 16	2	28	56
17 - 21	3	17	51
22 - 26	4	11	44
27 - 31	5	5	25
32 - 36	6	5	30
37 - 41	7	0	0
42 - 46	8	0	0
47 - 51	9	1	9
52 - 56	10	0	0
57 - 61	11	0	0
62 and greater	12	0	0
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			286

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 3C
PEDESTRIAN AND VEHICLE GAP ANALYSIS
EASTERN SIDE OF SEPULVEDA BOULEVARD
(PM PEAK HOUR)

EASTERN SIDE OF SEPULVEDA BLVD (3:15PM - 4:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	50	0
7 - 11	1	70	70
12 - 16	2	26	52
17 - 21	3	19	57
22 - 26	4	7	28
27 - 31	5	0	0
32 - 36	6	4	24
37 - 41	7	1	7
42 - 46	8	1	8
47 - 51	9	0	0
52 - 56	10	0	0
57 - 61	11	0	0
62 and greater	12	0	0
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			246

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² For the purposes of this study, it is assumed the minimum time for one vehicle to safely complete a turning movement into or out of the project driveway is 7 seconds. For each vehicle subsequently following the first, the time to complete a turn is 5 seconds.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 4
SUMMARY GAP STUDY WITH PROJECT TRAFFIC

Location	AM			MID-DAY ⁴			PM		
	Total Number of Gaps (Scenario 1) ¹	Total Number of Gaps (Scenario 2) ²	Amount of Vehicles Entering/ Exiting ³	Total Number of Gaps (Scenario 1) ¹	Total Number of Gaps (Scenario 2) ²	Amount of Vehicles Entering/ Exiting ³	Total Number of Gaps (Scenario 1) ¹	Total Number of Gaps (Scenario 2) ²	Amount of Vehicles Entering/ Exiting ³
Existing Alley on Northside of Braddock Drive	421	297	50	467	327	50	427	298	34
Project Driveway on Southside of Braddock Drive	430	302	92	476	327	92	422	292	73
Project Driveway on Eastside of Sepulveda Boulevard	195	145	76	286	207	76	246	182	59

¹ Total Number of Gaps are based on peak periods from Gap Study performed on March 22, 2012. Total number of gaps utilizing seven (7) seconds for first motorist and 5 seconds for all subsequent motorist.

² Total Number of Gaps are based on peak periods from Gap Study performed on March 22, 2012. Total number of gaps utilizing seven (7) seconds for all motorists.

³ The amount of vehicles entering the alleyway to on the northern side of Braddock Drive are based on ITE Trip Generation Rates for a 2,000 square foot restaurant with drive-thru. 50% of the total traffic generated by the site is assumed to access the site via the alleyway. The amount of vehicles entering the project driveways on the southside of Braddock and the eastside of Sepulveda are based on project trip generation from the Traffic Impact Study, 7-Eleven 24-Hour Convenience Market Traffic Impact Study (February 2012) .

⁴ Worst case peak hour traffic was assumed for Mid-Day.

⁵ It is noted that using a more conservative measure of 7 second gaps for all motorists still provides more gaps than needed to avoid excessive delay for motorists entering/exiting the site (See Appendix E for results).

Appendices

Appendix A

Pedestrian Count Worksheets

Appendix B

Gap Count Worksheets

Sepulveda Boulevard (Eastern Driveway)

Gap Study (AM)

Location: Sepulveda Blvd Eastern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (In seconds)					
6:30	00:24	00:24				
6:31	00:06	00:12	00:27			
6:32	00:38	00:10				
6:33	00:06	00:08	00:13	00:24		
6:34	00:08	00:17	00:13			
6:35	00:10	00:06	00:06			
6:36	00:10	00:20	00:14	00:07		
6:37	00:12	00:14	00:35			
6:38	00:06	00:09	00:10	00:14		
6:39	00:09	00:23	00:15			
6:40	00:27					
6:41	00:08	00:09	00:11	00:05		
6:42	00:12	00:06	00:07	00:20		
6:43	00:05	00:06				
6:44	00:34	00:07				
6:45	00:12					
Loc: 6:46	00:07	00:20	00:06			
6:47	00:06	00:20	00:21			
6:48	00:06	00:20	00:08			
6:49	00:32					
6:50	00:07	00:07	00:07	00:07		
6:51	00:06	00:10	00:09	00:16		
6:52	00:09	00:07	00:06			
6:53	00:14	00:26				
6:54	00:16	00:39				
6:55	00:07	00:08				
6:56	00:15	00:27	00:11			
6:57	00:06	00:07				
6:58	00:17	00:09	00:07	00:08		
6:59	00:06	00:12	00:09	00:06		
7:00	00:19	00:08	00:14			
7:01	00:08	00:07	00:14			
7:02	00:21	00:19				
7:03	00:08	00:08	00:39			
7:04						
7:05	00:07	00:09	00:11			
7:06	00:11	00:11				
7:07	00:06	00:10				
7:08	00:08	00:13	00:07			
7:09	00:06	00:06	00:09	00:43		
7:10						
7:11	00:10	00:13	00:09	00:07		
7:12	00:12					

SEPULVEDA BLVD
EASTERN DWY

7:13	00:07	00:09	00:07	00:06			
7:14	00:06	00:35					
7:15	00:13	00:09	00:18	00:06			
7:16	00:06	00:09	00:05				
7:17	00:09	00:16					
7:18	00:09	00:19					
7:19	00:07	00:08					
7:20	00:19	00:06					
7:21	00:10	00:08	00:13				
7:22	00:06	00:06					
7:23	00:11	00:10	00:11	00:06			
7:24	00:07	00:07	00:08	00:12			
7:25	00:10						
7:26	00:07	00:05	00:08				
7:27	00:06	00:05					
7:28	00:29	00:06	00:12				
7:29	00:08	00:16					
7:30	00:06	00:22					
7:31	00:06	00:08					
7:32	00:06	00:06	00:06	00:08	00:07		
7:33	00:06	00:13	00:11				
7:34	00:06	00:06					
7:35	00:17	00:10	00:05				
7:36	00:05	00:06	00:06	00:07	00:06	00:10	
7:37	00:05	00:06					
7:38	00:33						
7:39	00:11	00:12					
7:40	00:06	00:12	00:07	00:06			
7:41	00:15	00:07	00:16				
7:42	00:10	00:09					
7:43	00:12	00:06					
7:44	00:07	00:06	00:10	00:07			
7:45	00:08	00:21	00:23				
7:46	00:11	00:06	00:08	00:15			
7:47	00:05	00:26	00:07				
7:48	00:30						
7:49	00:05						
7:50	00:21	00:06					
7:51	00:06	00:08	00:12	00:09	00:24		
7:52	00:15	00:16					
7:53	00:18	00:24	00:07				
7:54	00:13	00:06					
7:55	00:13	00:08	00:08	00:08			
7:56	00:10	00:14					
7:57	00:06						
7:58	00:33						
7:59	00:12	00:10					
8:00	00:09						
8:01	00:05	00:06	00:17				
8:02	00:37	00:05					
8:03	00:06	00:06	00:11				
8:04	00:16	00:06	00:06	00:10	00:08		

Sepulveda Blvd
Eastern Dwy

8:05	00:11	00:16					
8:06	00:12	00:06	00:12	00:09	00:06		
8:07	00:05	00:09	00:06				
8:08	00:05	00:10	00:07	00:06			
8:09	00:14	00:26					
8:10	00:08						
8:11	00:24	00:18					
8:12	00:12	00:14	00:07	00:08			
8:13	00:23	00:12	00:06				
8:14	00:12						
8:15	00:09	00:24					
8:16	00:06	00:07					
8:17	00:13	00:14					
8:18	00:06	00:21					
8:19	00:09	00:07	00:16				
8:20	00:07	00:23					
8:21	00:10						
8:22	00:09	00:06					
8:23	00:18	00:27	00:07				
8:24	00:05	00:06					
8:25	00:07	00:12					
8:26	00:18	00:13					
8:27							
8:28	00:10	00:12	00:06	00:06	00:09		
8:29	00:14	00:10					

