

Culver CITY

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AGENDA
Planning Commission
Wednesday, October 14, 2015
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

Kevin Lachoff, Chair
David VonCannon, Vice Chair
Scott Wyant, Commissioner
Ed Ogosta, Commissioner
Dana Amy Sayles, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

PH-1 **Conditional Use Permit Modification CUP/M-2015066** - Proposed Modification of an existing Conditional Use Permit to increase enrollment by 50 students, from a current permitted enrollment of 600 students to a total enrollment of 650 students at 12095 Washington Boulevard by The Help Group (Applicant)
Recommendation: *Continue to November 18, 2015.*

PH-2 **Site Plan Review SPR P-2015073 and Zoning Code Map ZCMA P-2015074** - Proposed change of use of the former Culver City Ice Arena into two retail tenant spaces and a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) at 4545 Sepulveda Boulevard by Harbor Freight Tools (Applicant).
Recommendation: *Adopt Resolution approving the Site Plan Review and recommending approval of the Zoning Code Map Amendment to the City Council*

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. Approval of Minutes of September 16, 2015.

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

APPEAL RIGHTS:** Decisions of the Planning Commission are subject to appeal to the City Council in accordance with the provisions of Chapter 17.640, Appeals, of the Culver City Municipal Code (CCMC). Pursuant to CCMC Section 17.640.030.A, appeals of Planning Commission decisions must be filed with the City Clerk ***within 15 calendar days of the decision date. Any person wishing to appeal a decision of the Planning Commission should refer to CCMC Chapter 17.640 to ensure that all required procedures are followed. If you have questions regarding the appeal procedures, please contact the City Clerk's Office at 310-253-5851 or city.clerk@culvercity.org.

Upcoming Public Meeting Schedule –(Tentative) – 2015

Date	Day	Time	Location
<i>City Council</i>			
October 26	Monday	7:00PM	Council Chambers
<i>Civil Service Commission</i>			
November 4	Wednesday	7:00PM	Council Chambers
<i>Cultural Affairs Commission</i>			
November 10	Tuesday	7:00PM	Council Chambers
<i>Parks & Recreation Commission</i>			
November 3	Tuesday	7:00PM	Council Chambers
<i>Planning Commission</i>			
October 21	Wednesday	7:00PM	Council Chambers

Meetings may be added or changed.



City of Culver City

City Hall
9770 Culver Blvd.
Culver City, CA 90232
(310) 253-5851

Legislation Text

File #: 15-320, Version: 2

Site Plan Review, SPR P-2015073, and Zoning Code Map Amendment, ZCMA P-2015074, for a proposed change of use of the former Culver City Ice Arena into two retail tenant spaces and a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) at 4545 Sepulveda Boulevard.

Contact Person/Dept: Jose Mendivil - Associate Planner - Planning
Phone Number: (310) 253-5757

Public Hearing: X
Action Item:
Attachments: X

Public Notification: On October 6, 2015, a notice was mailed to Planning Commission, Public Notifications, and Timely Topics (Planning and Public Notifications) notification lists.

Approval: Planning Approval: Thomas Gorham/Planning Manager (10/6/15)
Department Approval: Sol Blumenfeld (10/6/15)

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Mitigated Negative Declaration based on the Initial Study (Attachment No. 4) finding that the project will not have a significant adverse impact on the environment provided certain mitigations are implemented;
2. Approve Site Plan Review, SPR P-2015073, and Recommend to the City Council Approval of Zoning Code Map Amendment, ZCMA P-2015074, subject to the Conditions of Approval as stated in Resolution No. 2015-P004 (Attachment No. 1).

PROCEDURES:

1. Chair calls on staff for a brief staff report and Planning 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.

BACKGROUND:

Request

On June 30, 2015, an application was submitted by Harbor Freight (Applicant) for a Site Plan Review and Zoning Code Map Amendment to allow the change of use of the former Culver City Ice Arena into two retail tenant spaces. One space at 17,225 square feet in area is for Harbor Freight, a tool/home improvement retail outlet; the other space at 11,610 square feet in area is for a future unidentified tenant. The project will also include a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor.

Existing Conditions

The site is 2.674 acres in area, quadrangular in shape, and generally flat in topography and is located on the west side of Sepulveda Boulevard, south of Braddock Drive and north of Greenlawn Avenue, as outlined in the Vicinity Map (Attachment No. 2). It contains a 34,164 square foot vacant building which housed the Culver City Ice Arena. The site also contains surface parking, a property line wall, and some perimeter landscaping. Hazardous chemicals associated with the former ice rink use including ammonia refrigerant, calcium chloride coolant, ice, and propane have been removed from the site. Further discussion on this issue is covered in the ice rink de-commissioning section below.

General Plan

The Land Use Element of the City's General Plan designates this site as General Corridor and surrounding areas along Sepulveda Boulevard north of the City Limit Line are designated General Corridor and Neighborhood Serving Corridor. Behind the site surrounding areas have a Low Density Single Family Land Use designation. One property northwest of the site (west of the commercial property directly north of the site) has a Medium Density Multiple Family Land Use designation. City of Los Angeles properties south of the site have a General Commercial and Low Residential Land Use Designation.

Zoning

Surrounding zoning and existing land uses include (Sepulveda Boulevard is considered to run in a north/south orientation):

Location	Zoning	Land Use
West:	R1 Zone	one and two story single family residential uses
East:	Culver City CG and CN and L.A. C2-1	Sepulveda Boulevard and one and two story commercial, auto repair/retail, medical office, and multi-story multi-family residential uses beyond
North:	R1 and CG	one story commercial, two story multi-family residential, and one and two story single family residential uses
South:	L.A. R1-1	Multi-story multi-family residential and one and two story single family residential uses.

Ice Rink De-Commissioning

In January of 2014 the City was informed that the Culver City Ice Arena operator was closing the ice rink in February of 2014. Staff met with the operator and the property owner and contacted the Los Angeles County Health Hazardous Materials Unit (County Hazmat) for research in de-commissioning the ice rink. The closing of the ice rink required more than simply vacating the premises. Several types of hazardous materials associated with the ice rink, including ammonia refrigerant, calcium chloride coolant, ice, propane, and accumulated hazardous wastes (lubricants, waste oil, propane, paints, cleansers, lighting material, etc.), would need to be safely removed from the site. These materials were essential to preserving solid ice and keeping the ice rink in operation. On January 17, 2014 the City issued a Notice and Order to Abate Hazardous Materials; this notice included a request for a Facility Closure Plan (FCP).

PIC Environmental Services (PIC) was hired to prepare the FCP. PIC submitted an FCP on February 5, 2014 to the City for review and a final FCP was submitted on March 7, 2014. The purpose of the FCP was to document procedures to de-commission the ice rink facility. The FCP identified on-site hazardous materials and proposed procedures for safe de-commission and removal of the hazardous materials and equipment associated with operation of the ice rink. Facility closure operations and removal of hazardous materials began on March 13, 2014 and were completed in late June, 2014.

On June 23, 2014, Los Angeles County inspected the site and approved the County's closure of the former hazardous materials permit and on July 3, 2014, the Culver City Fire Department inspected the site and also confirmed the all hazardous waste had been removed. Based on the above all critical tasks related to the removal of hazardous materials were successfully completed by June 18, 2014 and approved by City and County inspectors by July 3, 2014. On July 30, 2014, PIC submitted a Facility Closure Report (FCR) summarizing the above discussion and providing data on contaminants and sample test results. Removal of idle, cooling and electrical equipment/piping and filling/sealing of sample vaults, which are considered to be non-critical tasks, will be a project condition. The City accepted the July 30, 2014 FCR and approved completion of Facility Closure at the site.

Project Description

Harbor Freight Tools is a tool/home improvement retail outlet. They propose to use a portion of the former Culver City Ice Arena building for a new store in Culver City. The building will be divided into two retail tenant spaces; one space at 17,225 square feet in area is for Harbor Freight and the other space at 11,610 square feet in area is for a future unidentified tenant. The existing 5,741 square foot mezzanine area will remain in its current condition for potential future re-use. No new building square footage or demolition (except for demolition of windows, ice rink related mechanical equipment, and surface parking features), is proposed and the surface parking lot will be improved to be consistent with current code standards. This will involve resurfacing of the site, new striped parking spaces, installation of new perimeter landscaping, and planting of trees along the interior parking lot aisles and perimeter. The perimeter landscaping and trees will be installed within a minimum 3-foot raised planter area with the intent of providing a tree screen for the residential uses adjacent to the site.

The total on-site parking after improvements will result in 145 parking spaces which exceeds the zoning code required 99 parking spaces for the proposed retail uses by 46 spaces. The project will utilize the two (2) existing driveways along Sepulveda Boulevard. The driveway to the north will provide vehicular ingress to and egress from the site, while the driveway to the south will be restricted to egress only.

The project will require a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site (which includes the entire parking area and rear portions of the building) to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor.

An Administrative Historic Certificate of Appropriateness is required to allow certain exterior improvements to the ice rink building that is a historically designated structure. This includes re-painting of the site, new entrances, preservation of the Sepulveda Boulevard ticket booth window, and preservation of the large freestanding sign. Architectural Resources Group (ARG) prepared a report entitled, "Culver City Ice Arena Historic Resource Evaluation" which made findings that the property was eligible for designation as a Culver City Cultural Resource and appears eligible for listing on the California Register of Historical Resources under Criterion 1. Based on ARG's report and a recommendation of the Cultural Affairs Commission, in July 2014 the City Council designated the property a Significant Culver City Cultural Resource due to the site's association with post-war indoor recreation and ice skating. An Administrative Historic Certificate of Appropriateness (permitting the above stated improvements) was approved by the Community Development Director pursuant to Culver City Municipal Code Section 15.05.035 on October 1, 2015 (Attachment No.4). The Certificate of Appropriateness was recommended for approval by ARG, the City's historic survey consultant.

ANALYSIS/DISCUSSION:

The Commercial General (CG) Zone allows a wide variety of commercial uses including general and specialized retail uses. As illustrated in the Project Summary (Attachment No. 3), the proposed development conforms to all regulations of the CG Zone.

1. SITE PLAN REVIEW

Historical Designation

For 52 years (from 1962 to 2014) the site operated as a commercial ice skating rink offering a venue for training, ticketed events, and leisure skating. The site is considered a historical resource as defined by Culver City's Historic Preservation Program (CCMC Section 15.05 et seq.) and the California Environmental Quality Act (CEQA). As stated above the City Council designated the property a Significant Culver City Cultural Resource based on recommendation by the Cultural Affairs Commission, ARG's report, and the site's contribution to post-war indoor recreation and ice skating. This contribution included the use of the Culver Ice Arena as a training center for U.S. Olympic skaters and for professional hockey teams. The site also appears eligible for listing on the California Register of Historical Resources. The key to this designation is not based on the architecture of the building but rather on its use. Nevertheless any alterations to the site must conform to the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards) so as to ensure preservation of character-defining features of the exterior and certain character-defining features of the interior.

Two distinctive character-defining features of the building are its entrance and signage, including the freestanding pole sign capped by a trapezoidal box sign which currently reads, "ICE SKATING". The trapezoidal box sign is an important character-defining feature of the property (and its former use) and cannot be altered. Additions or alterations to the rectangular marquee (located beneath the trapezoidal box sign) can be mitigated to a less than significant level with choice of materials, size, placement and color. Such alterations, should they be proposed, will be reviewed separately through a Master Sign Program which will require a separate Certificate of Appropriateness.

The original (Sepulveda Boulevard facing) main entrance to the former Ice Arena will not be used by the new tenant but the character defining features such as the canopy, ticket window, door and window design, and signage, will be retained and a new entrance will be added to a secondary elevation of the building. Details of the preservation of this area are shown on the plans (Attachment No. 7). Other exterior features to be preserved include the existing painted figures along the top portion of the Sepulveda Boulevard façade which

may require that they be repainted and the sculpture of the ice skater. Although the ice skater was not identified as a historical resource when the site was designated historic, the applicant has proposed to preserve it and relocate it on the ground within an enclosed area along Sepulveda Boulevard (viewable to the general public).

Certain interior features, such as the open volume and mezzanine will be preserved. Modifications will be allowed if they are reversible; such modifications cannot destroy historic materials, features, and spatial relationships that characterize the former ice skating use. The preservation of the site and any proposed modifications will be governed by mitigations that have been incorporated into the Conditions of Approval. Cultural Resource mitigations are discussed in the Environmental Section below.

Architectural Design

The existing tilt up concrete structure at approximately 25 feet in height is designed as a large single single-story box like warehouse structure with a high ceiling and a mezzanine. The large box like structure was needed to accommodate the building's only use since it was built in 1962 - an ice skating rink. The northeast corner facing Sepulveda Boulevard and the main driveway entrance is dominated by the main pedestrian entrance and ticket window, a brick façade, and canopy covering the entire front setback area at the northeast corner. The edges of the building facing Sepulveda Boulevard are accented with blue mullions. Overall the building lacks significant architectural features or accents and is utilitarian in nature. Its wide open interior with high ceiling are especially designed for an ice skating facility and can easily accommodate a change of use for a medium to large size retail use such as Harbor Freight Tools. The project applicant does not propose to change the exterior of the structure except that the main entrance will be on the north side of the building. The existing front entrance will be converted to glazing and an existing glass display area will contain ice rink memorabilia. The existing white colored building with blue trim accents along with the canopy and brick will remain. Color renderings are included in the plans (Attachment No. 7).

Landscaping

As required by the Zoning Code, the applicant will landscape the perimeter of the site including the Sepulveda Boulevard frontage. The landscaping will include both new and existing trees and shrubs. Within the parking lot, landscaping will be installed that conforms to the code; this will result in more landscaping than is currently in the parking area. Landscaping will include several trees along the perimeter edge and along the interior drive aisles. There will approximately 65 trees in the parking area; the site currently has 5 to 6 trees in the front façade only. The perimeter landscaping will contain a majority of the new trees which will be contained in a five (5) feet wide planter raised varying from 3-6 feet off the ground in order to plant trees at a higher elevation. At full growth these trees will provide a robust screen for the adjacent residential properties along the perimeter of the site.

The proposed landscaping will complement the building and enhance the aesthetic appearance of the development. Street scape landscaping will be installed or preserved per approval of the Public Works Department. Preliminary landscape information is included in the plans (Attachment No. 7). Complete landscape and irrigation plans will be submitted for review and approval by all applicable divisions/departments prior to installation and final inspection.

Traffic, Parking, and Circulation

A traffic impact analysis dated August 2015 (and received August 26, 2015), and a Supplemental Traffic Memorandum dated September 17, 2015 (required to capture school related traffic counts), by Kimley Horn Consulting, was reviewed and accepted by the City's Traffic Engineer. Please see Attachment No. 6.

The traffic analysis evaluated the existing (year 2015) and forecast future (year 2017) conditions at five (5)

intersections and three (3) street segments in the vicinity of the project site during both the AM and PM peak hours. These intersections and roadway segments were selected for analysis based on discussion with City staff. A 10% (assumed increase) seasonal factor was used to account for traffic counts taken during the summer season. The September 17, 2015, Supplemental Traffic Memorandum captured school related traffic counts that when compared to the 10% seasonal factor, did not result in significant impacts. The 10% seasonal factor was able to capture the counts that were confirmed once school was in session and that were reflected in the September 17, 2015, Supplemental Traffic Memorandum. The traffic study did not take credit for traffic generated by the previous ice rink use.

The traffic analysis estimated that the project would generate 1,190 daily vehicle trips, including 29 trips during the AM peak hour, and 96 trips during the PM peak hour. The study concluded that for the Cumulative (2017) With Project conditions - that is the Harbor Freight and second tenant in operation in conjunction with expected traffic levels in 2017 - four (4) out of five (5) study intersections are projected to operate at Level of Service (LOS) C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which is expected to operate at LOS E during the AM peak period and LOS F during the PM peak period.

LOS is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. LOS is defined on a scale of A to F, where LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, operating speeds beginning to be affected by traffic volumes; LOS C represents stable flow, more restrictions, speed and maneuverability more closely controlled by higher traffic volumes; LOS D represents conditions approaching unstable flow, traffic volumes profoundly affect arterial flow; LOS E represents unstable flow and some stoppages; and LOS F represents forced flow, many stoppages and low operating speeds.

The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak including the Culver and Sepulveda Boulevard intersections based on Culver City traffic impact criteria. Although, the Culver and Sepulveda Boulevard LOS will increase from E to F in the PM peak period in 2017, this increase would occur with or without the project. Further, the projects traffic and V/C ratio is only expected to result in a .006 net increase in traffic at this intersection which is below the City's adopted threshold of significance of .020 for intersections operating at a LOS of E and F. Without the project the subject intersection would still have a LOS of F. The increase in traffic counts for the five study intersections are below the City adopted thresholds of significance and no traffic mitigations are required.

Based on the roadway segment analysis per Culver City significant impact criteria, the project is also not expected to result in significant impacts to the three roadway segments studied. The amount of vehicles added to the roadway segments is below City adopted thresholds of significance.

The project will provide a total of 145 parking spaces for the development, which exceeds the required 99 parking spaces per the City's municipal code. The project will utilize the two (2) existing driveways along Sepulveda Boulevard. A review of proposed driveways indicate that the driveway configurations are adequate for the project traffic circulation. Internal circulation meets code and parking space dimensions, back up distance, and driveway lengths and widths are adequate for vehicle maneuvering. Internal circulation has been designed so that delivery trucks will not have to back up into delivery receiving areas. Additionally the segment of Sepulveda Boulevard where the project is located is relatively wide and straight with good visibility in either direction. A double left turn lane will serve to further make safe left turns into or out of the project. The wide drive aisles and pedestrian walkways at the main entrance have been designed to ensure pedestrian access from the parking area to the building will be adequate.

Additionally the proposed means of vehicle and pedestrian ingress/egress to and from the site and the building provides adequate access for emergency vehicles and services. The configuration of the existing driveways

and vehicle maneuvering areas are designed in accordance with all applicable CCMC standards.

Neighborhood Compatibility

The proposed development is located along a commercial portion of Sepulveda Boulevard that includes both single story and two story commercial uses such as an auto repair place, medical building, a church, the YMCA, and the Auto Club. The Sepulveda Boulevard corridor adjacent to the site and located within the City of Los Angeles includes multi-story, multi-family dwelling projects. Along the sides and rear in both Culver City and Los Angeles there are one and two story single family dwellings. The physical features of the site, its bulk and mass, will not change; the building has been present since 1962. There will be no massing revisions or additions to the building. Overall the re-use of the existing commercial building into another commercial use with minimal physical changes to the building is not expected to conflict with the surrounding commercial and residential uses. Similar to the ice rink use, the new retail use will have access only off of Sepulveda Boulevard minimally impacting surrounding residential uses. Enhanced perimeter landscaping will soften the view of the parking lot for the surrounding residential uses. Such screening was lacking for the ice skating use.