Prepared by National Data & Surveying Services

Gap Study (NOON)

Location: Sepulveda Blvd Eastern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (in seconds)					
12:15	00:08	00:07	00:32			
12:16	00:07	00:14	00:06			
12:17	00:09	00:05	00:11	00:05		
12:18	00:07	00:08	00:05	00:13		
12:19	00:06	00:11	00:07	00:07		
12:20	00:21	00:08	00:05			
12:21	00:06	00:29				
12:22	00:08	00:06	00:06	00:06		
12:23	00:23	00:08	00:06			
12:24	00:06	00:16	00:33			
12:25	00:06	00:19				
12:26	00:12	00:07	00:06	00:05	00:10	
12:27	00:05	00:05	00:06			
12:28	00:14	00:13				
12:29	00:12	00:13				
12:30	00:14	00:07	00:31			
12:31	00:05	00:06				
12:32	00:16	00:06	00:10			
12:33	00:05	00:17	00:07	00:12		
12:34	00:08	00:11	00:06	00:06		
12:35	00:06	00:18	00:09	00:07		
12:36	00:09	00:11	00:07	00:14		
12:37	00:20	00:08	00:12			
12:38	00:25	00:21	00:10			
12:39	00:21	00:18	00:09			
12:40	00:18	00:21	00:05			
12:41	00:28	00:23				
12:42	00:05	00:06	00:06	00:18		
12:43	00:09	00:13	00:13	00:18		
12:44	00:09	00:07				
12:45	00:23	00:26				
12:46	00:08	00:06	00:24	00:12		
12:47	00:09	00:16				
12:48	00:08	00:08	00:06	00:18		
12:49	00:10	00:09	00:11	00:06		
12:50	00:06	00:07	00:14	00:16	00:16	
12:51	00:08	00:19				
12:52	00:11	00:19	00:47			
12:53	00:32	00:25				
12:54	00:09	00:31				
12:55	00:32					
12:56	00:08	00:13	00:08	00:06	00:18	
12:57	00:12	00:05	00:25			

Sepulveda Blvd East Dwy

12:58	00:09						
12:59	00:06	00:06	00:06	00:05			
13:00	00:05	00:08	00:07	00:09	00:10		
13:01	00:09	00:15	00:22				
13:02	00:11	00:13	00:06	00:09			
13:03	00:07	00:06	00:11				
13:04	00:10	00:05	00:08	00:07	00:07		
13:05	00:06	00:23	00:11				
13:06	00:07	00:35					
13:07	00:12	00:11					
13:08	00:07	00:31	00:06				
13:09	00:07	00:06	00:24				
13:10	00:08	00:07	00:16				
13:11	00:12	00:15	00:07	00:06	00:10		
13:12	00:09	00:07	00:05	00:11			
13:13	00:05	00:19					
13:14	00:07	00:05	00:05	00:05			

Prepared by National Data & Surveying Services

Gap Study (PM)

Location: Sepulveda Blvd Eastern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (in seconds)					
14:15	00:07	00:07	00:05	00:08	00:05	
14:16	00:15	00:09	00:06			
14:17	00:11	00:18				
14:18	00:06	00:07	00:45			
14:19	00:07	00:06	00:09			
14:20	00:26	00:11	00:05			
14:21	00:05	00:09	00:06	00:15	00:13	
14:22	00:06	00:06	00:40			
14:23						
14:24	00:05	00:08	00:32			
14:25						
14:26	00:09	00:07	00:05	00:07	00:16	
14:27	00:12					
14:28	00:09	00:09	00:09	00:07		
14:29	00:09	00:08	00:18	00:05		
14:30	00:06	00:06	00:06	00:05	00:06	00:19
Log 14:31	00:14	00:18				
14:32	00:11	00:06	00:16			
14:33	00:05	00:18	00:10	00:11		
14:34	00:28	00:20				
14:35	00:05	00:05	00:22			
14:36	00:06	00:08	00:07	00:06	00:11	
14:37	00:09	00:07	00:10			
14:38	00:10	00:07	00:10			
14:39	00:07	00:07	00:06	00:08		
14:40	00:25	00:05	00:05			
14:41	00:17	00:20	00:10			
14:42	00:09	00:38				
14:43	00:09					
14:44	00:13	00:10	00:06	00:07	00:08	
14:45	00:05	00:07	00:32			
14:46	00:05	00:05	00:14			
14:47	00:07	00:07	00:15	00:15	00:06	
14:48	00:09	00:11	00:32			
14:49	00:05	00:12				
14:50	00:10	00:18	00:06			
14:51	00:15	00:25				
14:52						
14:53	00:05	00:08	00:10	00:08	00:10	
14:54	00:05	00:08	00:09	00:09	00:20	
14:55	00:11	00:06				
14:56	00:07	00:28				
14:57	00:06	00:10	00:31			

Sepulveda Blvd
East Dwy

14:58	00:09	00:14	00:09	00:06			
14:59	00:14	00:13					
15:00	00:07	00:16	00:30				
15:01	00:09						
15:02	00:08	00:07	00:12	00:06	00:15		
15:03	00:12	00:06	00:34				
15:04	00:13	00:06	00:11				
15:05	00:30	00:11					
15:06	00:27						
15:07							
15:08	00:16	00:06	00:06	00:06			
15:09	00:05	00:06	00:13	00:12			
15:10	00:06	00:13					
15:11	00:09	00:26	00:05	00:05			
15:12	00:10	00:18	00:42				
15:13	00:06	00:12					
15:14	00:06	00:07	00:06	00:07	00:07	00:07	00:06
15:15	00:06	00:38					
15:16	00:05	00:08	00:10				
15:17	00:23						
15:18	00:05	00:06	00:17	00:07			
15:19	00:07	00:06	00:18	00:12			
15:20	00:17	00:19	00:05	00:06			
15:21	00:05	00:08	00:05	00:13	00:06	00:09	
15:22	00:05						
15:23	00:34	00:10	00:19				
15:24	00:12	00:18	00:07				
15:25	00:06	00:25	00:07				
15:26	00:05	00:21	00:10	00:09			
15:27	00:09	00:10	00:11	00:12			
15:28	00:13	00:11					
15:29	00:06	00:07	00:14	00:05	00:08		
15:30	00:06	00:05	00:43				
15:31	00:05						
15:32	00:21	00:20					
15:33	00:05	00:08	00:13	00:06	00:21		
15:34							
15:35	00:12	00:08	00:20	00:08			
15:36							
15:37	00:09	00:06	00:06	00:07			
15:38	00:36						
15:39	00:09	00:05	00:05	00:06			
15:40	00:13	00:07					
15:41	00:07	00:14	00:09				
15:42	00:05	00:05	00:15				
15:43	00:22						
15:44	00:20	00:06	00:07				
15:45	00:06	00:32	00:12				
15:46	00:06	00:05	00:14				
15:47	00:05	00:11	00:07				
15:48	00:12	00:05	00:10	00:18			
15:49	00:10	00:08	00:12				

Sepulveda Blvd
East Dwy

15:50	00:23	00:10	00:35				
15:51	00:05	00:07	00:14	00:07			
15:52	00:12	00:12	00:05	00:05			
15:53	00:19	00:08					
15:54	00:07	00:10	00:07	00:07			
15:55	00:06	00:07					
15:56	00:08	00:11	00:06	00:08			
15:57	00:07	00:10	00:07	00:16	00:14		
15:58	00:06	00:07	00:15				
15:59	00:05	00:09	00:12				
16:00	00:11	00:07	00:05	00:11	00:05		
16:01	00:20	00:05	00:07				
16:02	00:08	00:11	00:06	00:11			
16:03	00:07	00:23					
16:04	00:09	00:10					
16:05	00:13	00:06	00:13	00:16			
16:06	00:06						
16:07	00:07	00:08	00:17	00:08			
16:08	00:08	00:08	00:25				
16:09	00:05	00:08	00:17				
16:10							
16:11	00:10	00:22					
16:12	00:08	00:05	00:08	00:05	00:07	00:17	
16:13	00:14	00:06					
16:14	00:08	00:18					

Braddock Drive (Northern Driveway)

Prepared by National Data & Surveying Services

Gap Study (NOON)

Location: Braddock Dr Northern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (in seconds)						
12:15							
12:16	00:05	00:11	00:06	00:20			
12:17	00:07	00:33					
12:18	00:05	00:05	00:19	00:17	00:17		
12:19	00:21	00:54					
12:20	00:11	00:08	00:09				
12:21	00:36	00:08	00:07				
12:22	00:20	00:06	00:36				
12:23	00:19	00:06	00:11	00:07	00:22		
12:24	00:38						
12:25	00:11	00:29	00:09	00:33			
12:26	00:11	00:08	00:25				
12:27	00:09	00:15	00:15				
12:28	00:34	00:35					
12:29	00:07	00:10	00:10				
12:30	00:10	00:49	00:05				
12:31	00:09	00:31					
12:32	00:32	00:43					
12:33	00:08	00:30	00:12				
12:34	00:17	00:39					
12:35	00:09	00:12	00:07	00:13	00:19		
12:36	00:45						
12:37	00:13	00:08	00:11	00:18			
12:38	00:19	00:18	00:11	00:21			
12:39	00:07	00:17	00:06	00:18			
12:40	00:08	00:06	00:24				
12:41	00:07	00:18	00:12	00:06	00:05	00:05	
12:42	00:09	00:11	00:15	00:12	00:19		
12:43	00:30	00:15					
12:44	00:12	00:06	00:06	00:22			
12:45	00:14	00:11	00:18				
12:46	00:10	00:08	00:12	00:19			
12:47	00:09	00:14	00:13	00:42			
12:48	00:20						
12:49	00:22	00:13	00:05	00:15			
12:50	00:07	00:06	00:17	00:10	00:07		
12:51	00:06	00:11	00:05	00:08	00:06	00:08	00:12
12:52	00:54	00:08					
12:53	00:05	00:09	00:06	00:13	00:08	00:05	00:27
12:54	00:34	00:08					
12:55	00:27	00:15					
12:56	00:12	00:20	00:07	00:06			
12:57	00:42	00:18					

Bendrock Dr
North Dwy

12:58	00:57						
12:59	00:48						
13:00	00:06	00:35					
13:01	00:29	00:26					
13:02	00:10	00:43					
13:03	00:24	00:21					
13:04	00:12	00:10	00:07	00:08	00:29		
13:05	00:16	00:12	00:15				
13:06	00:05	00:20	00:21	00:06			
13:07	00:53	00:23					
13:08	01:07						
13:09	00:17	00:05	00:09				
13:10	00:09	00:15	00:25	00:25			
13:11	00:08	00:30					
13:12	00:13	00:09	00:06	00:13			
13:13	00:08	00:07	00:07	00:47			
13:14	00:08	00:06					

Prepared by National Data & Surveying Services

Gap Study (AM)

Location: Braddock Dr Northern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (in seconds)					
6:30	02:23					
6:31						
6:32	00:51					
6:33	02:01					
6:34						
6:35	02:00					
6:36						
6:37	00:23	00:23				
6:38	01:40					
6:39						
6:40	00:23	00:32	00:21			
6:41	00:43					
6:42	00:15	00:27	00:58			
6:43	00:16					
6:44	00:31	00:24				
6:45	00:48	00:38				
6:46	00:22	00:10				
6:47	00:51	00:06				
6:48	00:37	00:30				
6:49	01:13					
6:50	00:19	01:23				
6:51						
6:52	00:07	00:11	00:10	00:48		
6:53	01:06					
6:54	00:05					
6:55	00:09	00:15	00:10	00:08	00:25	
6:56	00:09	00:07	00:17			
6:57	00:19	00:10	00:11	00:17		
6:58	00:12	00:10	00:23			
6:59	00:08	00:11	00:07	00:22		
7:00	00:06	00:18	00:08			
7:01	00:46	00:06	00:08			
7:02	00:18	00:17	00:08	00:20		
7:03	00:26	00:14	00:08			
7:04	00:29	00:44				
7:05	00:33					
7:06	00:09	00:30	00:30			
7:07	01:29					
7:08	00:25					
7:09	00:43					
7:10	00:19	00:47				
7:11	00:17	00:44				
7:12	00:06	00:29				

BRADDOCK DR
NORTH DWY

7:13	00:14	00:34	00:19				
7:14	00:16	00:27					
7:15	00:06	00:20	00:06	00:30			
7:16	00:28	00:06	00:06	00:40			
7:17	00:11						
7:18	00:51						
7:19	00:07	00:19	00:23				
7:20	00:08	00:16	00:22				
7:21	00:06	00:39					
7:22	00:06	00:09	00:23				
7:23	00:06	00:12	00:36				
7:24	00:09	00:06	00:13				
7:25	00:07	00:09	00:07	00:27	00:11		
7:26	00:14	00:11	00:08	00:19			
7:27	00:12	00:43					
7:28	00:21	00:33					
7:29	00:16	00:08	00:09				
7:30	00:39	00:32					
7:31	00:11	00:44					
7:32	00:31						
7:33	00:07	00:28					
7:34	00:06	00:06	00:11	00:05	00:36		
7:35	00:18	00:16					
7:36	00:09	00:30					
7:37	00:24	01:07					
7:38	00:06	00:23					
7:39	00:07	00:19	00:24				
7:40	00:07	00:10	00:07				
7:41	00:16	00:06	00:09				
7:42	00:10	00:23	00:28				
7:43	00:09	00:07	00:41				
7:44	00:09						
7:45	01:25						
7:46	00:06	01:07					
7:47	00:07	01:12					
7:48							
7:49	00:06	00:09	00:07	01:01			
7:50	00:13						
7:51	00:16	00:05	00:25	00:11			
7:52	00:06	00:55					
7:53	00:06						
7:54	00:07	00:09	00:35				
7:55	00:06	00:56					
7:56							
7:57	00:18	00:11	00:25				
7:58	00:08	00:08	00:17				
7:59	00:07	00:10	00:12	01:24			
8:00							
8:01	00:18	00:49					
8:02	00:14	00:08	00:11				
8:03	00:51						
8:04	01:27						

BRADDOCK DR.
NORTH DWY

8:05	00:10	02:46					
8:06							
8:07							
8:08	00:06	00:09					
8:09	01:29						
8:10	00:21	00:43					
8:11	00:16	00:09					
8:12	00:28	00:09	00:15				
8:13	00:06	00:40					
8:14	00:06	00:10	00:07	00:05			
8:15	00:09	01:11					
8:16	00:12	00:24					
8:17	00:06	00:33	00:14				
8:18	00:27	00:31					
8:19	00:08	01:06					
8:20	00:07						
8:21	00:15	00:08	00:11	00:10	00:13		
8:22	00:06	00:05	00:13	00:09			
8:23	00:07	00:39					
8:24	00:10	00:11	00:08	00:13	00:18		
8:25	00:07	00:09	00:14				
8:26	00:09	00:06	00:11	00:11	00:09		
8:27	00:08	00:15	00:22	00:23			
8:28	00:06	00:25					
8:29	00:07	00:07	00:08	00:07			

Prepared by National Data & Surveying Services

Gap Study (PM)