The existing building, oriented toward Sepulveda Boulevard, will further ensure that the retail commercial activity, as with the previous ice skating use, maintains a significant physical distance from the residential uses. Parking lot activity - the coming and going of customers - will be less intense than the previous ice skating use which, depending on the day and time, hosted events or classes resulting in spurts of high traffic volume.

2. ZONING CODE MAP AMENDMENT

The General Plan Land Used Element designation for the entire site is General Corridor. The current General Plan Land Used Element was adopted by the City Council on July 22, 1996, which included an update to the General Plan Land Use Map. The land use designation of the site's rear parking area changed from Low Density Single Family to General Corridor as part of the July 22, 1996 General Plan adoption. The General Plan designation of General Corridor envisions commercial uses and the proper zoning for the entire site is CG (Commercial General). The CG zone allows a wide variety of commercial uses including parking areas for commercial uses. A commercial parking lot is not allowed in the R1 (Residential Single Family) Zone. Currently the parking area and rear portions of the ice rink building are zoned R1. This R1 designation has existed for decades. A variance allowing the ice rink use in 1962 was required so that the R1 portion of the site could be used for commercial purposes (a commercial parking area and portion of the ice rink building).

The project, or any new project, would require a zone change for the parking area and rear portions of the ice rink building from R1 to CG in order to make the entire site consistent with the General Plan Land Use Designation of General Corridor. Additionally since the site has been vacant for more than a year (since February of 2014), it has lost its legal non-conforming status and the variance is void. Any proposed land use requiring discretionary review has to be consistent with the Zoning Code and the General Plan. For this reason the proposed retail use requires a zone change from R1 to CG as part of the entitlement process.

The zone change will bring the property into conformance with the General Plan. The proposed project is consistent with the General Corridor General Plan designation and respects all commercial provisions and development regulations of the Zoning Code.

PUBLIC OUTREACH

As part of the project review process, a community meeting was held, during which the applicant invited

interested persons to learn about the development project, provide comments and feedback, as well as to share any concerns regarding the proposed project. The meeting was held in the evening (at 7:30 PM) on April 2, 2015 at the YMCA located across the street from the project site.

There were roughly 30 people in attendance who were residents of the community. Several attendees were neighboring residents. The applicant provided a summary of the project and displayed renderings of the building as it is proposed to be refurbished. Concerns expressed by members of the public and addressed by the applicant included truck delivery times, the zone change, and the new design of the building. Specific key concerns included:

The property line wall - the applicant stated the wall will remain to ensure there is a buffer between the residents and the parking area. In addition residents were informed that perimeter landscaping and trees will be added to further buffer the site from adjoining properties. The plants and trees will be native to California or drought tolerant and will comply with water regulations.

Types of tools sold - the applicant stated such tools include hand tools and industrial tools like generators and compressors; Harbor Freight does not sell paint and the only chemicals would be engine oils for the generators.

Length of construction and noise associated with construction - most of the construction will take place on the interior of the building limiting the amount of noise. Some repairs will be done to the outside and landscaping per the plans will be installed. Overall the construction process should not last more than 12 weeks.

The re-use of the site as a retail store given the variance requiring the site be maintained as an Ice Rink - since the property has been vacant for over 12 months the variance entitlement is null and void. Any use will need to be zoned commercial and comply with the current codes.

The parking area with a residential zone acting as a buffer for residents and potential commercial construction with zone change - since the previous entitlements on the property are void the parking lot must be zoned commercial to comply with current codes. Also, if another tenant wanted to make any changes to the site, such as a structure in the parking lot, they would have to go through an entitlement process including a site plan review and public meetings. Any new construction would have to comply with commercial setback requirements (including step backs due to the site's adjacency to residential zones).

Removal of the freestanding sign - the applicant explained the freestanding sign will not be removed. The applicant also stated that the sign is protected as part of the site's historical designation.

The type of tenant in the adjacent space - the applicant is seeking a retail tenant to fill the space. The tenant will be a retail business and will have to comply with the code in terms and use and parking.

Trucks deliveries and maneuverability - the applicant explained that Harbor Freight is flexible on the day and time for which deliveries can be made and that they would work with the neighborhood on the best times and days. Generally Harbor Freight deliveries are done during store hours (8am-9pm) Monday through Friday. The applicant referenced the truck path diagram to demonstrate that trucks will not need to back up into delivery bays.

Employees parking - the applicant stated that employees will be parking within the lot and as far from the door as possible to benefit the customers of Harbor Freight Tools.

The ice from the previous use - the property owner responded that there was no ice and that hazardous materials had been removed. Tests were done on the ground and results indicated there was no contamination to the ground.

The entitlement process - City staff explained the process with application submittal, public notice requirements, the Planning Commission hearing and the City Council hearing.

CEQA determinations - City staff explained that once a complete application is accepted with all required studies, a CEQA analysis can be done (at the time of the community meeting a formal application with studies had not been submitted).

In summary there were people in attendance who desire to have the ice rink return while others were concerned about how the proposed change of use would affect their homes because they live adjacent to the site. Most of the concerns of the people in attendance we addressed (for example, construction timeline, landscaping, screening and deliveries).

CONCLUSION/SUMMARY:

Staff has worked closely with the applicant to design a project that respects the historic designation of the building and assures its continuing compatibility with the neighborhood and the immediately abutting properties. Review by staff has determined that hazardous materials associated with the former ice rink use have been removed per approved closure plans and that soil samples have determined the site is not contaminated. Based on the proposed preliminary development plans and recommended conditions of approval, staff considers the project to be compatible with the surrounding neighborhood, providing a layout, and landscape consistent with applicable standards and guidelines, with adequate public facilities, and consistent with the Culver City General Plan and the requirements of the Zoning Ordinance. Additionally, the Zoning Code Map Amendment will result in General Plan Land Use consistency for the entire site and findings for the map amendment as outlined in Resolution No. 2015-P004 for both the Site Plan Review and Zone Map Amendment can be made (Attachment No. 1).

Furthermore, redevelopment of the subject site will be a marked improvement as the current condition of the property detracts from the neighborhood. The addition of two new commercial businesses to a vacant property will result in economic revitalization for this historic Culver City site.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines a Mitigated Negative Declaration has been prepared. This project has been determined to have less than significant impacts on the environment provided certain mitigations addressing Cultural Resources are incorporated. Specifically three mitigations will be required for this project:

- For as long as the site is a designated Culver City Cultural Resource, all alterations affecting the exterior of the building or site will require a Certificate of Appropriateness, approval of which is based on conformance with The U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards), prior to the issuance of any Building Permit.
- The trapezoidal box sign which currently reads, "ICE SKATING" is a character-defining feature of the property and shall not be altered by the project in order to ensure conformance with The Standards. The rectangular marquee with interchangeable lettering (beneath the trapezoidal box sign) can be modified or replaced with new signage subject to review and approval by the City.
- Other exterior character-defining features of the exterior, including the original Sepulveda Blvd. entrance, canopy, ticket window and signage shall be preserved. Certain interior features, such as the open

volume and mezzanine are to be preserved or if modifications are made, such modifications shall be reversible and not destroy historic materials, features, and spatial relationships that characterize the property.

These mitigation measures will reduce potential impacts with regard to Cultural Resources to less than significant. The mitigations are outlined in the attached Initial Study; all three mitigations are incorporated into the draft conditions of approval.

ALTERNATIVE OPTIONS:

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

1. Approve the proposed project with the recommended conditions of approval if the application is deemed to meet the required findings.
2. Approve the proposed project with additional and/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 proposed project if the application does not meet the required findings.

ATTACHMENTS:

1. Draft Resolution No. 2015-P004 and Exhibit A Conditions of Approval
2. Vicinity Map
3. Project Summary
4. Historic Preservation Certificate of Appropriateness dated October 1, 2015.
5. CEQA Initial Study/Mitigated Negative Declaration dated September 23, 2015.
6. Traffic Impact Analysis and Supplemental Traffic Memorandum prepared by Kimley Horn, August 26, 2015
7. Preliminary Development Plans dated August 19, 2015
8. Public Comments

RESOLUTION NO. 2015-P004

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-2015073 AND RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ZONING CODE MAP AMENDMENT, ZCMA P-2015074 FOR THE PROPOSED CHANGE OF USE OF THE FORMER CULVER CITY ICE ARENA INTO TWO RETAIL TENANT SPACES AT 4545 SEPULVEDA BOULEVARD IN THE RESIDENTIAL SINGLE FAMILY (R1) AND COMMERCIAL GENERAL (CG) ZONES.

(Site Plan Review, SPR P-2015073 and
Zoning Code Map Amendment, ZCMA P-2015074)

WHEREAS, on June 30, 2015, Harbor Freight Tools filed Site Plan Review and Zoning Code Map Amendment applications to allow the change of use of the former Culver Ice Arena Skating Rink into two retail tenant spaces consisting of: a 17,225 square foot space for Harbor Freight, a tool/home improvement retail outlet; an 11,610 square foot space for a future unidentified tenant; and surface parking improvements (the "Project"). No new building square footage or building demolition is proposed. The Project will also include a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor. The Project site is described with Los Angeles County Assessors Number 4215-021-023, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement the proposed Project, approval of the following applications is required:

1. Site Plan Review: To ensure the Project is in compliance with all required standards and City ordinances and establish all onsite and offsite conditions of approval to reflect the site features and compatibility of the proposed Project with the uses on adjoining properties; and,

1 2. Zoning Code Map Amendment: To change the Residential Single Family (R1) zoned
2 portion of the site to Commercial General (CG) making it consistent with its General Plan Land
3 Use Designation of General Corridor and to allow the use of the current R1 Zoned portion for
4 commercial purposes as allowed in the CG Zone.

5 WHEREAS, on October 14, 2015, after conducting a duly noticed public hearing on the
6 subject applications, including full consideration of the applications, plans, staff report,
7 environmental information and all testimony presented, the Planning Commission (i) by a vote
8 of __to __, adopted a Mitigated Negative Declaration, in accordance with the California
9 Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in significant
10 adverse environmental impacts; (ii) by a vote of __to __, conditionally approved Site Plan
11 Review, SPR P-2015073 as set forth herein below; and (iii) by a vote of __to __, recommended
12 to the City Council approval and adoption of Zoning Code Map Amendment, ZCMA P-2015074,
13 as set forth herein below.
14
15

16 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
17 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:
18

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

21 **Site Plan Review:**

22 As outlined in CCMC Title 17, Section 17.540.020, the following required findings for a Site
23 Plan Review are hereby made:

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

 The general layout of the Project is consistent with the Commercial General (CG) zoning

district requirements and standards including setbacks, height, and parking. Further the building meets or exceeds minimum code setback requirements creating significant distances to residential zones. The height of the existing building which will not change is 26 feet, 30 feet less than the code maximum 56 feet for the CG Zone. The Project's existing building orientation towards the front, facing Sepulveda Boulevard, will not change and will locate retail activity away from adjacent residential areas and towards the commercial boulevard. Perimeter landscaping including installation of trees on a raised planter area will comply with parking lot landscaping requirements and act as a buffer between the commercial use and surrounding residential area. Vehicular circulation and loading has been designed so that vehicles can enter and exit with ease and delivery trucks can enter, make wide turns, and unload without backing into a loading dock. Pedestrian circulation from the parking lot and public sidewalk are adequately designed with sufficient sidewalk to enter and exit. Vehicular access to and from the site will be from a 35-foot wide driveway off of Sepulveda Boulevard with a secondary 15-foot wide exit only driveway off of Sepulveda Boulevard while there will not be any access from residential areas. A middle, double left turn lane along Sepulveda Boulevard further provides flexible access to and from the site. Potential conflicts between vehicles and pedestrians and between surrounding residential traffic and users of the sites will be diminished with these access features.

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

The existing building is designed to be compatible with the surrounding single and two story commercial and residential uses and the overall project is designed to conform to applicable design provisions of the Zoning Code. The existing tilt up concrete structure at approximately 26 feet in height is designed as a large, single-story box like warehouse structure with a high ceiling and a mezzanine. The large box like structure was needed to accommodate the building's only use since it was built in 1962 – an ice skating rink. The northeast corner facing Sepulveda Boulevard and the main driveway entrance is dominated by the previous use's main pedestrian entrance and ticket window, a brick façade, and canopy covering the entire front setback area at the northeast corner. The edges of the building facing Sepulveda Boulevard are accented with blue mullions. Overall the building lacks significant architectural features or accents and is utilitarian in nature. Its wide open interior with high ceiling are especially designed for an ice skating facility and can easily accommodate a medium to large size retail uses such as Harbor Freight Tools. The Project applicant does not propose to change the exterior of the structure except that the main entrance will be on the north side of the building. The existing front entrance will be converted to glazing and an existing glass display area will contain ice rink memorabilia. The existing white colored building with blue trim accents along with the canopy and brick will remain. These existing features to remain will respect the historically designated building which while lacking specific architectural elements is key to the history of ice skating. The building as it existed for several

decades will remain essentially the same and with the memorabilia glass display and historical plaque, will continue to inform the community of its historic significance. The Administrative Historic Certificate of Appropriateness for this Project was approved by the Community Development Director pursuant to Culver City Municipal Code Section 15.05.035 on October 1, 2015.

The building's existing 26-foot height is less than the 56-foot code allowed maximum height in the CG Zone. This height is consistent with the surrounding commercial and residential uses which vary from one to two stories and is lower in height than nearby multi-story multi-dwelling units. The building's overall look, color, and exterior finish will continue relatively the same as it has existed since 1962 and will therefore not result in a drastic visual change, assuring continuity as a former ice rink building, now vacant structure, and soon to be converted retail store.

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

Proposed perimeter landscaping and landscaping fronting Sepulveda Boulevard meets all Zoning Code requirements. Within the parking lot, landscaping will be installed that results in more landscaping than is currently in the parking area. Landscaping will include several trees along the perimeter edge and along the interior drive aisles. There will be approximately 65 trees in the parking area; the site currently has 5 to 6 trees in the front façade only. Additionally the perimeter landscaping containing a majority of the new trees will be planted within a five-foot wide, three-foot raised planter area resulting in trees located at an elevation higher than the parking lot grade. At full growth these trees will provide a robust screen for the adjacent residential properties along the perimeter of the site thereby lessening the visual effect of a large surface parking lot. Existing trees and shrubs as well as new trees and shrubs along the Sepulveda Boulevard frontage will further lessen potential visual impacts. Proposed landscaping including the trees and ground cover will complement the building and enhance its aesthetic appearance. Streetscape landscaping will be installed or preserved per approval of the Public Works Director and consistent with City standards.

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

The proposed Project will not result in conflicts with uses in the existing adjacent commercial areas. The Project has been designed to conform to all applicable provisions of the Commercial General (CG) Zone, and all other applicable City

development standards. The proposed development is located along a commercial portion of Sepulveda Boulevard that includes both single story and two story commercial uses such as an auto repair place, medical building, a church, the YMCA, and the Auto Club. The Sepulveda Boulevard corridor adjacent to the site and located within the City of Los Angeles includes multi-story, multi-family dwelling projects. The building has been present since 1962 and its physical features and current bulk and mass will not change. There will be no massing or volume revisions or additions. The proposed use, a tool supply retail outlet, will not be any more intense than the previous ice skating use that was present for 52 years. Overall the re-use of the existing commercial building into another commercial use with no physical changes to the building is not expected to conflict with the surrounding commercial and residential uses. Similar to the ice rink use, the new retail use will have access only off of Sepulveda Boulevard minimally impacting surrounding residential uses. Enhanced perimeter landscaping will soften the view of the parking lot for the surrounding residential uses.

The existing building, oriented toward Sepulveda Boulevard, will further ensure that the retail commercial activity, as with the previous ice skating use, maintains a significant physical distance from the residential uses. Access to the site from Sepulveda Boulevard only and a middle, double left turn lane along Sepulveda Boulevard will minimize conflicts between retail users and surrounding residential and commercial users.

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, street lights, proposed street trees, fire protection devices, and public utilities are adequate to serve the Project site, 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 General Plan Land Use Element designates the property as General Corridor which is a commercial designation. The property is presently zoned Commercial General (CG) within the first 100 to 120 feet from the Sepulveda Boulevard frontage. Once the zoning in the remainder of the site is changed from Single Family Residential (R1) to CG, the entire site will be consistent with the General Corridor land uses designation which permits the proposed retail use. The proposal is consistent with this designation and respects all provisions and development regulations of the Zoning Code and General Plan. This new commercial development and activity is consistent with General Plan Land Use Objective 6 because the Project will revitalize the physical character and

economic wellbeing of an otherwise vacant building and economically derelict parcel. Development leading to an economically functioning site that is currently void of any commercial function will further General Plan Land Use Objective 8 because it will enhance business growth by promoting a retail establishment that serves regional markets as well as the needs of local residents. With preservation of the historic Ice Rink building, even with its re-use as a retail store, the Project is consistent with Objective 14 which specifically calls for the preservation of buildings and sites that reflect Culver City's varied history.

General Plan Map Amendment and Zoning Code Map Amendment:

As outlined in CCMC Title 17, Section 17.620.030.A., the following required findings for a General Plan Map Amendment and Zoning Code Map Amendment are hereby made:

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

The General Plan Land Used Element designation for the entire site is General Corridor. The General Corridor General Plan land use designation envisions commercial uses and the proper zoning for the entire site is CG (Commercial General). The CG zone allows a wide variety of commercial uses including parking areas for commercial uses. Commercial parking lots and retail uses are not allowed in the R1 (Residential Single Family) Zone and currently the parking area and rear portions of the ice rink building are zoned R1. The zone change from R1 to CG will make the entire site consistent with the General Plan Land Use Designation of General Corridor and the Project complies with all commercial provisions and development regulations of the CG Zone and the Zoning Code. The application does not include any variance or request to amend the General Plan designation.

With the change of Zone the Project can be approved thereby furthering the goals of General Plan Land Use Objective 6 which call for revitalization of the physical character and the economic wellbeing of an otherwise vacant building and economically derelict parcel. Commercial development which cannot occur without the zone change will assist in leading to an economically functioning site that is currently void of any commercial function and will therefore further General Plan Land Use Objective 8. This Objective calls for the enhancement of business growth by promoting retail establishments that serve regional markets as well as the needs of local residents.

The proposed amendments will not result in any inconsistency with the General Plan or the Zoning Code.