Location: Braddock Dr Northern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (In seconds)					
14:15	00:10	00:08				
14:16	00:05	00:50				
14:17	00:10	00:17	00:11	00:11		
14:18	00:37					
14:19	00:27	00:08	00:23			
14:20	00:06	00:10	00:07	00:10	00:08	00:14
14:21	00:07	00:26	00:13			
14:22	00:07	00:30	00:08	00:05		
14:23	00:08	00:31				
14:24	00:05	00:12	00:18	00:07		
14:25	00:45	00:35				
14:26	00:45					
14:27	00:07	00:20	00:07			
14:28	00:25	00:37				
14:29	00:20	00:06	00:07	00:05	00:07	00:05
14:30	00:19	00:10	00:30			
14:31	00:15	00:36				
14:32	00:17	00:26				
14:33	00:08	00:13	00:10	00:34		
14:34	00:05	00:19	00:10			
14:35	00:34	00:06	00:18			
14:36	00:09	00:07	00:13	00:16		
14:37	00:05	00:09	00:10	00:10	00:15	
14:38	00:30	00:06	00:43			
14:39	00:07	00:11	00:12			
14:40	00:10	00:06	00:08	00:06	00:24	
14:41	00:14	00:10	00:06			
14:42	00:08	01:04				
14:43	00:10	00:06	00:23			
14:44	00:06	00:06	00:07	00:15	00:07	00:08
14:45	00:13	00:05	00:07	00:10		
14:46	00:07	00:21	00:07	00:23		
14:47	00:20	00:17	00:09			
14:48	00:07	00:07	00:05	00:09		
14:49	00:29	00:19	00:15			
14:50	00:09	00:09	00:19			
14:51	00:11	00:44				
14:52	00:12	00:11	00:27			
14:53	00:15	00:06	00:06	00:10	00:08	00:05
14:54	00:29	00:10	00:14			
14:55	00:06	00:26	00:15			
14:56	00:21	00:12	00:06	00:06		
14:57	00:58	00:05				

BRADDOLK DR

NORTH DWY

14:58	00:08	00:05	00:09	01:01			
14:59	00:05	00:21					
15:00	00:09	00:38					
15:01	00:17	00:20					
15:02	00:23	00:06	00:05	00:05			
15:03	00:11	00:23	00:05	00:07	00:12		
15:04	00:08	00:05	00:10	00:08	00:35		
15:05	00:08	00:06	00:07	00:07	00:06		
15:06	00:06	00:17	00:10	00:06	00:31		
15:07	00:06	00:13	00:05				
15:08	00:10	00:05	00:22				
15:09	00:05	00:06	00:05	00:05	00:57		
15:10	00:10	01:12					
15:11							
15:12	02:19						
15:13							
15:14	00:29	01:19					
15:15							
15:16	00:09	00:08	00:44				
15:17	00:13						
15:18	00:56						
15:19	00:15	00:10	00:10				
15:20	00:34	00:18	00:05				
15:21	00:10	00:20	00:07	00:08			
15:22	00:07	00:05	00:11	00:10	00:13		
15:23	00:08	00:16	00:20	00:13			
15:24	00:15	00:27	00:06				
15:25	00:08	00:28	00:09				
15:26	00:19	00:23	00:07				
15:27	00:06	00:06	00:05	00:09	00:09		
15:28	00:38	00:09	00:18				
15:29	00:43	00:10					
15:30	00:12	00:08	00:05	00:36			
15:31	00:10	00:06	00:20	01:14			
15:32							
15:33	00:39	00:17					
15:34	00:07	00:13	00:17				
15:35	00:39	01:37					
15:36							
15:37	00:13	00:05	00:15				
15:38	00:29	00:09	00:09				
15:39	00:10	00:07	00:30	00:08			
15:40	00:07	00:05	00:26				
15:41	00:05	00:05	00:48				
15:42	00:18	00:40					
15:43	01:01						
15:44	00:30	00:16					
15:45	00:21	00:07	00:12	00:13			
15:46	00:07	00:16	00:09	00:31			
15:47	00:14	00:18					
15:48	00:07	00:51					
15:49	00:19	00:08	00:07	00:16			

BRADDOCK DR
NORTH DWY

15:50	00:06	00:09	00:20	00:20			
15:51	00:07	00:05	00:05	00:06	00:26		
15:52	00:14	00:11	00:13	00:10			
15:53	00:06	00:08	00:13	00:57			
15:54	00:07	00:12					
15:55	00:06	00:13	00:07	00:11			
15:56	00:08	00:27	00:08				
15:57	00:07	00:06	00:06	00:44			
15:58	00:13	00:14					
15:59	00:14	00:25					
16:00	00:32	00:24					
16:01	00:14	00:07	00:06				
16:02	00:22	00:25	00:08				
16:03	00:21	00:58					
16:04	00:06	01:18					
16:05	00:07						
16:06	00:06	00:14	00:06	00:07	00:11	00:07	
16:07	00:23	00:17	00:13				
16:08	00:17	00:11	00:19				
16:09	00:06	00:13	00:10	00:15	00:16		
16:10	00:06	00:06	00:20				
16:11	00:53						
16:12	00:13	00:05	00:16	00:09	00:08		
16:13	00:12	00:08	00:06				
16:14	00:29	00:06					

Braddock Drive (Southern Driveway)

Prepared by National Data & Surveying Services

Gap Study (AM)

Location: Braddock Dr Southern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (in seconds)					
6:30	02:32					
6:31						
6:32	00:33					
6:33	00:15	00:08	01:57			
6:34						
6:35	02:00					
6:36						
6:37	00:20	00:24				
6:38	01:40					
6:39						
6:40	00:22	00:31				
6:41	00:17	00:32	00:10			
6:42	00:14	00:31				
6:43	00:52	00:16				
6:44	00:55					
6:45	00:43	00:37				
6:46	00:07	00:16	00:10			
6:47	00:25	00:18				
6:48	00:36	00:28				
6:49	01:13					
6:50	00:18	01:23				
6:51						
6:52	00:06	00:10	00:48			
6:53	00:08	00:06	01:04			
6:54						
6:55	00:09	00:15	00:09	00:08	00:25	
6:56	00:11	00:08	00:19			
6:57	00:15	00:12	00:24			
6:58	00:14	00:11	00:24			
6:59	00:05	00:09	00:06	00:06	00:22	
7:00	00:09	00:15	00:12			
7:01	00:44	00:07	00:07			
7:02	00:18	00:16	00:09	00:21		
7:03	00:28	00:13	00:09			
7:04	00:30	00:43				
7:05	00:32					
7:06	00:09	00:32	00:31			
7:07	01:29					
7:08	00:25					
7:09	00:45					
7:10	00:21	00:45				
7:11	00:17	00:44				
7:12	00:08	00:29				

BRADDOCK DR
SOUTHERN PWY

7:13	00:15	00:33	00:18				
7:14	00:15	00:37					
7:15	00:21	00:07	00:32				
7:16	00:29	00:11	00:08				
7:17	00:37	00:05	00:09				
7:18	00:46	00:12					
7:19	00:19	00:24					
7:20	00:08	00:17	00:23				
7:21	00:07	00:40					
7:22	00:06	00:11	00:23				
7:23	00:06	00:13	00:06	00:36			
7:24	00:10	00:06	00:15	00:08			
7:25	00:09	00:06	00:30	00:12			
7:26	00:17	00:15	00:07	00:20			
7:27	00:13	00:48					
7:28	00:21	00:33					
7:29	00:06	00:16	00:09	00:09			
7:30	00:30	00:43					
7:31	00:13	00:23					
7:32	00:08	00:16	00:31				
7:33	00:07	00:09	00:14				
7:34	00:06	00:12	00:15	00:32			
7:35	00:16	00:09					
7:36	00:11	00:32					
7:37	00:24	00:06	00:51				
7:38	00:23						
7:39	00:08	00:19	00:23	00:08			
7:40	00:20	00:09	00:18				
7:41	00:09						
7:42	00:49						
7:43	00:09	00:41					
7:44	00:06	01:20					
7:45							
7:46	00:07	00:07	00:08	00:52			
7:47	00:08						
7:48	00:52						
7:49	00:07	00:09	00:59				
7:50	00:14	00:10	00:06				
7:51	00:08	00:27	00:08				
7:52	00:08	00:06	00:50				
7:53	00:06	00:10					
7:54	00:12	00:33					
7:55	00:06	00:08	00:47				
7:56	00:19						
7:57	00:11	00:25	00:09	00:07			
7:58	00:16	00:14	00:08				
7:59	00:18	00:17					
8:00	00:08	00:53					
8:01	00:17	00:07	00:49				
8:02	01:06						
8:03							
8:04	01:11						

BRADDOCK DR.
SOUTHERN DWY

8:05	01:33						
8:06							
8:07	00:18	00:41					
8:08	00:05	01:17					
8:09							
8:10	01:21						
8:11	00:16	00:09					
8:12	00:29	00:09	00:16				
8:13	00:05	00:40					
8:14	00:11	00:07	00:09	00:09			
8:15	01:10						
8:16	00:11	00:24	00:07				
8:17	00:34	00:13	00:28				
8:18	00:06	00:31					
8:19	00:07	00:09	01:07				
8:20	00:07	00:14					
8:21	00:08	00:11	00:13				
8:22	00:09	00:13	00:07				
8:23	00:06	00:34	00:06	00:11			
8:24	00:13	00:07	00:08	00:21			
8:25	00:14	00:06	00:06	00:10	00:16	00:10	
8:26	00:06	00:11	00:11	00:09	00:07		
8:27	00:17	00:26	00:21				
8:28	00:10	00:15	00:07				
8:29	00:09	00:08	00:08	00:07	00:19		

Prepared by National Data & Surveying Services

Gap Study (NOON)

Location: Braddock Dr Southern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (In seconds)					
12:15	00:08	00:10				
12:16	00:12	00:06	00:17	00:20		
12:17	00:07	00:08	00:32			
12:18	00:20	00:18				
12:19	00:13	00:24	00:53			
12:20	00:11	00:09				
12:21	00:10	00:35	00:05	00:15		
12:22	00:19	00:07	00:37			
12:23	00:16	00:08	00:16	00:24		
12:24	00:31					
12:25	00:13	00:30	00:33			
12:26	00:06	00:19	00:26			
12:27	00:12	00:18	00:17			
12:28	00:36	00:29				
12:29	00:22	00:10				
12:30	00:14	00:40				
12:31	00:09	00:27				
12:32	00:06	00:08	00:08	00:29		
12:33	00:14	00:05	00:32			
12:34	00:12	00:18	00:06	00:24		
12:35	00:06	00:13	00:09			
12:36	00:20	00:44				
12:37	00:08	00:13	00:15			
12:38	00:20	00:18	00:10	00:15		
12:39	00:31					
12:40	00:14	00:10	00:26			
12:41	00:07	00:18	00:05	00:07	00:05	
12:42	00:12	00:13	00:22	00:22		
12:43	00:31	00:16				
12:44	00:13	00:06	00:05	00:08	00:23	
12:45	00:14	00:11	00:23			
12:46	00:09	00:08	00:12	00:05	00:16	
12:47	00:10	00:14	00:13	00:45		
12:48	00:09	00:09				
12:49	00:24	00:13	00:05	00:07	00:08	
12:50	00:16	00:17	00:10			
12:51	00:07	00:12	00:06	00:31	00:56	
12:52	00:10					
12:53	00:34	01:10				
12:54	00:08					
12:55	00:28	00:05	00:16			
12:56	00:14	00:20	00:07	00:08		
12:57	00:42	00:19				

BRADDOCK DR.
Southern Dwy

12:58	00:20	00:32					
12:59	00:47						
13:00	00:11	00:07	00:36				
13:01	00:27	00:27					
13:02	00:10	01:06					
13:03	00:21	00:13					
13:04	00:08	00:21	00:15				
13:05	00:18	00:12	00:18				
13:06	00:20	00:23	00:52				
13:07	00:24						
13:08	00:05	00:23	00:40				
13:09	00:05	00:25	00:10				
13:10	00:16	00:26	00:24				
13:11	00:09	00:32					
13:12	00:12	00:07	00:06	00:07	00:08		
13:13	00:07	00:06	00:14	00:07	00:49		
13:14	00:05	00:08					

Prepared by National Data & Surveying Services

Gap Study (PM)

Location: Braddock Dr Southern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

TIME	DURATION (in seconds)					
14:15	00:11	00:08				
14:16	00:06	00:08	00:08	00:38		
14:17	00:10	00:18	00:11			
14:18	00:43	00:05	00:07			
14:19	00:11	00:13	00:08	00:20		
14:20	00:14	00:21	00:15			
14:21	00:07	00:27	00:13			
14:22	00:08	00:32	00:08	00:09		
14:23	00:05	00:21	00:25			
14:24	00:06	00:15	00:15	00:06		
14:25	00:14	00:31	00:17			
14:26	00:13	00:12	00:17	00:08		
14:27	00:07	00:21	00:08	00:26		
14:28	00:38					
14:29	00:20	00:05	00:15	00:06		
14:30	00:09	00:11	00:23			
14:31	00:07	00:05	00:32	00:15		
14:32	00:10	00:25	00:06	00:08		
14:33	00:13	00:49				
14:34	00:28	00:14	00:32			
14:35	00:06	00:05	00:14	00:12		
14:36	00:10	00:20	00:06			
14:37	00:10	00:12	00:48			
14:38	00:06	00:05	00:09	00:05	00:26	
14:39	00:18	00:13				
14:40	00:08	00:06	00:08	00:07	00:52	
14:41	00:18					
14:42	01:09					
14:43	00:08	00:28	00:10			
14:44	00:08	00:20	00:08	00:06	00:08	
14:45	00:15	00:12	00:10	00:05	00:07	
14:46	00:06	00:22	00:09	00:22		
14:47	00:20	00:15				
14:48	00:07	00:15	00:07	00:10		
14:49	00:10	00:06	00:14	00:06	00:15	
14:50	01:43					
14:51	00:10					
14:52	00:14	00:13	00:28			
14:53	00:09	00:06	00:06	00:10	00:12	00:30
14:54	00:10	00:14	00:06			
14:55	00:06	00:25	00:17	00:21		
14:56	00:12	00:10	00:06	01:23		
14:57						

BRANDOCK DR
SOUTHERN DWY

14:58	00:10	00:58				
14:59	00:06	00:21				
15:00	00:07	00:27	00:09			
15:01	00:05	00:18	00:22	00:26		
15:02	00:18	00:12				
15:03	00:23	00:08	00:07	00:07	00:07	
15:04	00:05	00:06	00:08	00:17	00:05	
15:05	00:09	00:19	00:07	00:06		
15:06	01:11					
15:07	00:09	00:07				
15:08	00:08	00:05	00:21	00:06		
15:09	01:05					
15:10	01:23					
15:11	02:57					
15:12						
15:13						
15:14	01:20					
15:15						
15:16	00:10	00:07	00:06	00:05	00:06	00:38
15:17	00:13	00:11				
15:18	00:06	00:53				
15:19	00:15	00:08	00:48			
15:20	00:18	00:06				
15:21	00:13	00:22	00:07	00:14		
15:22	00:11	00:12	00:16			
15:23	00:33	00:15				
15:24	01:02					
15:25	00:30	00:08	00:05	00:06		
15:26	00:32	00:08	00:06			
15:27	00:10	00:05	00:05	00:07	02:00	
15:28						
15:29	00:09	00:13				
15:30	00:09	00:07	00:40			
15:31	00:12	00:22	02:17			
15:32						
15:33						
15:34	00:05	01:15				
15:35	01:31					
15:36						
15:37	00:13	00:05	00:17	00:31		
15:38	00:09	00:07	00:23			
15:39	00:11	00:06	00:08	00:05	00:19	
15:40	00:25	00:05	01:01			
15:41	00:18					
15:42	02:24					
15:43						
15:44	00:15	00:08				
15:45	00:20	00:08	00:33			
15:46	00:07	00:15	00:09	00:31		
15:47	00:08	00:21				
15:48	00:07	00:52				
15:49	00:19	00:10	00:15			