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

1 The proposed Zoning Code Map Amendment is not detrimental to the public interest,
2 health, safety, convenience and welfare of the City in that the amendment, and
3 subsequent Project, have been reviewed by the relevant City Departments. Toxic or
4 other potential hazard resulting from the previous ice rink use have been identified and
removed from the site. The City-reviewed traffic study has not identified any significant
impacts. No health or safety hazards have been identified in the review of this Project.

5 The Zoning Code Map Amendment is needed for the commercial Project to proceed and
6 the Project is anticipated to encourage new business opportunities. Business
7 opportunities add to the economic vitality that serves the community and protects the
8 quality of life negating the negative effects of what is currently a vacant building and
9 dilapidated site. With City approval of the proposed Zoning Code Map Amendment,
the Project will be consistent with the objectives of the General Plan and in conformity
with the CCMC, including the Zoning Code.

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

12 The proposed Zoning Code Map Amendment is in compliance with CEQA as more fully
13 outlined in the Initial Study and Negative Declaration environmental finding and related
documentation for this Project including the Project's traffic study.

14 As outlined in CCMC Title 17, Section 17.620.030.B., the following additional required finding
15 for a Zoning Code Map Amendment is hereby made:

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

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

22 The Project's previous siting and design that allowed for a transition from the Sepulveda
23 Boulevard commercial corridor to the adjoining residential neighborhoods by creating a
24 parking lot that acted as a buffer from the commercial building fronting Sepulveda
25 Boulevard will continue unchanged. This Zoning Code Map Amendment will facilitate a
26 use that essentially continues the same site design that has existed for several decades
27 and has proven to be compatible with surrounding residential areas and adjacent
28 commercial properties. Residential areas will be buffered with a large, landscaped
29 surface parking lot and commercial uses will be accessed only off of a commercial
boulevard. The building in its current form and which will not change, meets or exceeds
minimum code setbacks, step-backs, height, and parking further assuring compatibility
and diminished impacts. The Zoning Code Map Amendment will allow this use.
Vehicular access to the Project site has been located at a physically suitable location

1 that is sufficiently distant from residential areas. In addition, locating on-site parking
2 access from Sepulveda Boulevard which has a double, left turn lane lessens potential
3 traffic conflicts with commercial and residential areas.

4 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
5 Commission of the City of Culver City, California, hereby (i) approves Site Plan Review, SPR
6 P-2015073; and (ii) recommends to the City Council approval and adoption of Zoning Code
7 Map Amendment, ZCMA P-2015074, subject to the conditions of approval set forth in Exhibit
8 A attached hereto and incorporated in herein by this reference.

9 APPROVED and ADOPTED this 14th day of October, 2015.

10
11
12
13 _____
14 KEVIN LACHOFF, CHAIRPERSON
15 PLANNING COMMISSION
16 CITY OF CULVER CITY, CALIFORNIA

17 Attested by:

18 _____
19 Yvonne Hunt, Administrative Secretary
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EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on the Harbor Freight retail re-use of the former Culver City Ice Arena (the "Project"), for the property located at 4545 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.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for the Land Use Permit shall be removed within ten days after the end of the appeal period or the final decision by the City Council on the Land Use Permit, whichever occurs last.	Planning	Standard	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – “General Property Development and Use Standards”.	Planning	Standard	
7.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - “Landscaping”.	Planning	Standard	
8.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - “Off-Street Parking and Loading”.	Planning	Standard	
9.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - “Signs”. All signs require a separate permit and approval.	Planning	Standard	
10.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
11.	All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways) shall be designed and completed to the satisfaction of the City Engineer.	Public Works	Standard	
12.	Street trees shall be installed, to the satisfaction of the City Engineer, in conformity with the City’s approved Street Tree Master Plan including tree wells and irrigation. All new (and existing) street trees shall be supplied with irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan.	Public Works	Standard	
13.	Drainage devices, concrete curbs and gutters, sidewalks, drive approaches, and roadway pavement shall be designed in conformity with all provisions of the latest edition of the American Public Works Association Standard Plans (“APWA Standards”).	Public Works	Standard	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
 ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
14.	At the sole cost and expense of the Property Owner, any broken or damaged curbs, gutters, sidewalks, and street pavement resulting from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards.	Public Works	Standard	
15.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, a gated opening that is at least 8 feet wide, and a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6 inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures.	Public Works/ Fire/ Planning	Standard	
16.	All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service.	Public Works	Standard	
17.	The Project shall meet all provisions of CCMC Section 7.05.015 -"Transportation Demand and Trip Reduction Measures".	Trans.	Standard	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
18.	All buildings and structures to be constructed as part of the Project shall be designed and constructed in accordance with all applicable regulations and standards of the City's Building Code, Fire Code and any related codes as determined by the Building Official and Fire Marshal; and all other applicable provisions of the CCMC which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
19.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
20.	The Project shall comply with all applicable requirement of the Culver City Green Building Program as set forth in CCMC Section 15.02.1100, et.seq.	Building	Standard	
21.	The Project shall comply with the all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq.	Building	Standard	
22.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – "Changes to an Approved Project".	Planning	Standard	
23.	The future tenant space shall have its main entrance and delivery/receiving area at the rear facing the parking lot. At time of tenant improvements for this future tenant, the entrance and receiving area shall be designed so as not to conflict with the mechanical storage area in the rear.	Planning	Special	
24.	The applicant shall maintain or construct an 8 foot high wall along the project perimeter measured from the inside natural grade and the wall shall be lowered to 4 in height within 10 feet of the street fronting property line. The wall if existing to be maintained shall be painted and given a finish both on the interior and exterior sides as determined by the Planning Manager.	Planning	Special	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
 ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
25.	Delivery vehicles for all tenant spaces shall not be allowed to back into on-site loading/receiving areas at any time. The site shall adequately provide on-site circulation such that delivery vehicles are able to enter and maneuver to the side of the delivery receiving areas without having to engage the reverse gear.	Planning	Special	
26.	a. In addition to standard code required landscaping, the applicant shall install at minimum 24" box sized trees along the perimeter of the project including both sides and rear property lines. The species and spacing of said trees shall be determined by the Planning Manager and the City's Landscape Architect. b. The applicant shall install a raised planter curb along the perimeter of the site that varies in grade from three (3) to six (6) feet in height such that the required tree screen planting is elevated another four (4) to six (6) feet above the parking lot grade. c. All street trees shall be supplied with irrigation water from the overall site irrigation system and such irrigation shall be indicated on the landscaping and/or site irrigation plan.	Planning	Special	
27.	a. All exit signage and emergency egress lighting shall have individual battery back-up and/or be self-powered in addition to any emergency generator power (if applicable). b. The exterior door at the upper left of the floor plan shall be a required egress door. c. A structural upgrade of the building will be required per the Culver City Building Safety Division (CCBSD) "Guide to Businesses". d. All storage, electrical, service, or trash rooms shall be min. 1 hr. rated to all other areas	Building Safety	Special	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
 ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
28.	a. Secured bicycle parking shall be provided to accommodate eight (8) bicycles. The bicycle parking shall be provided to accommodate at least two (2) long-term spaces for the use of the employees of the commercial uses, and at least six (6) short-term parking spaces. The long-term spaces shall be provided in graded-mounted individual bike lockers or bike racks in a secure locking fenced enclosure on-site, accessible only to the bicycle owners. Short-term bicycle parking shall be provided using at least three (3) City approved "Inverted - U" Bicycle Racks. b. The development plans shall provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, and the widths of maneuvering areas and clearances within the bicycle parking spaces. Long-term bike parking facilities shall be made available to commercial employees free of charge, and the facilities shall be managed and maintained by the property management staff. All the bicycle parking spaces shall be provided on-site in well-lighted areas within 50-linear feet of the main entrances to the tenant spaces, and fully-visible from those entrances. Bicycle Parking shall meet the minimum standards specified in the City's Bicycle and Pedestrian Master Plan Design Guide, Section 1.8, at http://www.culvercity.org/Government/PublicWorks/TrafficEngineering/BicyclePedestrian.aspx The Public Works Director, or their Designee may approve some short-term spaces on the public sidewalk along Sepulveda Boulevard adjacent to the "Future Adjacent Tenant" space.	Public Works	Special	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
 ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
29.	a. Applicant shall remove and reconstruct existing southerly drive approach to be ADA compliant. The existing curb drain shall be protected in place or reconstructed. b. Applicant shall remove and reconstruct all non-ADA compliant sidewalk along the project's frontage on Sepulveda Boulevard. c. Applicant shall plant three (3) new street trees along the project's frontage with Sepulveda Boulevard. The new trees shall be London Plane and be planted in the existing tree wells that have be covered by concrete. Any existing interfering utilities with the tree well area shall be removed or relocated. All work shall be completed to the satisfaction of the City Engineer. d. Applicant shall remove and reconstruct the project's existing northerly drive approach to match the adjoining driveway width. The new drive approach shall be designed as a Special Use Drive Approach per Culver City Standard Plan CC-101.202, as modified by the City Engineer. e. Reconstructing the project's northerly drive approach will require the removal of an existing street tree. The applicant shall hire an arborist to examine this tree to determine if it is able to be transplanted and to submit a report to the Engineering Division of this finding. f. All concrete used in the public right-of-way shall have a minimum strength of 3,250 pounds per square inch (psi).	Public Works	Special	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
30.	Prior to any permanent sign installation, the project shall require approval of a Master Sign Program. The trapezoidal box sign which currently reads, "ICE SKATING" is a character-defining feature of the property and shall not be altered by the project in order to ensure conformance with the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards). The rectangular marquee with interchangeable lettering (beneath the trapezoidal box sign) can be modified or replaced with new signage subject to review and approval by the City.	Planning/ Cultural Affairs	Special Mitigation	

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RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

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

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
34.	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	
35.	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	
36.	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	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
37.	A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City Engineer and Planning Manager for review and approval prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The Construction Traffic Management Plan shall contain, but not be limited to, the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.	Planning/ Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
38.	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	
39.	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	
40.	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	
41.	A construction kick-off meeting shall be held in City Hall prior to issuance of the overall building and engineering permits and the project superintendent shall attend that meeting.	Building	Special	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
42.	During all phases of construction, two (2) "Construction Rules Signs" that includes contact names and telephone numbers of the Applicant, Property Owner, construction contractor(s) 24 hour phone number, the contractors name and address, the allowed construction hours, and minimum safety gear to be worn by all personnel on site including closed toe shoes, long pants, a shirt with sleeves, a hard hat, and a safety vest shall be posted on the Property in locations that are 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. The signs shall also include the City's signs.	Building/ Planning	Standard	
43.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
44.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
45.	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	
46.	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	
47.	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	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
 ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
48.	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	
49.	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	
50.	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	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
 ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
51.	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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ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
52.	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	
53.	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	
54.	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	
55.	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
DURING CONSTRUCTION				
56.	a. The applicant shall remove idle cooling and electrical equipment/piping and fill/seal sample vaults. Additionally, during demolition the applicant will be required to remove asbestos and lead paint in compliance with Building Safety standards. b. All existing ice rink piping, abandoned piping and equipment and other materials below the finished grade shall be removed. c. Documentation from a qualified engineer shall be provided that indicates all permafrost from the previous operation/use has been remediated. d. Documentation shall be provided that indicates the previous use has not damaged or caused failure to the foundations or the structure.	Planning Fire Building Safety	Special	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO FINAL INSPECTION OR CERTIFICATE OF OCCUPANCY				
57.	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 July 23, 2015 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	
58.	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	
59.	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	

EXHIBIT A
 RESOLUTION NO. 2015-P004
 SITE PLAN REVIEW, SPR P-2015073 &
 ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO FINAL INSPECTION OR CERTIFICATE OF OCCUPANCY				
60.	As the project nears completion no partial or grand openings shall be permitted without applying for and gaining approval of a TCO. The applicant shall not schedule any partial or full openings or advertise any openings without City approval. Grand Openings shall require a Special Event Permit	Building/ Planning	Special	
61.	a. The Applicant shall provide a Hazardous Materials Disclosure Plan if applicable. b. An access plan shall be submitted that provides fire department access to the property, the building, and unobstructed access to all life safety systems. c. A Knox Box system with Fire Department approved location, type and key requirements shall be installed on-site. d. Fire Department access for apparatus shall be a minimum of 20 feet unobstructed width, 13 feet, 6 inches vertical clearance, surface able to support a vehicle weight of 68,000 pounds, with a minimum 28 foot Internal Drive turning radius. e. An address viewable and legible from the public way with identification for each suite shall be provided. f. All exterior doors shall have keyways and hand-sets. g. Hose valves shall be provided per approval of the Culver City Fire Department. h. A parking plan providing signage and curb markings shall be developed and approved by the Culver City Fire department. An agreement for parking enforcement shall be made thru the Engineering Division	Fire	Special	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
62.	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 October 14, 2015, except as modified by these Conditions of Approval.	Planning	Standard	
63.	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	
64.	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	
65.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2015-P004
SITE PLAN REVIEW, SPR P-2015073 &
ZONING CODE MAP AMENDMENT, ZCMA P-2015074

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
66.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
67.	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	
68.	All deliveries for all tenant spaces shall not occur on weekends and shall not occur before 8 AM or after 5:00 PM on weekdays.	Planning	Special	
69.	For as long as the site is a designated Culver City Cultural Resource, all alterations affecting the exterior of the building or site will require a Certificate of Appropriateness, approval of which is based on conformance with The U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards), prior to the issuance of any Building Permit.	Planning/ Cultural Affairs	Special Mitigation	
70.	Other exterior character-defining features of the exterior, including the original Sepulveda Blvd. entrance, canopy, ticket window and signage shall be preserved. An Ice Rink Memorabilia area within the existing Sepulveda Boulevard facing Glass Display area shall be installed and maintained in perpetuity. Certain interior features, such as the open volume and mezzanine are to be preserved or if modifications are made, such modifications shall be reversible and not destroy historic materials, features, and spatial relationships that characterize the property.	Planning/ Cultural Affairs	Special Mitigation	

Harbor Freight Project at Former Ice Rink

Site Plan Review & Zone Change



Source: CDD/Planning Division

Map Created: 09/21/2015

Meeting Date: 10/14/2015 at 7PM

Site Plan Review, SPR P-2015073

Zoning Code Map Amendment,
ZCMA P-2015074



**THE CITY OF
CULVER CITY**



INFORMATION TECHNOLOGY DEPARTMENT

GEOGRAPHIC INFORMATION SYSTEMS

9770 CULVER BLVD
CULVER CITY, CA 90232

TEL: 310-253-5976

Scale: 1:6,696



0 279.02 558.0 Feet

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:		
Harbor Freight Site Plan Review & Zoning Map Amendment (Culver City Ice Rink) Site Plan Review, SPR P-2015073; Zoning Code Map Amendment, ZCMA P-2015074; and Mitigated Negative Declaration, MND P-2015076		
PROJECT ADDRESS/LOCATION:		APPLICANT INFORMATION:
4545 Sepulveda Boulevard Culver City, CA 90230		Roy Hasson/Permit Advisors 8370 Wilshire Boulevard, Suite 330 Beverly Hills, CA 90211 (310) 275-7774
PERMIT/APPLICATION TYPE:		
☐ Administrative Use Permit ☐ Conditional Use Permit ☐ Administrative Site Plan Review ☒ Site Plan Review ☐ Administrative Modifications (parking) ☐ Variance ☐ Master Sign Program ☐ Certificate of Appropriateness ☐ Certificate of Exemption ☐ DOBI		☐ Tentative Parcel Map ☐ Tentative Tract Map ☐ Lot Line Adjustment ☐ Zoning Code Amendment - Text ☒ Zoning Code Amendment - Map ☐ General Plan Amendment - Text ☐ General Plan Amendment - Map ☐ Planned Unit Development ☐ Specific Plan ☐ Other:
APPROVAL BODY: ☒ Public Hearing ☐ Public Meeting ☐ Administrative		
☐ Administrative ☒ Planning Commission ☒ City Council		☐ Redevelopment Agency ☐ Other:
ENVIRONMENTAL DETERMINATION AND NOTICING:		
CEQA Determination	☐ Categorical Exemption, Class 32 ☐ Negative Declaration or ☒ Mitigated Negative Declaration ☐ Environmental Impact Report, Type:	
CEQA Noticing	☐ Notice of Exemption (w/in 5 days of decision) ☒ Notice of Intent to Adopt (21 days prior to decision) ☒ Notice of Determination (w/in 5 days of decision) ☐ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision) ☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness	
PUBLIC NOTIFICATION:		
Mailing Date: 9/23/2015	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 500' foot radius ☒ w/in 500' foot radius / Extended ☐ Other: Beyond 500' radius
Posting Date: 9/23/2015	☒ Onsite ☐ Offsite	☐ Other:
Publication Date: 9/24/2015	☒ Culver City News	☐ Other:
Courtesy Date: 9/23/2015	☒ City Council ☐ Cable Crawler ☒ Commissions ☒ Master Notification List ☐ Culver City Website	☐ Press Release ☐ HOA /Neighborhood Groups ☐ Culver City Organizations ☒ Other: Ice Rink Interested Parties
GENERAL INFORMATION:		
General Plan: General Corridor	Zoning: Front 100 to 120 feet: Commercial General (CG); Rear 218 to 238 feet: Single Family Residential (R1)	
Redevelopment Plan: N/A	Overlay Zone/District: CSO	
Legal Description: APN No. 4215-021-023	Existing Land Use: Vacant Building and surface parking lot.	

PROJECT SUMMARY

ADJACENT ZONING AND LAND USES (Project North = Northbound Sepulveda Blvd)

Location	Zoning	Land Use
West:	R1 Zone	one and two story single family residential uses
East:	Culver City CG and CN and L.A. C2-1	Sepulveda Boulevard and one and two story commercial, auto repair/retail, medical office, and multi-story multi-family residential uses beyond
North:	R1 and CG	one story commercial, two story multi-family residential, and one and two story single family residential uses
South:	L.A. R1-1	multi-story multi-family residential and one and two story single family residential uses.

Project Data

Lot Area

Building Coverage:

Building Area:

Building Use:

Existing

2.674 Acres

28,423 Sq.Ft.(24.4%)

34,164 Sq.Ft.