BRADDOCK DR.
SOUTHERN DWY

15:50	00:40	00:22					
15:51	00:07	00:06	00:06	00:21	00:06		
15:52	00:15	00:11	00:12	00:12			
15:53	00:09	00:11	00:56				
15:54	00:05	00:16	00:10				
15:55	00:12	00:07	00:10				
15:56	00:11	00:29	00:09				
15:57	00:09	00:05	00:06	00:40			
15:58	00:16	00:15					
15:59	00:05	00:15	00:06	00:28			
16:00	00:05	00:11	00:17	00:25			
16:01	00:33	00:07	00:07				
16:02	00:48	00:08					
16:03	00:22	00:53					
16:04	00:08	01:23					
16:05	00:07						
16:06	00:15	00:08	00:05	00:06	00:37		
16:07	00:18	00:14					
16:08	00:17	00:13	00:20				
16:09	00:06	00:14	00:10	00:14	00:29		
16:10	00:06	00:05	00:21	00:06			
16:11	00:47	00:15					
16:12	00:20	00:09	00:07	00:10			
16:13	00:09	00:05	00:08	00:06			
16:14							

Appendix C

AASHTO Intersection Sight Distance Standards

2.6.3-3

Sight Distance at Intersections

Intersections should be carefully situated to avoid steep profile grades and to ensure adequate approach sight distance. An intersection should not be situated on a short-crest vertical curve, just beyond a short-crest vertical curve, or on a sharp horizontal curve. When there is no practical alternate to such a location, the approach sight distance on each leg should be checked carefully. Where necessary, back slopes should be flattened and horizontal or vertical curves lengthened to provide additional sight distance. Sight distance is also provided at intersections to allow the drivers of stopped vehicles a sufficient view of the intersecting highway to decide when to enter the intersecting highway or to cross it.

$$ISD = 1.47 V_{major} t_g$$

ISD = Intersection Sight Distance

V_{major} = Design Speed (mph) – posted speed limit + 10 mph

t_g = time gap for major road

t_g = 7.5 passenger car (utilize for all cases except where substantial volumes of heavy vehicles enter the major road)

= 9.5 Single-unit truck

= 11.5 Combination truck

Time gaps are for a stopped vehicle to turn left onto a two-lane highway with no median and grades 3 percent or less.

Adjustments:

Multilane Highways: For left turns onto two-way highways with more than two lanes, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle.

Minor Road approach grades: If the approach grade is an upgrade that exceeds 3 percent; add 0.2 seconds for each percent grade for left turns.

Table 2.01 as adopted from A.A.S.H.T.O. is to be used for the design of intersecting roads.

Posted Speed (mph)	Assumed Design Speed (mph)	INTERSECTION SIGHT DISTANCE REQUIRED (FT)		
		One Lane Crossed	Two Lanes Crossed	Three Lanes Crossed
25	35	390	415	440
30	40	445	475	500
35	45	500	530	565
40	50	555	590	625
45	55	610	650	690
50	60	665	710	750
55	65	720	765	815

Table 2.01 – Intersection Sight Distance

Intersection sight distance measured from a point on the minor road at least **15 feet** from the edge of the major road pavement and measured from a **height of eye at 3.5 feet** on the minor road to a **height of object 3.50 feet** on the major road. For single use driveways that will access an existing county roadway the intersection sight distance can be measured from a point on the minor road at least 10 feet from the edge of the major road pavement.

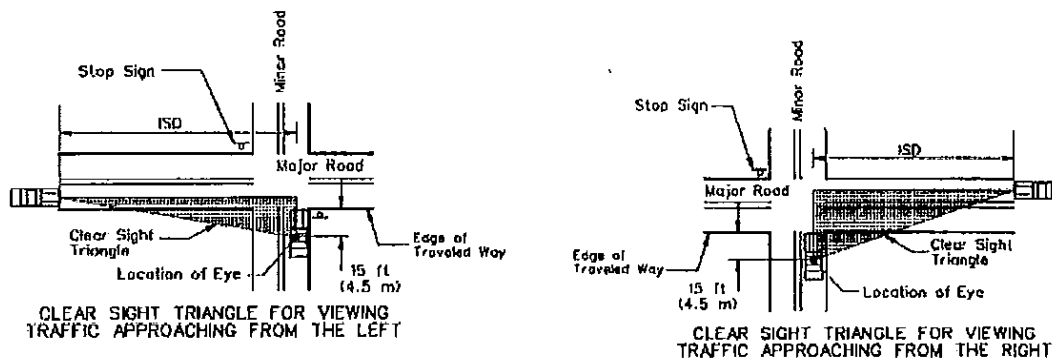


Exhibit 2-00 Intersection Sight Triangles
(Source: Bureau of Local Road and Streets, IDOT)

ADJUSTMENT FACTORS FOR SIGHT DISTANCE BASED ON APPROACH GRADE														
Design Speed (mph)														
Approach Grade (%)	15	20	25	30	35	40	45	50	55	60	65	70	75	80
-6	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.2	1.2
-5	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2
-4	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
-3 to +3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
+4	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+5	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
+6	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

Exhibit 2-01 Grade Adjustments

2.6.3-4 Variances

Should there be instances where sight distance requirements can not be met, the Developer or his representative may submit a Request for Variance to Sight Distance Requirements (request). The request must be written and must:

- Describe all circumstances or features restricting sight distance, and state their location relative to the proposed access.
- Explain why the access can not, or should not, be relocated.
- Contain any photographs, diagrams or other relevant information.
- Describe remedial measures which will be taken to maximize sight distance.

Appendix D

Project Trip Generation

TABLE 3
Project Trip Generation Comparison

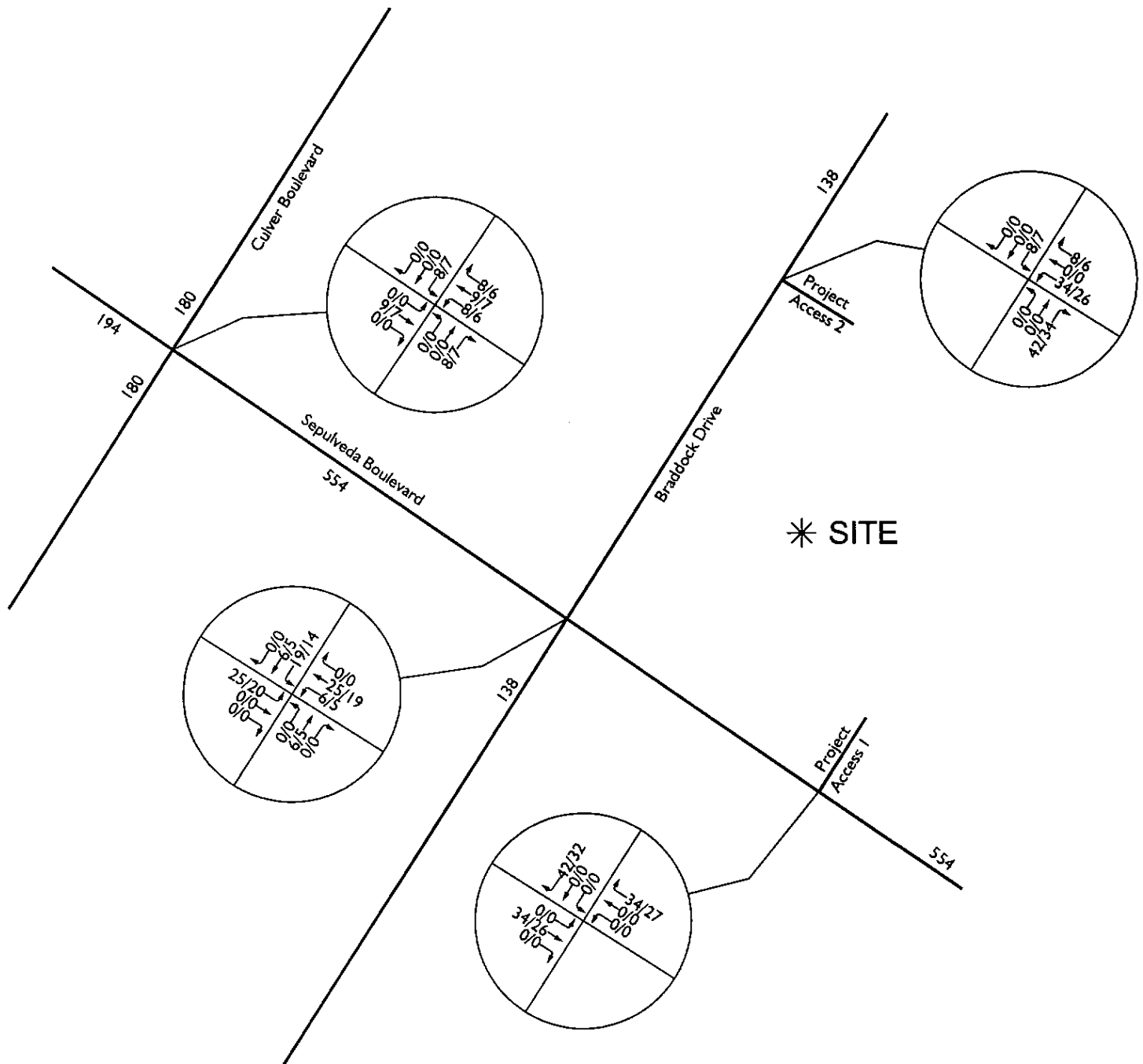
Proposed Project (7-Eleven) Land Use

Proposed Land Use	ITE Code	Qty.	Units ¹	Peak Hour						
				AM			PM			Daily
				In	Out	Total AM	In	Out	Total PM	
7-Eleven Convenience Market (Open 24 Hours)	851	2.50	TSF	84	84	168	67	64	131	1,845
Less Pass-by Trips (25%) ²				-21	-21	-42	-17	-16	-33	-461
Net Trip Total				63	63	126	50	48	98	1,384

¹ TSF = Thousand Square Feet

² Pass-by trip percentages were approved by City of Culver City Traffic Engineer.

Exhibit G Project Peak Hour Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes
10 = Average Daily Traffic

NOTE: Project Access driveways show full project trip generation without 25% pass-by credit.



Summary of Trip Generation Calculation
 For 2,000 Th.Sq.Ft. GFA of Fast-Food Restaurant with Drive-Thru
 April 06, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	496.12	242.52	1.00	992
7-9 AM Peak Hour Enter	25.17	0.00	1.00	50
7-9 AM Peak Hour Exit	24.18	0.00	1.00	48
7-9 AM Peak Hour Total	49.35	28.30	1.00	99
4-6 PM Peak Hour Enter	17.60	0.00	1.00	35
4-6 PM Peak Hour Exit	16.24	0.00	1.00	32
4-6 PM Peak Hour Total	33.84	19.93	1.00	68
Saturday 2-Way Volume	722.03	295.62	1.00	1444
Saturday Peak Hour Enter	30.29	0.00	1.00	61
Saturday Peak Hour Exit	29.10	0.00	1.00	58
Saturday Peak Hour Total	59.39	22.92	1.00	119

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Appendix E

Gap Study with Seven (7) Seconds of Gap Time for All Vehicles

APPENDIX E 1A
PEDESTRIAN AND VEHICLE GAP ANALYSIS
NORTHERN SIDE OF BRADDOCK DRIVE
(AM PEAK HOUR)

NORTHERN SIDE OF BRADDOCK DRIVE (7:17AM - 8:17AM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	19	0
7 - 11	1	46	46
12 - 16	1	15	15
17 - 21	2	9	18
22 - 26	3	10	30
27 - 31	3	6	18
32 - 36	4	5	20
37 - 41	5	4	20
42 - 46	6	3	18
47 - 51	6	3	18
52 - 56	7	2	14
57 - 61	8	1	8
62 and greater	8	9	72
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			297

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ *Values are based on Gap Survey performed on March 22, 2012.*

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 1B
PEDESTRIAN AND VEHICLE GAP ANALYSIS
NORTHERN SIDE OF BRADDOCK DRIVE
(MID-DAY PEAK HOUR)

NORTHERN SIDE OF BRADDOCK DRIVE (12:15PM - 1:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	29	0
7 - 11	1	57	57
12 - 16	1	28	28
17 - 21	2	27	54
22 - 26	3	10	30
27 - 31	3	9	27
32 - 36	4	9	36
37 - 41	5	2	10
42 - 46	6	5	30
47 - 51	6	3	18
52 - 56	7	3	21
57 - 61	8	1	8
62 and greater	8	1	8
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			327

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 1C
PEDESTRIAN AND VEHICLE GAP ANALYSIS
NORTHERN SIDE OF BRADDOCK DRIVE
(PM PEAK HOUR)

NORTHERN SIDE OF BRADDOCK DRIVE (3:15PM - 4:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	30	0
7 - 11	1	55	55
12 - 16	1	33	33
17 - 21	2	19	38
22 - 26	3	8	24
27 - 31	3	8	24
32 - 36	4	3	12
37 - 41	5	4	20
42 - 46	6	3	18
47 - 51	6	2	12
52 - 56	7	2	14
57 - 61	8	3	24
62 and greater	8	3	24
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			298

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 2A
PEDESTRIAN AND VEHICLE GAP ANALYSIS
SOUTHERN SIDE OF BRADDOCK DRIVE
(AM PEAK HOUR)

SOUTHERN SIDE OF BRADDOCK DRIVE (7:29AM - 8:29AM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	16	0
7 - 11	1	56	56
12 - 16	1	21	21
17 - 21	2	11	22
22 - 26	3	7	21
27 - 31	3	6	18
32 - 36	4	5	20
37 - 41	5	3	15
42 - 46	6	1	6
47 - 51	6	5	30
52 - 56	7	3	21
57 - 61	8	1	8
62 and greater	8	8	64
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			302

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ *Values are based on Gap Survey performed on March 22, 2012.*

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 2B
PEDESTRIAN AND VEHICLE GAP ANALYSIS
SOUTHERN SIDE OF BRADDOCK DRIVE
(MID-DAY PEAK HOUR)

SOUTHERN SIDE OF BRADDOCK DRIVE (12:15PM - 1:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	20	0
7 - 11	1	46	46
12 - 16	1	35	35
17 - 21	2	22	44
22 - 26	3	17	51
27 - 31	3	11	33
32 - 36	4	9	36
37 - 41	5	3	15
42 - 46	6	3	18
47 - 51	6	2	12
52 - 56	7	3	21
57 - 61	8	0	0
62 and greater	8	2	16
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			327

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 2C
PEDESTRIAN AND VEHICLE GAP ANALYSIS
SOUTHERN SIDE OF BRADDOCK DRIVE
(PM PEAK HOUR)

SOUTHERN SIDE OF BRADDOCK DRIVE (3:15PM - 4:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	32	0
7 - 11	1	47	47
12 - 16	1	27	27
17 - 21	2	14	28
22 - 26	3	7	21
27 - 31	3	6	18
32 - 36	4	4	16
37 - 41	5	5	25
42 - 46	6	0	0
47 - 51	6	3	18
52 - 56	7	4	28
57 - 61	8	1	8
62 and greater	8	7	56
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			292

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 3A
PEDESTRIAN AND VEHICLE GAP ANALYSIS
EASTERN SIDE OF SEPULVEDA BOULEVARD
(AM PEAK HOUR)

EASTERN SIDE OF SEPULVEDA BLVD (7:04AM - 8:04AM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	47	0
7 - 11	1	62	62
12 - 16	1	23	23
17 - 21	2	8	16
22 - 26	3	5	15
27 - 31	3	2	6
32 - 36	4	3	12
37 - 41	5	1	5
42 - 46	6	1	6
47 - 51	6	0	0
52 - 56	7	0	0
57 - 61	8	0	0
62 and greater	8	0	0
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			145

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 3B
PEDESTRIAN AND VEHICLE GAP ANALYSIS
EASTERN SIDE OF SEPULVEDA BOULEVARD
(MID-DAY PEAK HOUR)