Vacant

Proposed

Same

Same

Same

34,164 Sq.Ft. Retail

Required/Allowed

No minimum

No maximum

No minimum or maximum

Retail Allowed by Code;
Max area controlled by height,
Setbacks, Parking

Project Data

Parking:

*Handicapped
(Part of Total)*

Total:

Existing

171

2

171

Proposed

145

9 (4 extra)

145 (46 extra)

Required/Allowed

99

5 (of the 145 proposed)

99

Building Height:

25 Ft., 8 In.

Existing to Remain

56 Ft. maximum

Building Setbacks

(Assume CG Zone for all):

Front

5 Ft. to 18 Ft.

Existing to Remain

0 Ft. or setback with amenities
such as landscaping
10 Ft. for 1st 15 Ft of height
60 Degree Clear Zone above
15 Ft. of Height

Rear

183 Ft. to 120 Ft.

Existing to Remain

Side (L)

21 Ft.

Existing to Remain

Side (R)

93 Ft.

Existing to Remain

Same as Rear

Same as Rear

ESTIMATED FEES:

☐ New Development Impact

☐ In Lieu Parkland:

☒ School District: TBD

☒ Art: TBD

☒ Plan Check: TBD

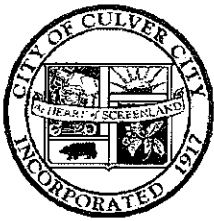
☒ Sewer: TBD

INTERDEPARTMENTAL REVIEW:

Planning, Engineering, Building & Safety, and Fire Prevention reviewed the project. No additional comments or conditions other than those incorporated into the SPR/Zone Change

ART IN PUBLIC PLACES:

Fee Applies to Project



Culver CITY

PLANNING DIVISION

(310) 253-5710
FAX (310) 253-5721

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

October 1, 2015

Attachment No. 4

(Applicant)
Roy Hasson
Permit Advisors
8370 Wilshire Boulevard, Suite 330
Beverly Hills, CA 90211

(Owner Representative)
Michael Karagozian
11420 Santa Monica Boulevard
#251282
Los Angeles, CA 90025

**NOTICE OF DECISION: HISTORIC PRESERVATION ADMINISTRATIVE CERTIFICATE
OF APPROPRIATENESS, HPCA P-2015075**

4545 Sepulveda Boulevard in the Commercial General (CG) and Residential Single Family (R1) Zones.

Dear Messrs. Hasson and Karagozian:

The City of Culver City has approved your Certificate of Appropriateness application to allow exterior and interior improvements to the designated historic property located at 4545 Sepulveda Boulevard, subject to conditions of approval contained herein.

Request and Background

In January 2014, a nomination for historic designation was submitted by a resident of Culver City for the property located at 4545 Sepulveda Boulevard. Architectural Resources Group (ARG) prepared a report entitled, "Culver City Ice Arena Historic Resource Evaluation" which made findings that the property was eligible for designation as a Culver City Cultural Resource and appears eligible for listing on the California Register of Historical Resources under Criterion 1. Based on ARG's report and a recommendation of the Cultural Affairs Commission, in July 2014 the City Council designated the property a SIGNIFICANT Culver City Cultural Resource due to the site's association with post-war indoor recreation and ice skating. This contribution included the use of the Culver City Ice Arena as a training center for U.S. Olympic skaters and for professional hockey teams. Two of the site's most distinctive exterior character-defining features are its entrance on Sepulveda Blvd. (including entry canopy, signage and ticket booth) and the freestanding pole sign capped by a

trapezoidal box sign which currently reads, "ICE SKATING".

On June 30, 2015, an application was submitted for a Site Plan Review and Zoning Code Map Amendment to allow the change of use of the former Culver Ice Arena into two retail tenant spaces. One space at 17,225 square feet in area is for Harbor Freight, a tool/home improvement retail outlet; the other space at 11,610 square feet in area is for a future unidentified tenant. The project will also include a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor.

The applicant wishes to make exterior changes to the building, including the addition of a new entrance, the addition of signage on two sides of the building, converting the existing entry doors to windows, and alterations to the freestanding pole sign. The City requires a Certificate of Appropriateness prior to the commencement of any exterior alterations requiring a City-issued permit in order to address potential impacts to the historic structure.

Pursuant to Culver City Municipal Code Section 15.05.010 the proposed exterior changes to the building are defined as MINOR EXTERIOR ALTERATIONS. An alteration resulting in a noticeable but less than substantial change in the exterior appearance, but no change in the existing envelope of a structure designated landmark, significant or historic district.

The proposed improvements are subject to conformance with the U.S. Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings ("The Standards"). After reviewing the application and plans, City staff in conjunction with Architectural Resources Group, determined that the proposed improvements comply with The Standards. Any other proposed signage attached to the building or incorporated into the freestanding pole sign is not considered a part of this Certificate of Appropriateness and shall be reviewed separately. Further, any future tenant improvements or alterations to the site may require separate Certificates of Appropriateness depending on the scope of those future improvements. A condition of the Site Plan Review which will be considered by the Planning Commission will require that all future revisions to the site receive a Certificate of Appropriateness if applicable, prior to building permit issuance.

Findings

The following findings have been made for this application, including findings required in Section 15.05.035, Certificate of Appropriateness, of Chapter 15.05, Historic Preservation Program, of the Culver City Municipal Code (CCMC):

- 1. The proposed alteration would not detrimentally change, destroy, or adversely affect any exterior feature or appurtenance of the landmark or significant structure upon which the work would be done.**

The addition of the new entrance and signage on two sides of the building, and conversion of the existing entry doors to windows will not detrimentally change or destroy the structure. The new side entrance is located on a secondary façade of the building and

the conversion of the existing entry doors to windows will preserve the grid like pattern, area and geometry of the original entry doors. Additionally the ticket booth which is adjacent to the main entrance on Sepulveda Blvd., will be preserved and be used to display memorabilia pertaining to the site when it was operated as an ice rink. The entry canopy, canopy signage, and brick façade at the ice arena entrance will also be preserved. New wall signage will be attached to the building's façade so that it can be removed at a later date without destroying the historic materials. The large trapezoidal box sign located at the top of the pole sign and the lettering reading, "ICE SKATING" will also be preserved. The building's open volume, mezzanine level and overall utilitarian design specific to ice rink use is a character-defining feature of the site and will be preserved.

2. **In the case of any proposed alteration that includes construction of new improvements on the site of a designated structure or district, the exterior features of such new improvements would not adversely affect or be incompatible with the exterior features of the designated cultural resource.**

The construction of new improvements such as the new entrance and the signage are features that can be removed, are located on secondary elevations, or are compatible with the character-defining features of the site. No new building square footage is required for this proposed use and demolition of abandoned ice rink equipment at the rear of the building will not have an impact on the character defining features of the building.

The following further finding is hereby made:

3. **Plans submitted with the Certificate of Appropriateness application requesting permission to remove certain exterior features and install new exterior features as described herein is in compliance with The Standards.**

During the internal review process of the plans and proposed reuse of the building, staff reviewed proposed changes against The Standards and determined they were in compliance with said Standards.

Environmental Determination

Pursuant to the project description and the California Environmental Quality Act (CEQA) as amended, initial review of the project by staff established the proposed changes to the historic structure as proposed are consistent with the referenced U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings and the California State Historic Building Code. Therefore, there are no potentially significant adverse impacts on the environment and the project has been determined to be Categorically Exempt pursuant to Section 15331, Class 31 – Historical Resource Restoration / Rehabilitation, in that the proposed changes to the historic structure involve the limited maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the subject historic resource; and that said activity is negligible. Therefore,

it is determined that no further environmental review with regard to the façade improvements and signage for this specific certificate of appropriateness application is necessary. The addition of signage and a new entrance can be removed and the ice arena entrance can be restored at a future date. Also the building's volume character essential for an ice rink use in not being altered with this project.

Conditions of Approval

Based upon the above findings, and on authority found in CCMC Section 15.05.035, HPCA P-2015075 is hereby approved subject to the following conditions:

1. The final building permit plans shall conform to the preliminary plans received on August 19, 2015, except as noted below, and otherwise noted during the building permit review process.
2. This letter and the conditions of approval for Historic Preservation Administrative Certificate of Appropriateness, HPCA P-2015075, shall be referenced on the cover sheet, and repeated in full on the cover sheet or attached additional sheet(s) of the building permit plans.
3. All exterior alterations shall be consistent with the applicable U.S. Secretary of Interior's Standards of Rehabilitation and Guidelines for Rehabilitating Historic Buildings and the California State Historic Building Code.
4. Replacement glass for windows and doors shall be clear and there shall be no installation of tinted glass.
5. The configuration of the new window to replace the Sepulveda Blvd. entrance shall match the existing in design and materials.
6. Any window shade or images on or behind any window are subject to City review and approval through a Master Sign Program which shall be processed as a separate action.
7. The design and content of the proposed memorabilia display in the former ice arena ticket booth is subject to City review and approval prior to installation.
8. Once approved and installed, the proposed memorabilia display shall not be removed from the building.
9. The exterior features of the building and freestanding pole sign shall be maintained in good condition.
10. All exterior features of the building and freestanding pole sign in states of disrepair shall be repaired prior to close out of building permits. City staff shall approve all repairs to

damaged structures.

11. Additions and alterations to the interior staircases leading up to the mezzanine shall not destroy the original staircases and mezzanine and shall be reversible. The mezzanine shall not be removed, reduced, or enlarged but re-use and alterations needed to re-use said mezzanine shall first obtain approval by the City.
12. The applicant shall provide the construction contractor(s) and each subcontractor related to the project a copy of the final project conditions of approval for this entitlement and the companion Site Plan Review entitlement. The applicant and the City agree these conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the applicant on or near the project site. The applicant, property owner, and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor.
13. The City reserves the right to periodically inspect the premises to ensure ongoing compliance with all conditions of approval.
14. The Community Development Director or designee, in keeping with the general design and content of the project approval, may approve minor modifications to the project.
15. This approval shall expire if not used within one (1) year after the date it becomes effective unless the applicant submits an extension request in writing with the applicable fee, and is granted said extension by the Community Development Director.
16. The applicant shall comply with all applicable Culver City Municipal Code (CCMC) requirements and standards and shall obtain all necessary City permits in order to be in compliance with the conditions of approval stated herein.
17. The building revisions and site improvements shall not cause damage to any historic building and, should any damage occur, the property owner shall repair said damages in a manner consistent with the US Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Appeal

The approved Historic Preservation Administrative Certificate of Appropriateness, HPCA P-2015075 application decision may be appealed to the Planning Commission per CCMC Code Section 15.05.045, within 10 working days by any interested person, or by 5:30 PM on Wednesday, October 14, 2015. In case of an appeal, we will notify you. If you have any questions, please contact Jose Mendivil, Associate Planner, at (310) 253-5757.

Sincerely,


Sol Blumenfeld,
Community Development Director

Attachments:

1. Proposed Site and Elevation Plans Dated Received August 19, 2015
2. U.S. Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings

Copy with Attachments:

John Nachbar, City Manager
Christine Byers, Historic Preservation Coordinator
Thomas Gorham, Deputy Community Development Director/Planning Manager
Culver City Historical Society
Craig Johnson, Building Official
Jose Mendivil, Associate Planner
Case File



Culver CITY

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0

(310) 253-5710
FAX (310) 253-5721

Attachment No. 5

PROPOSED MITIGATED NEGATIVE DECLARATION

Project Title and File No.: Harbor Freight Site Plan Review and Zoning Map Amendment (Culver Ice Arena) Site Plan Review, SPR P-2015073; Zoning Code Map Amendment, ZCMA P-2015074; and Mitigated Negative Declaration, MND P-2015076

Project Location: 4545 Sepulveda Boulevard

Project Sponsor: Harbor Freight Tools (Applicant) / Miron and Nick Karagozian (Owner)

Project Description: Site Plan Review for a proposed change of use of the former Culver Ice Arena Skating Rink into two retail tenant spaces: 1) 17,225 square feet space for Harbor Freight, a tool/home improvement retail outlet; and 2) 11,610 square feet space for a future unidentified tenant. No new building square footage or demolition is proposed and the surface parking will be improved to be consistent with current code standards. The project will also include a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor.

Environmental Determination:

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

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

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

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

The public is invited to comment on the proposed MITIGATED NEGATIVE DECLARATION during the review period, which ends **October 14, 2015**.


Jose Mendivil, Associate Planner

September 23, 2015



(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title/ Case Nos:	Harbor Freight Site Plan Review & Zoning Map Amendment (Culver City Ice Rink)		
	Site Plan Review, SPR P-2015073; Zoning Code Map Amendment, ZCMA P-2015074; and Mitigated Negative Declaration, MND P-2015076		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Jose Mendivil, Associate Planner (310) 253-5757		
Project Location/Address:	4545 Sepulveda Boulevard Culver City, CA 90230		
Nearest Cross Street:	Franklin Avenue	APN:	4215-021-023
Project Sponsor's Name & Address:	Roy Hasson/Permit Advisors 8370 Wilshire Boulevard, Suite 330 Beverly Hills, CA 90211 (310) 275-7774		
General Plan Designation:	General Corridor	Zoning:	Front 100 to 120 feet: Commercial General (CG); Rear 218 to 238 feet: Single Family Residential (R1)
Former Redevelopment Project Area:	Component Area No. 4		
Overlay Zone/Special District:	Commercial Zero Setback Overlay (CZ) Zone		
Project Description and Requested Action: <i>(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)</i> Site Plan Review for a proposed change of use of the former Culver Ice Arena Skating Rink into two retail tenant spaces: 1) 17,225 square feet space for Harbor Freight, a tool/home improvement retail outlet; and 2) 11,610 square feet space for a future unidentified tenant. No new building square footage or demolition is proposed and the surface parking will be improved to be consistent with current code standards. The project will also include a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor.			
Existing Conditions of the Project Site: The site is 2.674 acres in area and contains a 34,164 square foot vacant building which housed the Culver City Ice Rink. The remaining 88,052 square feet contains surface parking and perimeter landscaping. Both the vacant building and the surface parking are in states of disrepair and dilapidation.			

Surrounding Land Uses and Setting (Sepulveda Blvd is considered to run in a north/south orientation): *(Briefly describe the project's surrounding)*

Location	Zoning	Land Use
West:	R1 Zone	one and two story single family residential uses
East:	Culver City CG and CN and L.A. C2-1	Sepulveda Boulevard and one and two story commercial, auto repair/retail, medical office, and multi-story multi-family residential uses beyond
North:	R1 and CG	one story commercial, two story multi-family residential, and one and two story single family residential uses
South:	L.A. R1-1	multi-story multi-family residential and one and two story single family residential uses.

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

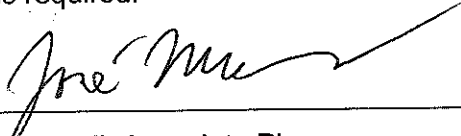
- | | |
|---|---|
| ☐ Aesthetics | ☐ Land Use / Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☐ Air Quality | ☐ Noise |
| ☐ Biological Resources | ☐ Population / Housing |
| ☐ Cultural Resources | ☐ Public Services |
| ☐ Geology / Soils | ☐ Recreation |
| ☐ Greenhouse Gas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