EASTERN SIDE OF SEPULVEDA BLVD (12:15PM - 1:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	52	0
7 - 11	1	71	71
12 - 16	1	28	28
17 - 21	2	17	34
22 - 26	3	11	33
27 - 31	3	5	15
32 - 36	4	5	20
37 - 41	5	0	0
42 - 46	6	0	0
47 - 51	6	1	6
52 - 56	7	0	0
57 - 61	8	0	0
62 and greater	8	0	0
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			207

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

APPENDIX E 3C
PEDESTRIAN AND VEHICLE GAP ANALYSIS
EASTERN SIDE OF SEPULVEDA BOULEVARD
(PM PEAK HOUR)

EASTERN SIDE OF SEPULVEDA BLVD (3:15PM - 4:15PM)			
Gap (Seconds)¹	Number of Vehicles Served by Gap²	Number of Gaps Occurring During Peak Hour³	Total Vehicles Served During Peak Hour⁴
5 - 6	0	50	0
7 - 11	1	70	70
12 - 16	1	26	26
17 - 21	2	19	38
22 - 26	3	7	21
27 - 31	3	0	0
32 - 36	4	4	16
37 - 41	5	1	5
42 - 46	6	1	6
47 - 51	6	0	0
52 - 56	7	0	0
57 - 61	8	0	0
62 and greater	8	0	0
TOTAL NUMBER OF VEHICLES ABLE TO ENTER/EXIT PROJECT DRIVEWAY DURING PEAK HOUR⁵			182

¹ A gap is defined as the time interval between a car or pedestrian crossing a point (the proposed driveway) and another car or pedestrian crossing that point.

² To be conservative, a measure of 7 second minimum gaps for all motorists has been used for this scenario.

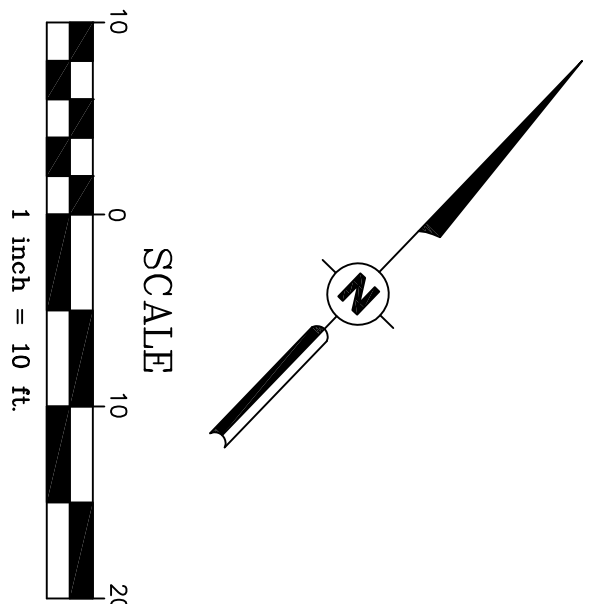
³ Values are based on Gap Survey performed on March 22, 2012.

⁴ Total Vehicles Served = (Number of Vehicles Served) x (Number of Gaps During Peak Hour)

⁵ Sum of Total Vehicles Served During Peak Hour.

ZONING: CG	
BUILDING HEIGHT: 17 FT	
LOT AREA: 40.29 ACRES	±12,600 SF
STANDARD PARKING:	
TOTAL PROVIDED	12 SPACES
BUILDING	2,500 SF
RATIO PROVIDED	4.80 / 1000 SF
TOTAL REQUIRED	11 SPACES
RATIO REQUIRED	4.44 / 1000 SF
ACCESSIBLE PARKING:	
TOTAL PROVIDED	1 SPACES
VAN	1 SPACES
TOTAL REQUIRED	1 SPACES
LANDSCAPING:	
TOTAL PROVIDED	2,300 SF
RATIO PROVIDED	18.3%

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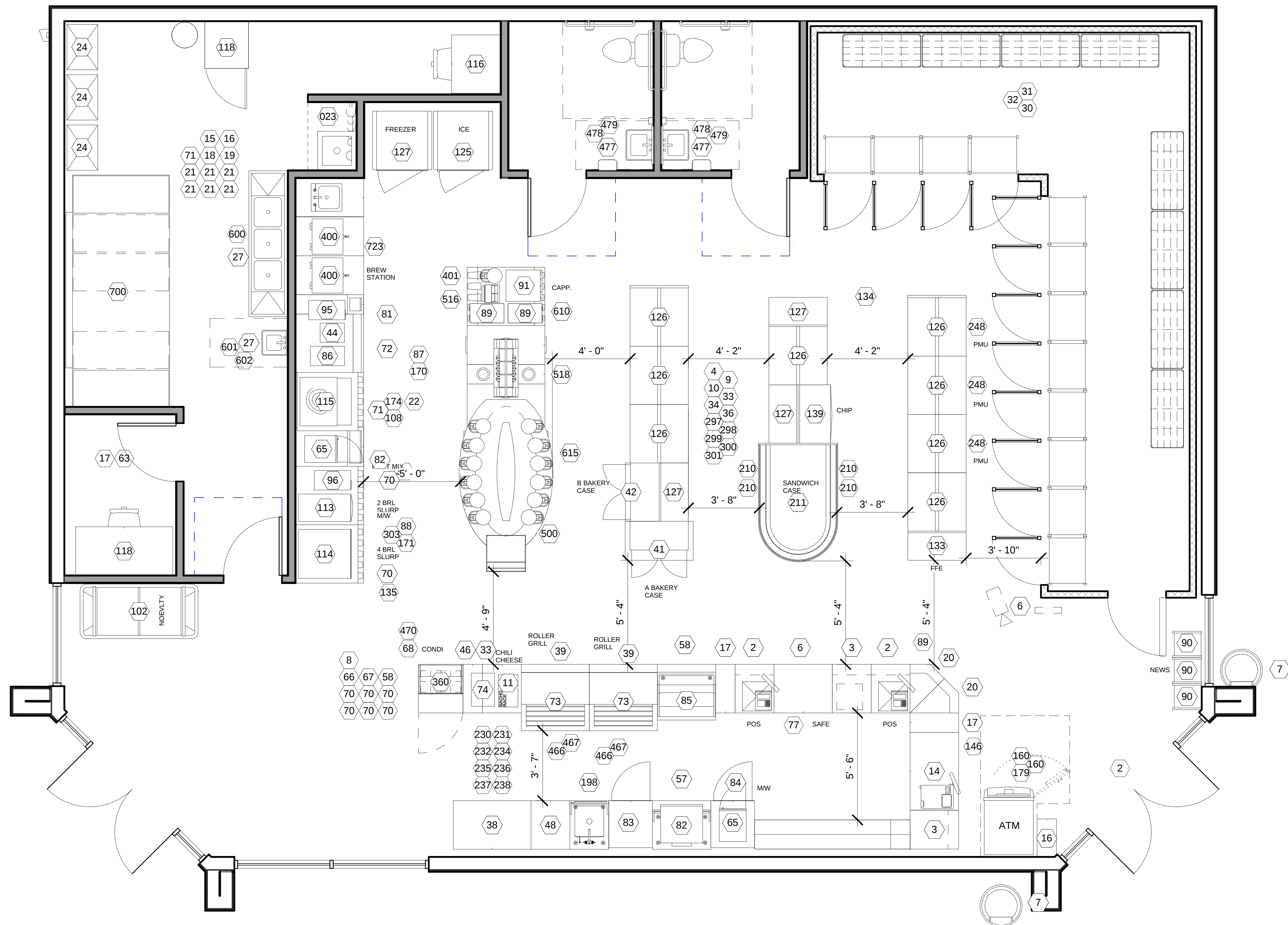
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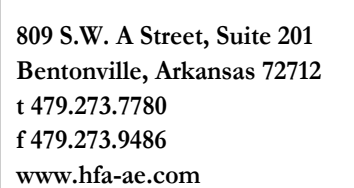
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