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



9/23/15

Jose Mendivil, Associate Planner

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Responses:				
a) <u>Less than Significant Impact</u>. The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is relatively flat with no substantial ocean or mountain views that can be considered scenic that will be affected by the project. No mitigation measures are necessary. b) <u>Less than Significant Impact</u>. There are no identified rock outcroppings or historic buildings within a state scenic highway on the site. The project site currently contains a vacant, partially dilapidated building and surface parking lot. There are existing street trees and ground vegetation that will be maintained or replaced along the public sidewalk and new trees and ground vegetation will be planted along the inside perimeter of the project's surface parking area as part of the project conditions. The maintenance of existing public right of way landscaping and the proposed on-site landscaping will reduce any potential impact to a level that is less than significant. No mitigation measures are necessary. c) <u>Less than Significant Impact</u>. Less than Significant Impact. There is minimal visual character or quality of the project because it is a vacant, partially dilapidated building and surface parking lot. The surrounding area is developed with commercial and residential uses. Re-use of the vacant building into a tool/home improvement retail outlet and a second core and shell tent space for a future retail use will improve the visual character and quality of the project site. Additionally the re-use of the site which will require exterior and interior tenant improvements to the site (including perimeter landscaping and re-surfaced parking) will improve the visual character for the surrounding residential and commercial areas which currently have a view of a semi-dilapidated vacant building. The re-use of the site which once was used as an ice rink, will not include additional square footage or height and will be compatible in size and scale with the surrounding commercial and residential buildings. The ice rink operated for several years in the neighborhood and the building will not increase in size or bulk. In conclusion, the project will not degrade the visual character of the site and will be a significant improvement for the immediate area. No mitigation measures are necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) <i>Less than Significant Impact.</i> The proposed project will bring new sources of light at nighttime with new on-site lighting from the building interior and exterior. Surrounding residential and commercial uses are already subject to the commercial lighting along Sepulveda Boulevard from existing commercial uses. Any on sight lighting except for the street lights, is required to be built in compliance with City codes and standards that require lighting to be shielded or recessed so that direct glare and reflections are confined to the boundaries of the site and do not shine or glare directly onto adjacent public and private properties. With implementation of these code requirements, this potential impact is reduced to a level that is less than significant. No mitigation measures are necessary. Mitigation Measure(s): None required				
II. AGRICULTURE RESOURCES AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
Responses:				
a)- e) <i>No Impact.</i> The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site. The site is located in an urban area and there is no forest land in the vicinity of the project site. No mitigation measures are necessary.				
Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
Responses: a) <u>Less Than Significant Impact.</u> The project site is within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing an Air Quality Management Plan (AQMP) for the basin. The current 2012 AQMP was approved by the SCAQMD Governing Board on December 7, 2012, and incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2012 AQMP included the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. AQMD staff is processing the 2016 AQMP, which will be a comprehensive and integrated Plan primarily focused on addressing the ozone standards. The Plan will be a regional and multi-agency effort (SCAQMD, California Air Resources Board, SCAG, and US Environmental Protection Agency). State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further progress, and maintenance plans. The 2016 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Implementation of the AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant targeted. Since the 2012 AQMP is based on growth projections reflected in local general plans, only new or amended general plans or projects that exceed the level of development contemplated in the general plan have the potential to conflict with the AQMP. The proposed project does not require an amendment to the General Plan land use designation of General Corridor and is consistent with expected commercial development potential build out along the Sepulveda Boulevard commercial corridor. There is no conflict with the 2012 AQMP, nor is there an expected conflict with the Draft 2016 AQMP, and no mitigation measures are necessary. b)-c) <u>Less Than Significant Impact.</u> Future new development in Culver City may contribute both at the project level and cumulatively to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. This project involves the change of use of the former Culver City Ice Rink into two retail tenant				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
spaces at 17,225 square feet and 11,610 square feet with the existing 5,741 square foot mezzanine left as is for potential future re-use. No new building square footage or demolition is proposed and the surface parking will be improved to be consistent with current code standards. This will requires some resurfacing of the parking area. During construction, air contaminant emissions would result from the use of construction equipment such as trucks, loaders, graders, as well as construction workers that will be traveling to and from the project. Project related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards because the project would be subject to limits on the construction hours contained in the Municipal Code. The project will be subject to standard conditions that will reduce construction related pollutant emissions and dust emissions. Overall, construction emissions would be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further the proposed project will implement standard SCAGMD-approved construction procedures and will comply with applicable provisions of SCAGMD Rule 403. Operationally the project is also not expected to create significant air quality impacts. Based on Kimley Horn's August 2015 Harbor Freight Traffic Impact Analysis, the project is expected to generate approximately 29 new trips in the AM peak hour and 96 new trips in the PM peak hour. The traffic study concluded that the additional trips created by the project will not significantly impact study intersections, roadway segments, and the Interstate 405 (I-405) freeway. The amount of added trips, taking into account the cumulative trips from surrounding projects is expected to be below City adopted thresholds. Thus, emissions resulting from the number of vehicles related to the proposed project are not expected to be significant. No mitigation measures are necessary. d) <u>Less Than Significant Impact</u>. In the immediate vicinity of the project site there are several single family and some multi-family residential dwellings, commercial buildings, and the I-405 Freeway. Commercial uses along Sepulveda Boulevard include a church, a medical clinic, and the Culver Palms Family YMCA. The current vacant site will generate carbon emissions from patrons, customers, and delivery vehicles once it is operational. These emissions are not expected to significantly affect these surrounding uses because the intensification of the site from a vacant use to a retail home improvement store is within the expected thresholds of development for this area. For several years the site operated as a commercial ice rink accommodating both practice and ticketed ice skating events. Building volume and area will not increase and the existing surface parking lot will be re-used as a surface parking lot but with less parking spaces and more landscaping than the previous ice rink use. Carbon emissions in close proximity to sensitive receptors are not expected to be significantly above the normal emissions from any existing commercial or residential uses within the project vicinity (such as a church, a medical clinic, an auto repair and retail facility, small retail and service stores, and the Culver Palms Family YMCA). During construction, there will be periods of construction related emissions; however construction activities will be subject to standard construction conditions such as hours of construction, routine maintenance of construction vehicles, and SCAQMD Rule 403. See Section III. a., above for further discussion on compliance the AQMP. No mitigation measures are necessary. Impacts are expected to be less than significant. e) <u>Less Than Significant Impact</u>. Diesel-powered equipment used for construction could cause odors and emissions that may be offensive to sensitive persons. This would be a temporary impact and would be mitigated by existing AQMD regulations requiring proper maintenance of vehicle engines and exhaust systems, and by standard construction conditions. Therefore, impacts are not expected to be significant. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
Responses: a)-f) <u>Less Than Significant Impact</u>. The project site is on disturbed developed land and is improved with a building, an asphalt and concrete parking area, and some perimeter landscaping. There is no open unimproved land on the project site. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses as well as a major freeway (I-105) and boulevard (Sepulveda Boulevard). Other than some perimeter landscaping, the site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Street trees along the project's street frontage in the public sidewalk will remain or will be replaced with City approved public right-of-way landscaping. As part of the project several perimeter and parking lot on-site trees and ground cover will be planted which will help to create a landscaped buffer between the project site and the surrounding residential areas. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site. Development of the proposed project would result in impacts that are less than significant. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
<u>Responses:</u> a) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The site is considered a historical resource as defined by Culver City's Historic Preservation Program (CCMC Section 15.05 et seq.) and the California Environmental Quality Act (CEQA). In 2014 the City Council designated the property a SIGNIFICANT Culver City Cultural Resource due to the site's association with post-war indoor recreation and ice skating. This contribution included the use of the Culver City Ice Arena as a training center for U.S. Olympic skaters and for professional hockey teams. The site also appears eligible for listing on the California Register of Historical Resources under Criterion 1. Any alterations to the site must conform with the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards) so as to ensure preservation of character-defining features of the exterior and certain character-defining features of the interior (the latter pertaining specifically to CEQA requirements as relate to the California Register). Review of the proposed alterations by the City during the entitlement process has determined that such alterations are consistent with The Standards. Two distinctive character-defining features of the building are its entrance and signage, including the freestanding pole sign capped by a trapezoidal box sign which currently reads, "ICE SKATING". While the trapezoidal box sign is an important character-defining feature of the property and cannot be altered, additions or alterations to the rectangular marquee (located beneath the trapezoidal box sign) can be mitigated to a less than significant level with choice of materials, size, placement and color. The original (Sepulveda Blvd. facing) main entrance to the former Ice Arena will not be used by the new tenant but the character defining features (canopy, ticket window, door and window design, and signage) will be retained and a new entrance will be added to a secondary elevation of the building. With mitigations requiring Certificates of Appropriateness for any exterior work, preservation of the "ICE SKATING" sign, and preservation of (or city review of proposed changes to) the interior character-defining features, impacts to historical resources will be reduced to less than significant. <u>Mitigation Measure(s):</u> CR – 1. <u>For as long as the site is a designated Culver City Cultural Resource, all alterations affecting the exterior of the building or site will require a Certificate of Appropriateness, approval of which is based on conformance with The Standards, prior to the issuance of any Building Permit.</u> CR – 2. <u>The trapezoidal box sign which currently reads, "ICE SKATING" is a character-defining feature of the property and shall not be altered by the project in order to ensure conformance with The Standards. The rectangular marquee with interchangeable lettering (beneath the trapezoidal box sign) can be modified or replaced with new signage subject to review and approval by the City.</u>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>CR – 3. Other exterior character-defining features of the exterior, including the original Sepulveda Blvd. entrance, canopy, ticket window and signage shall be preserved. Certain interior features, such as the open volume and mezzanine are to be preserved or if modifications are made, such modifications shall be reversible and not destroy historic materials, features, and spatial relationships that characterize the property.</u>				
b) – d) <u>Less than Significant Impact.</u> Culver City is located in a region of western Los Angeles basin known to contain paleontological/archaeological resources and upon significant excavation for projects that involve subterranean parking areas or occupiable space such resources could surface¹. The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. The site contains asphalt and concrete surface parking and a vacant building previously used as a commercial ice skating rink. The building will remain and the parking lot will be resurfaced and enhanced with perimeter landscaping. There will be no significant excavation limiting the potential to disturb cultural resources that may be present. As prescribed by state law, work will be halted if undetected fossil resources and/or human remains or other archaeological and/or paleontological resources are encountered during construction activities that require minor excavation such as the installation of perimeter landscaping and irrigation. Both the City of Culver City and the coroner will be notified and an archaeologist and/or paleontologist will be contacted to evaluate the resources. Permission to commence work in that area will be granted only after the coroner or archaeologist and/or paleontologist has evaluated the resources or remains and has properly disposed of them as prescribed by law. Potential impacts will be less than significant level and no mitigation measures are necessary. Mitigation Measure(s): None required				
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

¹ Culver City General Plan Program EIR, November 1995, page 226

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Responses: a) (i-ii) <u>Less Than Significant Impact</u>. Based on a City maps which includes an Alquist-Priolo Earthquake Fault Zoning Map, the site is not located in an Alquist-Priolo zone. The closest known faults to the site are the Overland and Charnock Faults, both located approximately 0.60 miles from the project site (in opposite directions). Since no active faults cross the property, the surface rupture hazard at the site is very low. However the site is subject to ground shaking during the event of an earthquake. Standard code requirements require the submittal of the detailed comprehensive geotechnical report to ensure adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. A condition of approval is applied to the project requiring submittal of a preliminary Geotechnical report prior to building permit issuance to reflect any recommendations as a result of final project design, grading and structural plans. Compliance with the recommendations in the geotechnical report and standard building code requirements will reduce this impact to a level that is less than significant. No mitigation measures are necessary. a) (iii) <u>Less Than Significant Impact</u>. Based on the City's Seismic Hazzard Map, the site is within an area that has been identified to be susceptible to seismically-induced liquefaction. The geotechnical report required prior to building permit issuance will review potential liquefaction-prone soil strata below the project site and will provide recommendations at the construction stage for adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. Compliance with recommendations in the geotechnical report and standard building code requirements will reduce this impact to a level that is less than significant. No mitigation measures are necessary. a) (iv) <u>Less Than Significant Impact</u>. Based on the City's Seismic Hazzard Map, the site is not within an area identified as having a potential for slope instability and there are no known landslides near the site nor is the site in the path of any potential landslides. No mitigation measures are necessary. b)-c) <u>Less Than Significant Impact</u>. The project site is on a developed urban lot surrounded by urban development. The site does not currently contain top soil but instead is covered by asphalt and concrete and a vacant commercial building. It will be upgraded in order to accommodate a home tool supply retail store and another specialty retail store without requiring new construction. Improvements to the parking lot will result in code compliance parking and new perimeter landscaping and potential resurfacing of the parking area. Therefore the proposed project will not result in substantial soil erosion or the loss of topsoil where none exists now or where none is needed. The use of the site for several decades as a commercial ice skating rink without significant building or property damage indicates the site is not unstable or subject to lateral spreading. However the required geotechnical report prior to building permit issuance will determine what if any construction requirements will be needed to ensure re-use of the site does not result in an unstable or lateral spreading conditions. The site is not in an identified earthquake induced landslide area. d) <u>Less Than Significant Impact</u>. Nothing in the application material indicate the soils at the project site are identified as expansive. Further the project does not involve excavation or soil compaction. Nevertheless, standard code requirements and conditions of approval requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous conditions. These plans would reduce this impact to a level that is less than significant. e) <u>No Impact</u>. The project would not involve the use of septic tanks. All wastewater is proposed to be conveyed off-site via connections to the public sanitary sewer system. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS –Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
<u>Responses:</u>				
a) <u>Less Than Significant Impact.</u> A Greenhouse Gas Assessment was prepared by Michael Baker International and dated July 22, 2015. The purpose of the Assessment was to evaluate potential stationary and mobile Green House Gas (GHG) emissions and impacts resulting from implementation of the project. GHG emissions have been identified as the key reason for climate change within the last several decades. Many scientists believe and increasing climate data supports the theory that this "Green House" affect, resulting from the increase of GHG emissions, has led to abnormal weather conditions. To address the impacts of climate change, legislation at the Federal and State levels have been enacted with the goal of reducing stationary and mobile source GHG emissions thereby reducing the potential for further climate change. State GHG legislation has established a goal for reduction of GHG emissions over time. The study reviewed the project's construction and operational GHG emissions to determine if there will be potentially significant impacts from such emissions.				
The project's "business as usual" GHG emissions were calculated for the project. "Business as usual" refers to emissions that would be expected to occur in the absence of GHG reduction measures. The proposed "business as usual" GHG emissions include operation of the proposed project and forecast trip generation, as well as the GHG emissions from project construction. The California Emissions Estimator Model (CalEEMod) computer model and outputs contained within the Modeling Data were used to calculate direct and indirect project-related GHG emissions. <u>Table 1, (of the report) Business As Usual Greenhouse Gas Emissions,</u> presents the estimated CO₂, N₂O, and CH₄ emissions.				
Direct Project-Related Sources of Greenhouse Gases				
<u>Construction</u>				
Project construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operation emissions. Construction GHG emissions have been amortized, and would result in 3.06 Metric Tons of Carbon Dioxide Equivalents (MTCO₂eq)/yr, which are added to the total operational GHG emissions.				
<u>Mobile Source</u>				
The CalEEMod model relies upon project specific land use and traffic data derived from the Institute of Transportation Engineers' Trip Generation Manuel, 9th Edition, to calculate mobile source emissions. The project would directly result in 1,378.01 MTCO₂eq/yr of mobile source-generated GHG emissions.				
Indirect Project Related Sources of Greenhouse Gases				
<u>Energy Consumption.</u>				
Energy Consumption emissions were calculated using the CalEEMod model and project specific land use data. Electricity would be provided to the project site via Southern California Edison. The project would indirectly result in 289.20 MTCO₂eq/yr due to energy consumption.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Water Demand.</u> The project's water supply would be provided by groundwater and imported sources. Emissions from indirect energy impacts due to water supply would result in 26.07 MTCO₂eq/yr. <u>Solid Waste.</u> Solid waste associated with operations of the proposed project would result in 160.92 MTCO₂eq/yr. <u>Total Project-Related Sources of Greenhouse Gases.</u> The report concluded that the total amount of project-related "business as usual" GHG emissions from direct and indirect sources combined would total 1,857.26 MTCO₂eq/yr. Consistency With the City's Green Building Ordinance The project will be subject to the City's Green Building Ordinance which will require that energy efficient features be incorporated into the building tenant improvements. This will include installation solar photovoltaics. The increased perimeter landscaping and the applicable Green Building features will further reduce the project's GHG emissions (beyond the Business as Usual data provided). Conclusion As shown in <u>Table 1</u>, the total amount of project related "business as usual" GHG emissions from direct and indirect sources combined would total 1,857.26 MTCO₂eq/yr, which are below the 3,000 MTCO₂eq/yr GHG significance threshold. Therefore, a less than significant impact would occur with regards to GHG emissions and no mitigation measures are required. b.) The City does not currently have an applicable plan or policy for the purpose of reducing the emissions of GHGs. However the City adopted the Mandatory Green Building Program as an ordinance (the "ordinance") in June 2009. The ordinance applies to all new construction and major renovations and the project will be required to comply with the ordinance. The ordinance requires implementation of several sustainability measures adopted for the purpose of reducing GHG emissions. Sustainability measures in the ordinance relate to energy efficiency, water conservation, recycling, and landscaping. In addition to the City's Green Building Ordinance the project will be subject to the 2013 California Green Building Standard Code (CalGreen). Similar to the ordinance CalGreen requires implementation of several GHG emission reduction measures. Following implementation of the required GHG emission reduction measures pursuant to the ordinance and CalGreen, the project will not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions. Therefore a less than significant impact would occur. Mitigation Measure(s): None required				

VIII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Responses:

a) & b) Less Than Significant Impact. Operationally a home/tool supply retail store will carry on stock household cleaning products and motor oil for gasoline powered lawn mowers. This will result in the routine use, transport or disposal of hazardous materials which are sold in individual packaging as opposed to bulk sales. The home/tool supply operator will be required by local and county ordinances to submit a Hazardous Materials Disclosure Package (HMDP) if applicable, which will inform the Culver City Fire Department as to the storage requirements the operator will be subject to. The use of a fork lift that requires bulk storage of fuels or oils will require submission of a HMDP. Los Angeles County has regulations in place that the operator will be required to follow when disposing of hazardous waste and Federal Department of Transportation regulations that are enforced by the California Highway patrol will govern the transport of hazardous materials (such as the individual sale of household products and lawn mower oil). With these existing multijurisdictional levels of regulation, potential impacts due to the routine transport, use, or disposal of hazardous materials or foreseeable release of hazardous material associated with a home/tool supply retail store will be reduced to less than significant.

During demolition and construction there will be potentially hazardous materials on-site or transported to or from the site. This includes asbestos and lead paint that has been identified on the site and chemicals associated with the former ice rink use. On February 13, 2014 the Culver City City Manager's Office and the Culver City Fire Chief released a special report on the Culver Ice Arena which was in the process of closing for business. The report summarized the site's condition, provided a chronology of events, and informed the public on next steps – the safe de-commissioning of the ice rink. Hazardous chemicals associated with the ice rink included ammonia refrigerant, calcium chloride coolant, ice, propane, and accumulated hazardous wastes (lubricants, waste oil, propane, paints, cleansers, lighting material, etc.).

For 52 years (from 1962 to 2014) the site operated as a commercial ice skating rink offering a venue for training, ticketed events, and leisure skating. In January of 2014 the City was informed that the ice rink operator was closing the ice rink in February of 2015. City staff was concerned about the age of the ice rink equipment and the hazardous materials associated with the ice rink such as the ammonia refrigerant. Staff met with the operator and the property

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
owner and contacted the Los Angeles County Health Hazardous Materials Unit (County Hazmat) for research in de-commissioning the ice rink. The closing of the ice rink required more than simply vacating the premises. Several types of hazardous materials noted above would need to be safely removed from the site. These materials were essential to preserving solid ice and keeping the ice rink in operation. On January 17, 2014 the City issued a Notice and Order to Abate Hazardous Materials; this notice included a request for a Facility Closure Plan (FCP). PIC Environmental Services (PIC) was hired to prepare the FCP. PIC submitted a FCP on February 5, 2014 to the City for review and a final FCP was submitted on March 7, 2014. The purpose of the FCP is to document procedures to de-commission the ice rink facility in accordance with California Fire Code Section 5001.6.3 and Culver City Fire Department requirements. The FCP identified on-site hazardous materials and proposed procedures for safe de-commission and removal of the hazardous materials and equipment associated with operation of the ice rink. Facility closure operations and removal of hazardous materials began on March 13, 2014 and were completed in late June, 2014. The FCP identified the concerns and tasks:: • Potential Contaminants • Potential Subsurface Contamination • De-commissioning Tasks (includes removal of chemicals, equipment, melted ice; sealing/filling of drainage pits/sumps: sampling/testing of contaminants, water, subsurface pits/pumps and some soil, removal of contaminants). Per the FCP, under supervision of the Culver City Fire Department, on March 13, 2014 hazardous materials such as ammonia were removed. On that same day ice samples were sent to labs for testing. On April 16, 2014, subsurface soil samples were taken. In both the ice and soil samples, contamination levels, if any, were below levels considered unsafe and the City accepted these sample testing results. Calcium chloride coolant levels were above safe levels for discharging into the storm drain system and as a result this contaminant was disposed of as a hazardous waste at the U.S. Ecology facility in Beatty, Nevada. <u>US Ecology's Nevada operation, located 100 miles northwest of Las Vegas in the Amargosa Desert, treats and disposes hazardous and non-hazardous industrial wastes. The site's arid climate and deep, stable geology are well suited for permanent waste isolation. The facility accepts both bulk solids and containerized waste (including lab packs), and maintains an on-site laboratory to perform required analytical analyses, including TCLP tests, pretreatment recipe formulation and waste treatment verification.</u> On June 18, 2014, all accumulated, sorted hazardous waste was transported off the site for proper disposal. On June 23, 2014, Los Angeles County inspected the site and approved the County's closure of the former hazardous materials permit and on July 3, 2014, the Culver City Fire Department inspected the site and also confirmed the all hazardous waste had been removed. Based on the above all critical tasks related to the removal of hazardous materials were successfully completed by June 18, 2014 and approved by City and County inspectors by July 3, 2014. On July 30, 2014, PIC submitted a Facility Closure Report (FCR) summarizing the above discussion and providing data on contaminants and sample test results. The report concluded that: • Removal of all hazardous materials/wastes was successfully completed including removal of ammonia refrigerant, calcium chloride coolant, melted ice, a propane tank, and accumulated hazardous wastes such as lubricants, waste oil, propane, paints, cleansers, lighting materials, etc; • Confirmation testing results determined that subsurface soil has not been affected by the analyzed contaminants; • All critical tasks per FCP have been completed. • Removal of idle, cooling and electrical equipment/piping and filling/sealing of sample vaults should be done within 6 months – these are non-critical tasks; • The City should approve completion of Facility Closure at the site; • No additional site assessment or remedial actions are necessary. The City accepted the June 30, 2014 FCR and approved completion of Facility Closure at the site. A project condition, will require that as part of the Building Permit for the Harbor Freight tenant improvements, the applicant shall remove				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
idle, cooling and electrical equipment/piping and fill/seal sample vaults. Additionally, during demolition the applicant will be required to remove asbestos and lead paint in compliance with Building Safety standards. Based on the July 30, 2014 Closure Report and Building Safety requirements for removal of asbestos and lead paint, the potential impacts due to the routine transport, use, or disposal of hazardous materials or foreseeable release of hazardous material associated with the construction/tenant improvements for this project will be less than significant. Therefore a less than significant impact would occur. c) <u>Less Than Significant Impact.</u> Culver City High School, Culver City Middle School, and Farragut Elementary School are located approximately one quarter mile from the project site. The project will be a home/tool supply retail store carrying on stock household cleaning products and motor oil for gasoline powered lawn mowers. This will result in the routine use, transport or disposal of hazardous materials which are sold in individual packaging as opposed to bulk sales. The store will be subject to applicable local, county, state, and federal regulations governing the storage, transport, and disposal of household cleaning products and motor oil for gasoline powered lawn mowers. With these existing regulatory measures in place impacts are not expected to be significant. Further the July 30, 2014, PIC Closure Report indicates that hazardous materials associated with the previous ice rink have been removed. During demolition and tenant improvements removal of asbestos and lead paint will be subject to Building Safety standards and regulations. Emissions of hazardous materials within one quarter mile of the noted Culver City schools will be less than significant. Therefore a less than significant impact would occur. d) <u>Less Than Significant Impact.</u> The site is no longer on a list of hazardous materials sites because it hazardous materials have been removed as stated in the PIC July 30, 2014 Facility Closure Report. Impacts are expected to be less than significant. e)- f) <u>Less Than Significant Impact.</u> The proposed project is not located near a private airstrip; the nearest airport to the project site is Santa Monica Airport located approximately 2.6 miles northwest from the project site. The Los Angeles International Airport (LAX) is located approximately 3.3 miles south of the project site. The closure report noted above indicates that hazardous materials have been removed and impacts are expected to be less than significant.				
g) <u>Less Than Significant Impact.</u> The proposed project would have no long-term effect on any emergency response or emergency evacuation plan or procedures. Emergency evacuation routes could be affected during construction however, temporary street or lane closures will be required to meet standard City conditions to prepare and implement traffic control plans to ensure that construction does not obstruct emergency access. No mitigation measures are necessary. h) <u>Less Than Significant Impact.</u> The project site currently is surrounded by developed sites that include residential and commercial buildings. There are no wildlands on the project site or in the immediate vicinity of the site. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildfires. No impact would occur.				
Mitigation Measure(s): None required				
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Responses:

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

b) Less Than Significant Impact. Water service to the City is provided by the Golden State Water Company which contracts with the Metropolitan Water District for its supply. There are no water wells within the City and the project does not require the installation of wells for water service. The existing project site is comprised of re-use of an existing building and re-surfacing of an existing surface parking area with perimeter landscape installation. The amount of

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
storm water runoff percolated on this site is insignificant. Development of the project will require the installation of landscaped areas that will percolate and filter the first ¾ inch of rain fall. No mitigation measures are necessary. c) <u>Less Than Significant Impact</u>. Grading in connection with the project would result in insignificant changes to existing drainage patterns. Grading and building plans will be reviewed by the City's Engineering Division to ensure that grading and drainage would be done in manner that does not cause substantial erosion, siltation or flooding. No mitigation measures are necessary. d) <u>Less Than Significant Impact</u>. Standard code requirements and conditions of approval to the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). The construction of the proposed commercial development would not result in a significant increase in runoff during storm events. The Ballona Creek flood control channel is approximately 0.20 miles south of the site but standard City and State code requirements for stormwater runoff and drainage as described in the sections will assure the project does not affect the channel. Impacts will be reduced to a level that is less than significant. e)- f) <u>Less Than Significant Impact</u>. See Sections VIII. a)- d), above. The project would be expected to result in an insignificant increase in runoff, which would be conveyed to public storm drains by required drainage improvements. Also, there are no other known impacts to water quality. No mitigation measures are necessary. g)- h) <u>No Impact</u>. The site is not within a 100-year flood hazard area. No mitigation measures are necessary. i) <u>Less Than Significant Impact</u>. The site is near or within the Silver Lake, Mullholland, and Stone Canyon Dam Inundation Zones. These dams are continually monitored by the State of California Division of Safety and government agencies other than the City Of Culver City (Such as the LADWP and the U.S. Army Corps of Engineers). Design and construction practices are intended to ensure that all dams are capable of withstanding the maximum considered earthquake (MCE) for the site. Due to the distance of the project site from these dams and the extent of the intervening development, as well as early warning systems in place, impacts associated with exposing people or structures to significant risk as a result of dam failure are less than significant. j) <u>No Impact</u>. Inundation by seiche, tsunami, or mudflow is highly unlikely as the site is not near any inland body of water and is located in a relatively flat plane where mudflows would not occur. No mitigation measures are necessary. Mitigation Measure(s): None required				

X. LAND USE AND PLANNING - Would the project:

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

Responses:

a) Less Than Significant Impact. The project would not physically divide an established community as the proposed commercial uses are similar to the existing adjacent and nearby commercial uses. Further the project will not require that streets connecting existing commercial areas be vacated or closed off.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) <u>Less Than Significant Impact</u>. The General Plan Land Used Element designation for the entire site is General Corridor. The current General Plan Land Used Element was adopted by the City Council on July 22, 1996, which included an update to the General Plan Land Use Map. The land use designation of the site's rear parking area changed from Low Density Single Family to General Corridor as part of the July 22, 1996 General Plan adoption. The General Plan designation of General Corridor envisions commercial uses and the proper zoning for the entire site is CG (Commercial General). The CG zone allows a wide variety of commercial uses including parking areas for commercial uses. A commercial parking lot is not allowed in the R1 (Residential Single Family) Zone. Currently the parking area and rear portions of the ice rink building are zoned R1. This R1 designation has existed for decades. A variance allowing the ice rink use in 1962 was required so that the R1 portion of the site could be used for commercial purposes (a commercial parking area and an ice rink building) as opposed to single family residential uses. The project, or any new project, would require a zone change for the parking area and rear portions of the ice rink building from R1 to CG in order to make the entire site consistent with the General Plan Land Use Designation of General Corridor. Additionally since the site has been vacant for more than a year (since February of 2014), it has lost its legal non-conforming status and the variance has been rendered null and void. Any proposed land use requiring discretionary review has to be consistent with the Zoning Code and the General Plan. For this reason the proposed retail use must go through a zone change from R1 to CG as part of the City entitlement process. The zone change will bring the property into conformance with the General Plan. With this zone change the proposed use will be consistent with the zoning code and impacts will be less than significant. The proposal is consistent with the General Plan designation and meets all commercial provisions and development regulations of the Zoning Code. The application does not include any variance or request to amend the General Plan designation. This new commercial use and activity is consistent with General Plan Land Use Objective 6 because the project will revitalize the physical character and economic wellbeing of an otherwise vacant building. c) <u>No Impact</u>. The site is not located within a Natural Community Conservation Plan area or other habitat conservation plan area. No mitigation measures are required. Mitigation Measure(s): None required				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
Responses: a)- b) <u>No Impact</u>. The project site is surrounded by residentially and commercially developed urban uses. Current site conditions indicate that there are no mineral resources on or within the project site and no locally important mineral resource recovery areas located in the project area. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE –Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
Responses:				
a)- d) <u>Less Than Significant Impact</u>. There are two potential sources of concern regarding noise: 1) noise generated on adjacent properties during construction and 2) noise impacts caused by the additional traffic generated by future occupants of the proposed project A short-term noise increase during construction would be expected to occur from the use and transport of heavy constructed equipment. However, pursuant to the City's standard condition of approval, construction shall be limited to the hours of 8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. through 7:00 p.m. on Saturday, and 10:00 a.m. through 7:00 p.m. on Sundays and national holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). This standard condition of approval limiting the hours on construction activity would reduce potential impact from construction noise to a level that is less than significant. A short-term increase in groundborne vibration and noise would be expected to occur during grading and construction. The size of the project and limitations on allowable hours of construction found in the City's Municipal Code as well as conditions of approval for the project would reduce this impact to a level that is less than significant. The increases in traffic on surrounding streets would not generate a significant increase in noise levels. The project site is located in an area consisting of a commercial boulevard (Sepulveda Boulevard), residential areas adjacent to Sepulveda Boulevard, and a freeway (I-405). Both the freeway and Sepulveda Boulevard have existing high traffic volumes. Operational noise levels would result from vehicles entering and exiting the site, truck deliveries, and from noise normally generated by home/supply retail stores. These types of noise levels are consistent with existing surrounding ambient noise caused by the commercial uses along Sepulveda Boulevard and noise attributed to operational activities is not expected to be significant. Internal circulation and delivery receiving areas have been designed so that delivery trucks do not have to back into the receiving areas. The applicant has stated that deliveries for this store are normally once a week further limiting noise caused by truck deliveries. Additionally the area is already characterized by noise consistent with major arterials and freeways that experience high traffic volumes and				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
commercial uses each generating their own noise levels. Noise levels are consistent with developed urban areas and this project will be complimentary to such development. No mitigation measures are necessary. e)- f) <u>No Impact</u>. The proposed project is not located near a private airstrip; the nearest airport to the project site is Santa Monica Airport located approximately 2.6 miles northwest from the project site. The Los Angeles International Airport (LAX) is located approximately 3.3 miles south of the project site. The surrounding uses such as Sepulveda Boulevard and the freeway are generating high noise levels with the constant motion of traffic. Compared to a home/tool supply retail store within an enclosed building, these existing noise levels create existing impacts of a higher degree than will be expected by the retail use. Further, the airports with their traffic and the nature of their use as ports for jet aircraft are creating higher noise levels than what will be expected of the proposed use. No mitigation measures are necessary. Mitigation Measure(s): None required					
XIII. POPULATION AND HOUSING – Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	
Responses:					
a) <u>Less Than Significant Impact</u>. The proposed project will not include housing, however the project may result in a marginal increase in population because it will provide for new job opportunities that may result in new employees moving into the City. However this population increase, if it occurs, is expected to be within growth scenarios for the City. b)- c) <u>No Impact</u> The project is a proposed commercial development on a lot with a vacant commercial building with no residential uses. The proposed use will serve commercial users and there will be no demolition of residential uses or displacement of people. No significant reduction or displacement of population or housing is associated with the project. Mitigation Measure(s): None required					
XIV. PUBLIC SERVICES					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	☐	☐	☒	☐	
Police protection?	☐	☐	☒	☐	
Schools?	☐	☐	☒	☐	
Parks?	☐	☐	☒	☐	
Other public facilities?	☐	☐	☐	☒	
Responses:					
a) & b) Fire and Police protection					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Less Than Significant Impact.</u> The Culver City Fire Department (CCFD) maintains three stations and the closest station to the proposed site is Station No. 2 located approximately 0.8 miles north of the site. The proposed project will be conducted and operated in accordance with the latest CCFD codes and guidelines for construction, access, water, fire flows and hydrants. Standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. The Culver City Police Department (CCPD) is located approximately less 1.8 miles northeast of the project site. According to the CCPD, the emergency response time anywhere in the City for a top priority emergency is three minutes or less. Currently the project site contains a vacant building that will be re-used; the site currently generates Fire and Police services as needed. The re-use of existing commercial square footage is not expected to result in a substantial increase in Fire and Police services. Neither the Fire Department nor the Police Department during the internal review of the project identified impacts to their response times as noted above; further they did not identify impacts to their ability to provide adequate services. Implementation of standard Fire Department related requirements will address potential impacts and the inclusion of security measures such as on-site exterior lighting and alarm systems will assist in deterring potential criminal activity. Additionally the project is within the expected development envelope anticipated for this land use. Fire and Police comments did not indicate that this project was beyond their scope of services as would be expected along this commercial area. c) Schools <u>Less Than Significant Impact.</u> As a proposed commercial retail use with no residential component the project is not expected to generate a substantial population increase that would necessitate additional school services. Further, the Culver City Unified School District (CCUSD), in accordance with California Government Code Section 53080 and 65995, collects statutory developer fees prior to the issuance of a building permit. CCUSD determines the use of these funds which can include construction or reconstruction of school facilities. The retail project will not result in significant adverse impacts relative to schools because it is not expected to generate a substantial population increase and payment of the school fees by the applicant, in accordance with State law, would offset impacts to school services. No mitigation measures are necessary. d) Parks <u>Less Than Significant Impact.</u> The use of the existing neighborhood and regional parks is not expected to substantially increase due to the project's proposed re-use of an existing commercial building. The project does not have a residential component and is not subject to in-lieu parkland fees. The project will not require new construction or expansion of parks facilities and with the on-site break rooms it will provide rest areas for employees. Further the existing nearby Lindberg Park will provide further outdoor areas for employees on their breaks or after work. Patrons will not have access to the employee break areas. e) Other Public Facilities <u>No Impact.</u> Other facilities have not been identified that could be impacted by the project. No mitigation measures are necessary. <u>Mitigation Measure(s):</u> None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION --					
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
Responses:					
a)-b) <u>Less Than Significant Impact.</u> As stated above in Section XIV- Parks, the use of the existing neighborhood and regional parks is not expected to substantially increase with this project that will provide on-site break rooms for employees; patrons will not have access to this area. The project will not require new construction or expansion of parks or recreational facilities. Overall, the project will not result in significant adverse impacts relative to recreation because it is not expected to generate a substantial demand for park uses. No mitigation measures are necessary.					
Mitigation Measure(s): None required					
XVI. TRANSPORTATION/TRAFFIC -- Would the project:					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulating system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Responses:</u> a),b),d) <u>Less Than Significant Impact.</u> Level of Service (LOS) is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. LOS is defined on a scale of A to F, where LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, operating speeds beginning to be affected by traffic volumes; LOS C represents stable flow, more restrictions, speed and maneuverability more closely controlled by higher traffic volumes; LOS D represents conditions approaching unstable flow, traffic volumes profoundly affect arterial flow; LOS E represents unstable flow and some stoppages; and LOS F represents forced flow, many stoppages and low operating speeds. A traffic impact analysis dated August 2015 (and received August 26, 2015), and a Supplemental Traffic Memorandum dated September 17, 2015 (required to capture school related traffic counts), by Kimley Horn Consulting, was reviewed and accepted by the City's Traffic Engineer. The traffic analysis evaluated the existing (year 2015) and forecast future (year 2017) conditions at five (5) intersections and three (3) street segments in the vicinity of the project site during both the AM and PM peak hours. These intersections and roadway segments were selected for analysis based on discussion with City staff. Pass-by trip credits were applied based on project land use (15% based on City of Culver City Guidelines) and a 10% (assumed increase) seasonal factor was used to account for traffic counts taken during the summer season. The September 17, 2015, Supplemental Traffic Memorandum captured school related traffic counts that when compared to the 10% seasonal factor, did not result in significant impacts. The 10% seasonal factored was able to capture the counts that were confirmed once school was in session and that reflected in the September 17, 2015, Supplemental Traffic Memorandum. The study made the following conclusions after analysis of traffic counts and forecasting: • The traffic analysis estimated that the project would generate 1,190 new daily vehicle trips, including 29 trips during the AM peak hour, and 96 trips during the PM peak hour. • Weekday peak hour intersection operations analysis was conducted for (4) scenarios including. Existing (2015), Existing With Project (2015), Cumulative (2017), and Cumulative With Project (2017). • For the Existing (2015) base conditions, four (4) out of five (5) study intersections operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which operates at LOS E during the AM and PM peak periods. • For the Existing (2015) With Project conditions, four (4) intersections out of five (5) study intersections are projected to operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM and PM peak periods. • For the Cumulative (2017) base conditions, four (4) intersections out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period. • For the Cumulative (2017) With Project conditions, four (4) out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period. • The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak periods based on Culver City traffic impact criteria. The increase in traffic counts is below the City adopted thresholds of significance. Therefore, mitigation measures would not be required for the proposed project.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
- Based on the roadway segment analysis per Culver City significant impact criteria, the project is not expected to result in significant impacts to the roadway segments. The amount of vehicles added to the roadway segments is below City adopted thresholds of significance. - A Congestion Management Plan arterial evaluation was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 50 peak hour trips to the arterial monitoring station on Sepulveda Boulevard and therefore no additional CMP arterial analysis is required. - A freeway impact screening analysis was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 150 peak hour trips to the freeway monitoring station on I-405 and therefore no additional CMP and Freeway screening analysis is required. - As per the site plan, the project will provide a total of 145 parking spaces for the development, which exceeds the required 98 parking spaces per the City's municipal code. The project will utilize the two (2) existing driveways along Sepulveda Boulevard. The driveway to the north will provide vehicular ingress to and egress from the site, while the driveway to the south will be restricted to egress only. A review of proposed driveways indicates that the driveway configurations are adequate for the project traffic circulation. Internal circulation meets code and parking space dimensions, back up distance, and driveway lengths and widths are adequate for vehicle maneuvering. Additionally the segment of Sepulveda Boulevard where the project is located is relatively wide and straight with good visibility in either direction. A double left turn lane will serve to further make safe left turns into or out of the project. The project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). Based on the conclusions of the traffic study, traffic related impacts would be less than significant and no mitigations are required. c) <u>No Impact</u>. The project would have no effect on air traffic patterns.				
e). <u>Less Than Significant Impact</u>. The design and construction of the project will be required to incorporate all applicable City standards related to emergency access to ensure that the emergency access would be adequate. Included within these standards will be a required lock box for emergency access. Therefore, implementation of the project will not result in any impacts. f). <u>No Impact</u>. The proposed project will not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The proposed project is consistent with the City's bicycle and pedestrian master plan and will be required to install onsite bicycle parking. Traffic impacts will be less than significant and no mitigation measures are necessary. Mitigation Measure(s): None required				
XVII. UTILITIES AND SERVICE SYSTEMS –Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Responses:

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

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

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

f) Less Than Significant Impact. Solid waste from the proposed project area is disposed of at the Puente Hills landfill in the City of Industry. Other landfills available for City waste disposal include BKK Sanitary Landfill located in the City of West Covina and Bradley West Landfill located in the City of Sun Valley. The Municipal Code requires provision of trash containers for recyclable materials and yard waste to reduce solid waste generation. No mitigation measures are necessary.

g) Less Than Significant Impact. See Section XVI.f, above. The project could generate solid waste during construction. Standard conditions requiring the contractor to remove and dispose of waste in accordance with applicable statutes and regulations would reduce this impact to a level that is less than significant. No mitigation measures are necessary.

Mitigation Measure(s): None required

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Responses:				
a) <u>Less Than Significant Impact.</u> The proposed project will improve the project site which currently is vacant. The project site does not contain any threatened or endangered species or sensitive habitats. Therefore, the project will not degrade the quality of the environment or have any potential significant impacts to any plant or animal wildlife species.				
b) <u>Less Than Significant Impact.</u> Any potential cumulative impacts will be substantially reduced to less than significant standards due to standard City code requirements and conditions of approval.				
c) <u>Less Than Significant Impact.</u> The project will not result in significant environmental impacts from construction and operation of the project. Standard City code requirements will reduce any potential impacts to less than significant.				
Mitigation Measure(s): None required				

XVIII. EARLIER ANALYSES:

None

References Utilized:

1. Greenhouse Gas Assessment prepared by Michael Baker International, July 22, 2015
2. Phase I Environmental Site Assessment prepared by USI Commercial, June 10, 2014.
3. Comprehensive Asbestos and Lead-Based Paint Survey prepared by USI Commercial, July 10, 2014.
4. Property Condition Assessment prepared by USI Commercial, June 11, 2014.
5. Facility Closure Report prepared by PIC Environmental Services, July 30, 2014
6. Traffic Impact Analysis prepared by Kimley Horn, August 2015.
7. Supplemental Traffic Memorandum prepared by Kimley Horn, September 17, 2015.
8. Culver City Redevelopment Plan Amendment and Merger Program Subsequent Environmental Impact Report, November 16, 1998.
9. Culver City General Plan Update Program Environmental Impact Report, November 1995

MITIGATION MONITORING PROGRAM

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

MITIGATION MONITORING PROGRAM Site Plan Review, SPR P-2015073, Zoning Code Map Amendment, ZCMA P-2015074, and Mitigated Negative Declaration, MND P-2015076 September 22, 2015				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Cultural Resources</u>				
<u>CR – 1. For as long as the site is a designated Culver City Cultural Resource, all alterations affecting the exterior of the building or site will require a Certificate of Appropriateness, approval of which is based on conformance with The U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards), prior to the issuance of any Building Permit.</u>	Condition of Approval	Field Inspection	Prior to Building Permit Issuance	Building Safety Division, Building Safety Inspector, Planning, Cultural Resources.
<u>CR – 2. The trapezoidal box sign which currently reads, "ICE SKATING" is a character-defining feature of the property and shall not be altered by the project in order to ensure conformance with The Standards. The rectangular marquee with interchangeable lettering (beneath the trapezoidal box sign) can be modified or replaced with new signage subject to review and approval by the City.</u>	Condition of Approval	Field Inspection	Prior to Building Permit Issuance and Field Inspection	Building Safety Division, Building Safety Inspector, Planning, Cultural Resources.
<u>CR – 3. Other exterior character-defining features of the exterior, including the original Sepulveda Blvd. entrance, canopy, ticket window and signage shall be preserved. Certain interior features, such as the open volume and mezzanine are to be preserved or if modifications are made, such modifications shall be reversible and not destroy historic materials, features, and spatial relationships that characterize the property.</u>	Condition of Approval	Condition of Approval	Prior to Building Permit Issuance and Field Inspection	Building Safety Division, Building Safety Inspector, Planning, Cultural Resources



Attachment No. 6

HARBOR FREIGHT DEVELOPMENT CULVER CITY, CA

Traffic Impact Analysis – Final Report

August 2015

Prepared For:



Prepared By:

Kimley»Horn

Harbor Freight Development

FINAL REPORT TRAFFIC IMPACT ANALYSIS

Prepared For:



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AUGUST 2015

Table of Contents

Executive Summary5

I. Introduction7

 Project Description 7

 Study Methodology 7

II. Existing Conditions.....10

 Study Area..... 10

 Existing Street System 12

 Existing Traffic Volumes..... 13

 Level of Service Methodology 13

 City of Culver City Significant Impact Criteria..... 14

 Existing (2015) Conditions LOS Analysis..... 14

 Existing Transit Lines 16

III. Project Conditions.....19

 Project Trip Generation 19

 Project Trip Distribution..... 19

 Existing (2015) with Project Conditions - LOS..... 23

 Related Projects Trip Generation & Assignment 25

 Cumulative (2017) Base Conditions 33

 Cumulative (2017) Without Project Conditions - LOS..... 33

 Cumulative (2017) With Project Conditions - LOS..... 35

 Project Impacts 35

 Driveway Access Review 37

 Neighborhood Traffic Assessment..... 37

 CMP Evaluation and Freeway Impact Screening Analysis 37

IV. Conclusions39

Figures

Figure 1 – Vicinity Map	8
Figure 2 – Project Site Plan	9
Figure 3 – Project Intersection Lane Configuration & Traffic Control	11
Figure 4 – Existing (2015) Peak Hour Turning Movement Volumes	15
Figure 5 – Existing Project Area Transit Service Map	18
Figure 6 – Project Trip Distribution Percentages for all Land Uses	21
Figure 7 – Project Peak Hour Turning Movements Volumes.....	22
Figure 8 – Existing (2015) With Project Turning Movement Volumes.....	24
Figure 9 – Related Projects Locations.....	31
Figure 10 – Related Projects Peak Hour Turning Movement Volumes.....	32
Figure 11 – Cumulative (2017) Peak Hour Turning Movement Volumes.....	34
Figure 12 – Cumulative With Project Peak Hour Turning Movement Volumes	36

Tables

Table 1. Study Area Intersections and Segments.....	10
Table 2. Intersection Level of Service (LOS) Definitions	13
Table 3. Intersection Significant Impact Criteria.....	14
Table 4. Residential Street Significant Impact Criteria.....	14
Table 5. Existing (2015) Conditions Intersection LOS.....	16
Table 6. Traffic Trip Generation Table.....	20
Table 7. Existing (2015) With Project Conditions Intersection LOS	23
Table 8. Estimated Weekday Trip Generation of Related Projects.....	26
Table 9. Cumulative (2017) Without Project Conditions Intersection LOS	33
Table 10. Cumulative (2017) With Project Conditions Intersection LOS.....	35
Table 11. Roadway Segment Analysis Summary	37

Appendices

- A - Memorandum of Understanding (MOU)
- B - Traffic Count Worksheets
- C - Critical Movement Analysis (CMA) Worksheets
- D – Synchro/HCM 2010 Stop-Control Analysis Reports

EXECUTIVE SUMMARY

This report documents a Traffic Impact Analysis (TIA) conducted by Kimley-Horn for the proposed Harbor Freight Development (Project). The proposed project is located on the south side of Sepulveda Boulevard (East-West), between Franklin Avenue and Greenlawn Avenue in the City of Culver City, California. The total project site area is approximately 2.67 acres and is expected to be constructed and operational in 2017. The key findings and conclusions, as per the provided site plan, that were used in the analysis are as follows:

- The proposed project will include 17,225 square feet of retail use and 11,610 square feet of specialty retail use.
- As per the site plan, the project will provide a total of 145 parking spaces for the development, which exceeds the required 83 parking spaces per the City's municipal code.
- The project will utilize the two (2) existing driveways along Sepulveda Boulevard. The driveway to the west will provide vehicular ingress to and egress from the site, while the driveway to the east will be restricted to egress only. A review of proposed driveways indicates that the driveway configurations are adequate for the project traffic circulation.
- The traffic impact analysis includes an analysis of five (5) intersections and three (3) roadway segments within the City of Culver City. These intersections and roadway segments were selected for analysis based on discussion with City staff.
- Pass-by trip credits were applied based on project land use:
 - 15% based on City of Culver City Guidelines
- A 10% seasonal factor was used to account for traffic counts taken during the summer season.
- The project is estimated to generate approximately 1,190 new daily trips, 29 new trips during the AM peak hour, and 96 new trips during the PM peak hour.
- Weekday peak hour intersection operations analysis was conducted for (4) scenarios including Existing (2015), Existing With Project (2015), Cumulative (2017), and Cumulative With Project (2017).
- For the Existing (2015) base conditions, four (4) out of five (5) study intersections operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which operates at LOS E during the AM and PM peak periods.
- For the Existing (2015) With Project conditions, four (4) intersections out of five (5) study intersections are projected to operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM and PM peak periods.
- For the Cumulative (2017) base conditions, four (4) intersections out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period.
- For the Cumulative (2017) With Project conditions, four (4) out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period.

- The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak periods based on Culver City traffic impact criteria. Therefore, mitigation measures would not be required for the proposed project.
- Based on the roadway segment analysis per Culver City significant impact criteria, the project is not expected to result in significant impacts to the roadway segments.
- A CMP arterial evaluation was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 50 peak hour trips to the arterial monitoring station on Sepulveda Boulevard and therefore no additional CMP arterial analysis is required.
- A freeway impact screening analysis was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 150 peak hour trips to the freeway monitoring station on I-405 and therefore no additional CMP and Freeway screening analysis is required.

I. INTRODUCTION

PROJECT DESCRIPTION

This report documents a Traffic Impact Analysis (TIA) conducted for the proposed Harbor Freight Development project for ADA Architects, Inc. The proposed project is located on the south side of Sepulveda Boulevard (East-West), between Franklin Avenue and Greenlawn Avenue in the City of Culver City, California and is expected to be constructed and operational in 2017. **Figure 1** illustrates the study area and project location.

The total project site area is roughly 2.67 acres, with 28,835 square feet dedicated to the building development. As per the site plan, the proposed project includes 17,225 square feet of retail use and 11,610 square feet of specialty retail use.

The proposed project would require a minimum of 83 parking spaces per the City's municipal code. There are a total of 143 parking spaces proposed for the development, which exceeds the required 83 parking spaces per the City's municipal code.

For site access, the project will provide two (2) driveways along Sepulveda Boulevard. The driveway to the west will act as the main access driveway and allow vehicular ingress to and egress from the site, while the driveway to the east will be restricted to egress only. The project site plan and driveway locations are provided in **Figure 2**.

STUDY METHODOLOGY

A Traffic Impact Analysis was conducted to analyze the traffic conditions in the project area under the following four scenarios:

1. Existing (2015) Conditions
2. Existing with Project (2015) Conditions
3. Cumulative (2017) Conditions
4. Cumulative with Project (2017) Conditions

The project study area, future analysis, study intersections, and roadway segments were defined in consultation with City of Culver City (City) staff. A Memorandum of Understanding (MOU) which outlined all the study assumptions, growth rate, project trip generation and distribution, was submitted and approved by City staff and is attached in **Appendix A**.

Traffic count data for the study area intersections and roadways was collected during the month of July 2015. Since the schools in study area were not in session during the data collection, a blanket 10% growth factor was applied to existing traffic volumes to arrive at Existing (2015) conditions traffic volumes for use in the analysis. A growth rate of 1%, as approved by City staff in the MOU, was applied to the Existing (2015) Conditions to estimate cumulative (2017) conditions traffic volumes.

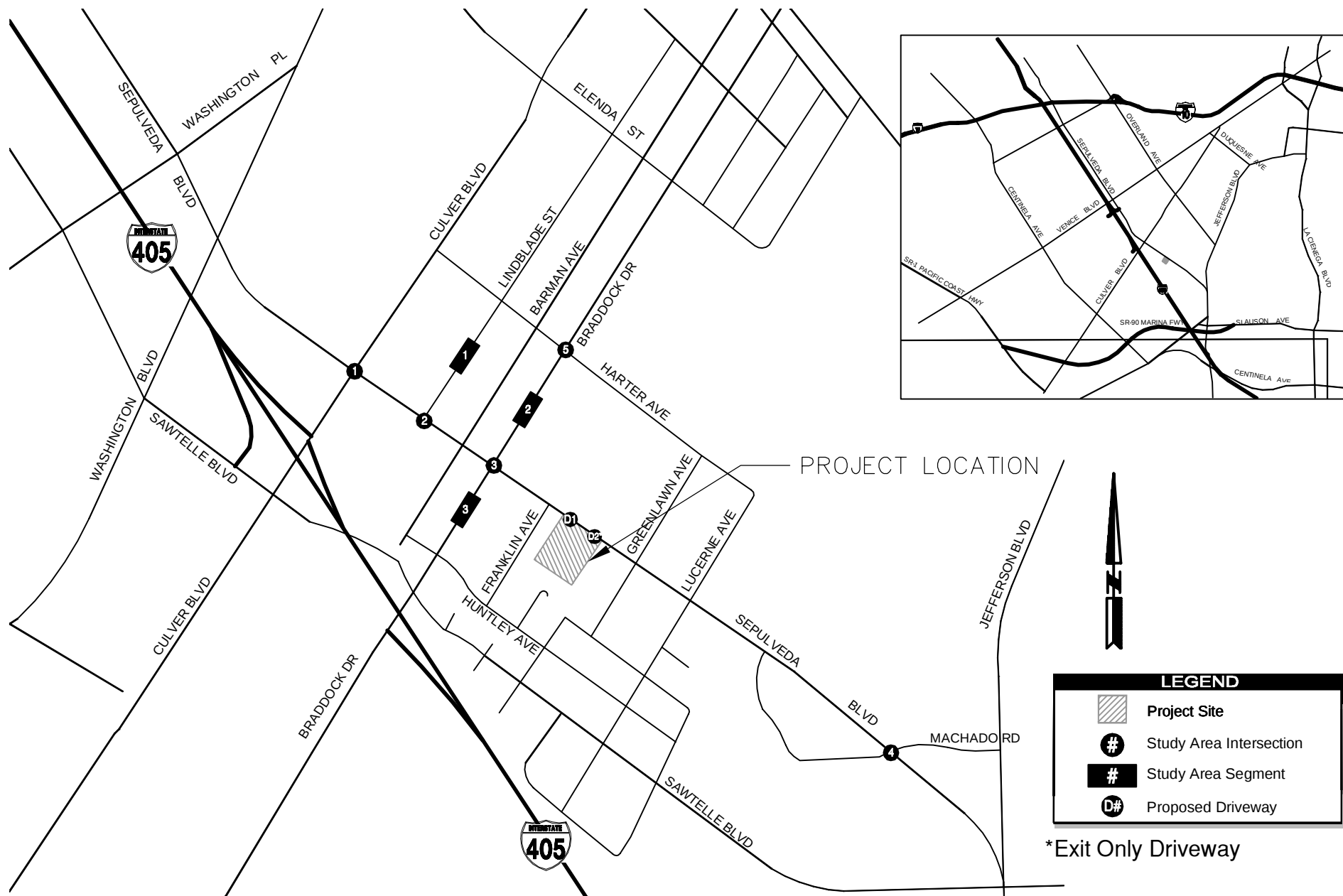


FIGURE 1 - PROJECT LOCATION & VICINITY MAP



SITE ANALYSIS

TOTAL SITE AREA:	2.674 ACRES (116,475 S.F.)
TOTAL BUILDING AREA:	34,164 S.F.
FIRST FLOOR:	28,423 S.F.
MEZZANINE:	5,741 S.F.
BUILDING COVERAGE AREA:	25% (24.7%)
PROPOSED PARKING STALLS:	145 SPACES
REQUIRED PARKING STALLS:	83 SPACES MAX. PER GWD STANDARDS
PARKING RATIO:	1 SPACE / 350 G.S.F.

THIS DRAWING HAS BEEN PREPARED WITHOUT THE BENEFIT OF A SURVEY. ACTUAL PROPERTY LINE BOUNDARIES, BEARINGS, DIMENSIONS, AND SITE ACRES MAY VARY FROM CONDITIONS AS INDICATED.

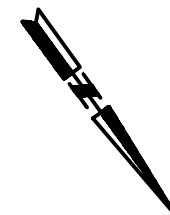


FIGURE 2 - PROJECT SITE PLAN

II. EXISTING CONDITIONS

STUDY AREA

The project site is located on the south side of Sepulveda Boulevard (East-West) in the City of Culver City between Franklin Avenue and Greenlawn Avenue. The study area is bounded by Venice Boulevard to the north, Centinela Avenue to the west, Duquesne Avenue to the east, and Marina Freeway (SR-90) to the south.

The five (5) intersections and three (3) street segments identified in conjunction with City staff for the purpose of this Traffic Impact Analysis are listed in **Table 1**.

Table 1. Study Area Intersections and Segments

Intersection #	Northbound/ Southbound	Eastbound/ Westbound	Signalized	Signal System
1	Culver Boulevard	Sepulveda Boulevard	Yes	ATSAC
2	Lindblade Street	Sepulveda Boulevard	Yes	ATSAC
3	Braddock Drive	Sepulveda Boulevard	Yes	ATSAC
4	Machado Road	Sepulveda Boulevard	Yes	ATSAC
5	Braddock Drive	Harter Avenue	No	All-Way Stop
Segment #	Street Name	From	To	Distance (mi)
1	Lindblade Street	Sepulveda Boulevard	Harter Avenue	0.18
2	Braddock Drive	Sepulveda Boulevard	Harter Avenue	0.18
3	Braddock Drive	Sepulveda Boulevard	Huntley Avenue	0.13

Figure 3 on the following page illustrates the existing lane configuration and traffic control for each study intersection as well as the extents for the roadway segments.

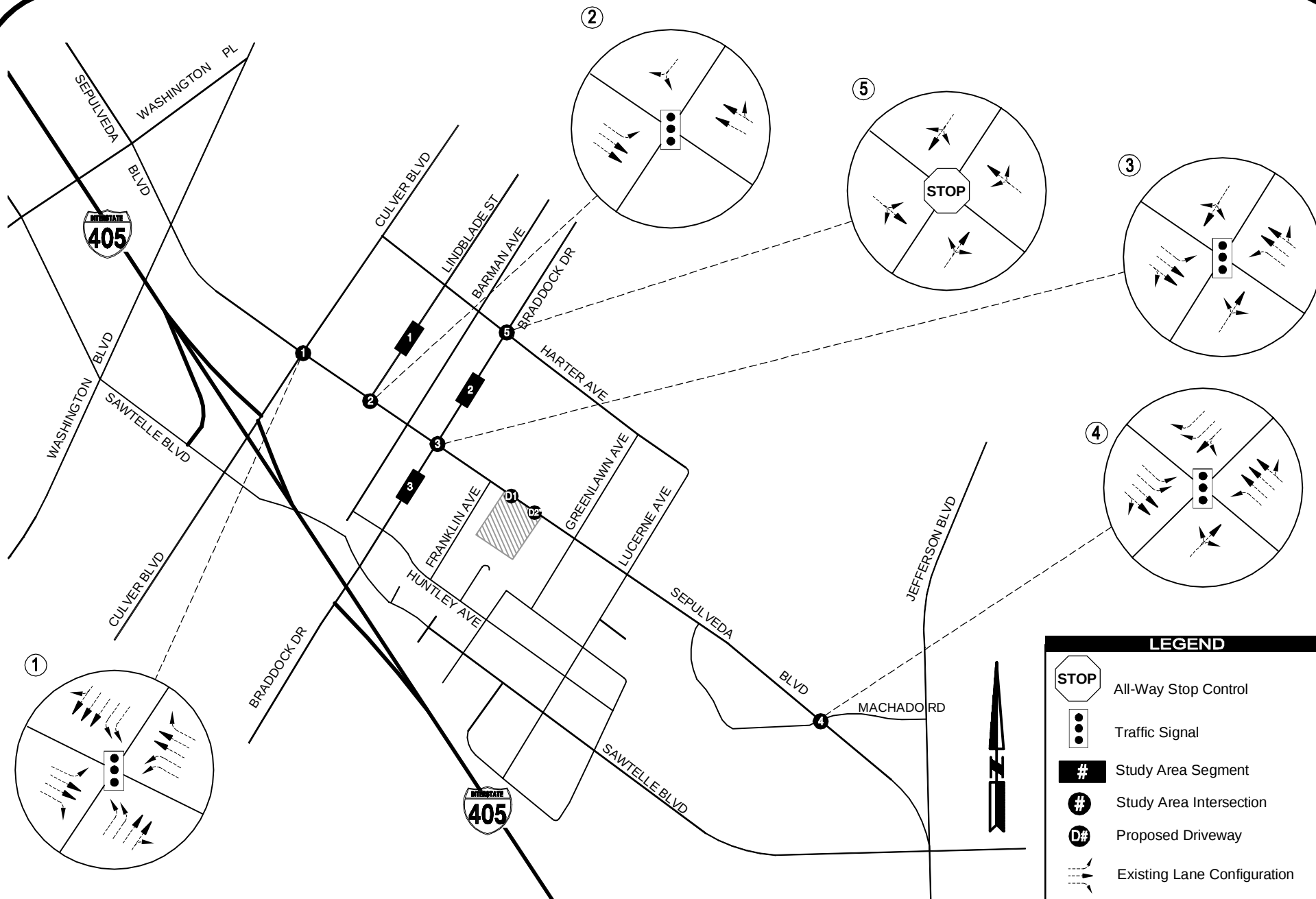


FIGURE 3 - PROJECT INTERSECTION
LANE CONFIGURATION AND TRAFFIC CONTROL

EXISTING STREET SYSTEM

The project site is located on the south side of Sepulveda Boulevard (East-West) between Franklin Avenue and Greenlawn Avenue. The project area is bounded by Venice Boulevard to the north, Centinela Avenue to the west, Duquesne Avenue to the east, and Marina Freeway (SR-90) to the south. The key roadways in the vicinity of the site are noted below:

Sepulveda Boulevard – Sepulveda Boulevard is classified as a primary arterial in the City of Culver City with a posted speed limit of 40 mph within the project area. Sepulveda runs in the north-south direction from San Fernando to Torrance. For this study, Sepulveda is presented in the east-west direction and provides two travel lanes in each direction, a left-turn median, and on-street parking on both sides of the street. Sepulveda Boulevard runs parallel with I-405 and is used as an alternative northbound/southbound local route.

Culver Boulevard - Culver Boulevard is classified as a primary arterial in the City of Culver City with a posted speed limit of 40 mph within the project area. Culver Boulevard runs in the east-west direction from Playa del Rey to Venice Boulevard. For this study, Culver Blvd. is presented in the north-south direction. It provides two travel lanes in each direction and on-street parking is allowed on the south side of the street within the project area. Culver Boulevard provides access to northbound I-405 (San Diego Freeway).

Lindblade Street – Lindblade Street is classified as a local residential street with a facie prima speed limit of 25 mph within the project area. Lindblade Street runs in the east-west direction and provides one travel lane in each direction. For this study, Lindblade Street is presented in the north-south direction and extends from Sepulveda Boulevard to Coombs Avenue in the project vicinity.

Braddock Drive – Braddock Drive is classified as neighborhood feeder by City of Culver City with a posted speed limit of 25 mph within the project area. Braddock Drive runs in the east-west direction with one travel lane in each direction and on-street parking on both sides of the street. For this study, Braddock Drive is presented in the north-south direction.

San Diego (I-405) Freeway- Interstate 405 (I-405) provides access to the regional interstate system and runs in the north-south direction from I-5 Freeway in the City of Irvine, at the southern end, to the northern terminus at I-5 Freeway in Sylmar. The freeway provides five lanes in the northbound direction and six lanes in the southbound direction, including an HOV lane in both directions north of the SR-90. Freeway interchanges are located at Culver Boulevard and Venice Boulevard/Washington Boulevard in the vicinity of the study area.

EXISTING TRAFFIC VOLUMES

The sections below include the peak hour traffic volumes, methodology utilized for this analysis, and existing operating conditions.

Weekday traffic counts were conducted during the morning peak hours (7:00 to 9:00 AM) and evening peak hours (4:00 to 6:00 PM) for 5 intersections and 3 roadway segments on July 30, 2015. At the time of data collection, the schools were not in session. As per discussions with Culver City staff, a 10% adjustment factor was applied to existing volumes to accommodate an increase in traffic volumes in August when schools in the project vicinity will be back in session.

LEVEL OF SERVICE METHODOLOGY

Culver City traffic analysis guidelines require the use of the Transportation Research Board's Critical Movement Analysis (CMA), Circular 212 Planning Method, to analyze traffic operating conditions at the study intersections. CMA is a method which determines the volume to capacity (V/C) ratio on a critical lane basis and Level of Service (LOS) associated with each V/C ratio at a signalized intersection. V/C ratios are measured on a scale of 0 to 1.000. For the one stop-controlled intersection, Braddock Drive and Harter Avenue, the delay method from the Highway Capacity Manual (HCM) was used. LOS describes the quality of traffic flow and is a measure of such factors as travel speed, travel time, and flow interruptions. LOS ranges from "A" to "F". **Table 2** presents the LOS definitions for signalized and stop-controlled intersections. CMA calculation (CMAC) spreadsheets were utilized in this analysis to determine the LOS at the study intersections. Control Delay for the stop-controlled intersection was calculated using the 2010 Highway Capacity Manual.

Table 2. Intersection Level of Service (LOS) Definitions

V/C Value Signalized ¹	Related LOS Rating
0 to 0.600	A – Excellent free flow conditions
0.601 to 0.700	B – Unconstrained flow
0.701 to 0.800	C – Somewhat constrained flow, maneuverability is reduced
0.801 to 0.900	D – Constrained flow, little maneuverability
0.901 to 1.000	E – Significant vehicle queuing; not all vehicles clear intersection in one cycle
Greater than 1.000	F – Excessive delay; vehicles require more than one signal cycle to clear the intersection
Avg. Control Delay (sec/veh) ²	Related LOS Rating
10.0 or Less	A – Little or no delay
10.1 and less than 15.0	B – Short traffic delays
15.1 and less than 25.0	C – Average traffic delays
25.1 and less than 35.0	D – Long traffic delays
35.1 and less than 50.0	E – Very long traffic delays
50.1 or More	F – Extreme delays

¹Based upon Circular 212 methodology for signalized intersections

²Based upon City of Culver City Traffic Study Criteria / HCM 2010

CITY OF CULVER CITY SIGNIFICANT IMPACT CRITERIA

The City of Culver City defines a significant traffic impact at a signalized or stop controlled intersection as an increase in demand according to the indices shown in **Table 3**.

Table 3. Intersection Significant Impact Criteria

LOS	V/C Ratio	Project Related Increase in V/C Ratio
C	0.701 to 0.800	Equal or greater than 0.050
D	0.801 to 0.900	Equal or greater than 0.040
E, F	Greater than 0.901	Equal or greater than 0.020

¹Based upon City of Culver City Traffic Study Criteria

Using the intersection significant impact criteria, a project would not have a significant impact at an intersection if it operates at LOS D after the addition of the proposed project traffic and the incremental change in V/C is less than 0.040. However if the intersection is operating at LOS F after the addition of the proposed project traffic and the V/C ratio is 0.020 or greater, the project would be considered to have a significant impact.

The City of Culver City defines a significant traffic impact on residential streets as an increase in Average Daily Traffic (ADT) according to the indices shown in **Table 4**.

Table 4. Residential Street Significant Impact Criteria

Projected Average Daily Traffic (ADT) with Project	Project-Related Increase in Average Daily Traffic (ADT) Volume
999 or less	120 or more
1,000 to 1,999	12 percent or more of final ADT
2,000 to 2,999	10 percent or more of final ADT
3,000 or More	8 percent or more of final ADT

¹Based upon City of Culver City Traffic Study Criteria

EXISTING (2015) CONDITIONS LOS ANALYSIS

A LOS analysis for study intersections was conducted for existing traffic conditions using new peak hour (7:00 to 9:00 AM and 4:00 to 6:00 PM) turning movement count data collected on Thursday, July 30, 2015, after increasing by 10%. Traffic count worksheets are provided in **Appendix B** of this report.

Figure 4 illustrates the AM and PM peak hour traffic volumes for the Existing (2015) conditions at each of the study intersections.

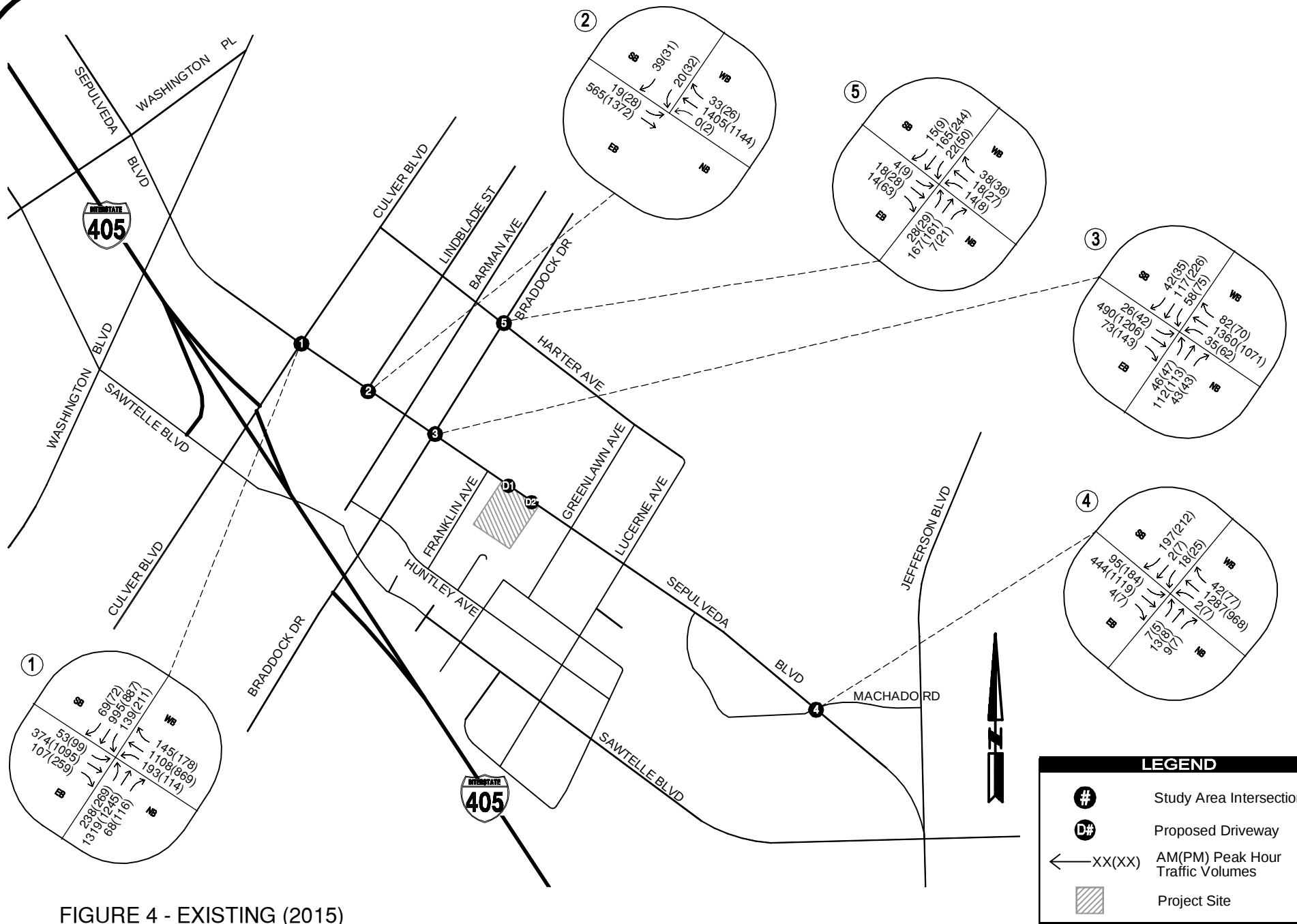


Table 5 presents the Existing (2015) conditions peak hour V/C ratio and the corresponding LOS for each intersection.

Table 5. Existing (2015) Conditions Intersection LOS

Signalized Intersection		LOS Analysis Results			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Culver Blvd. at Sepulveda Blvd.	0.931	E	0.953	E
2	Lindblade St. at Sepulveda Blvd.	0.461	A	0.429	A
3	Braddock Dr. at Sepulveda Blvd.	0.603	B	0.676	B
4	Machado Rd. at Sepulveda Blvd.	0.355	A	0.426	A
Stop-Controlled Intersection		Delay (s/veh)	LOS	Delay (s/veh)	LOS
5	Braddock Dr. at Harter Ave.	8.9	A	10.2	B

Source: Kimley-Horn, July 2015

Table 5 indicates that during the AM and PM peak periods, one intersection operates at LOS E while the remaining 4 intersections operate at LOS B or better.

The following section provides an overview of transit lines that serve the study area.

EXISTING TRANSIT LINES

In the existing transit system, eight bus lines operate under three different transportation agencies that currently serve the study area. Five bus lines are operated by the Culver City Bus (C), one bus line is operated by the Los Angeles County Metropolitan Transportation Authority (MTA), one bus line is operated by the Santa Monica Big Blue Bus (SM) and one bus is operated by the Los Angeles Department of Transportation (LADOT CE). A map of existing transit lanes is shown in **Figure 5**. These transit lines are described below.

C Line 1 – Line 1 travels along Washington Boulevard within the study area in the east-west direction. This line runs every day, including holidays. The frequency of service during peak commute hours is approximately 12 minutes. The western terminus is at the intersection of Windward Avenue and Main Street in Venice. The eastern terminus is at the West Los Angeles Transit Center located at the intersection of Apple Street/Fairfax Avenue in West Los Angeles.

C Line 3 – Line 4 is a local line that runs in the north-south direction providing service from the Fox Hills Mall in Culver City to West Los Angeles travelling primarily along Washington Boulevard within the study area. Line 4 runs Monday through Friday approximately every 60 minutes during peak commute hours. No weekend or holiday service is provided. Line 4 terminates at the Fox Hills Mall Transit Center at the south and at West Los Angeles Transit Center located at the north at the intersection of Apple Street/Fairfax Avenue in West Los Angeles.

C Line 4 – Line 4 is a local line that runs in the north-south direction providing service from the Fox Hills Mall in Culver City to West Los Angeles travelling primarily along Washington Boulevard within the study area. Line 4 runs Monday through Friday approximately every 60 minutes during peak commute hours. No weekend or holiday service is provided. Line 4 terminates at the Fox Hills Mall Transit Center at the south and at West Los Angeles Transit Center located at the north at the intersection of Apple Street/Fairfax Avenue in West Los Angeles.

C Line 5 – Line 5 travels primarily along Washington Boulevard and Higuera Street within the project study area. This line travels in the east-west direction and operates Monday through Friday approximately every 60 minutes during commute hours. No weekend or holiday service is provided. This line ends at the intersection of Washington Boulevard/Inglewood Boulevard at the west and at La Cienega Boulevard/Rodeo Road at the east.

C Line 7 – Line 7 is a local east-west line that provides service from Marina Del Rey to Culver City and travels primarily along Culver Boulevard within the study area. This line runs Monday through Saturday approximately every 40 minutes. No service is provided on Sundays and holidays. CC Line 7 ends at the at Fisherman's Village located at the west in Marina Del Rey and at the intersection of Culver Boulevard/Venice Boulevard in Culver City at the east. Hayden Tract Extension was recently added to this transit line.

MTA 733 – Line 733 "Rapid Bus" line runs in the east-west direction and provides service from Santa Monica to Downtown Los Angeles and travels primarily along Venice Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 10 minutes during peak commute hours. MTA Line 733 also provides service on weekends and holidays. The line route ends at the intersection of Ocean Avenue/Arizona Avenue in Santa Monica and at the Patsaouras Transit Plaza (Union Station) in Downtown Los Angeles to the east.

CE 437 – Line 437 is a commuter express service that runs in the east-west direction and provides service from Downtown Los Angeles to Venice and travels primarily along Culver Boulevard within the study area. Line 437 runs Monday through Friday approximately every 25 minutes during peak commute hours. Line 437 route ends at Pacific Avenue/Washington Boulevard in Venice to the west and at the intersection of San Pedro Street/Temple Street Drive in Los Angeles to the east.

SM Super 12 – Santa Monica Bus Blue Bus Line Super 12 is a commuter line that travels in the north-south direction. This UCLA commuter line provides service from Westwood to West Los Angeles and travels primarily along National Boulevard within the study area. This line runs Monday through Friday at a frequency of approximately 10-15 minutes with no midday service. Line Super 12 does not provide service on weekends and holidays. Super Line 12 route ends at the University of California Los Angeles (UCLA) Ackerman Terminal in Westwood and at the south at the intersection of National Boulevard/Venice Boulevard in West Los Angeles.

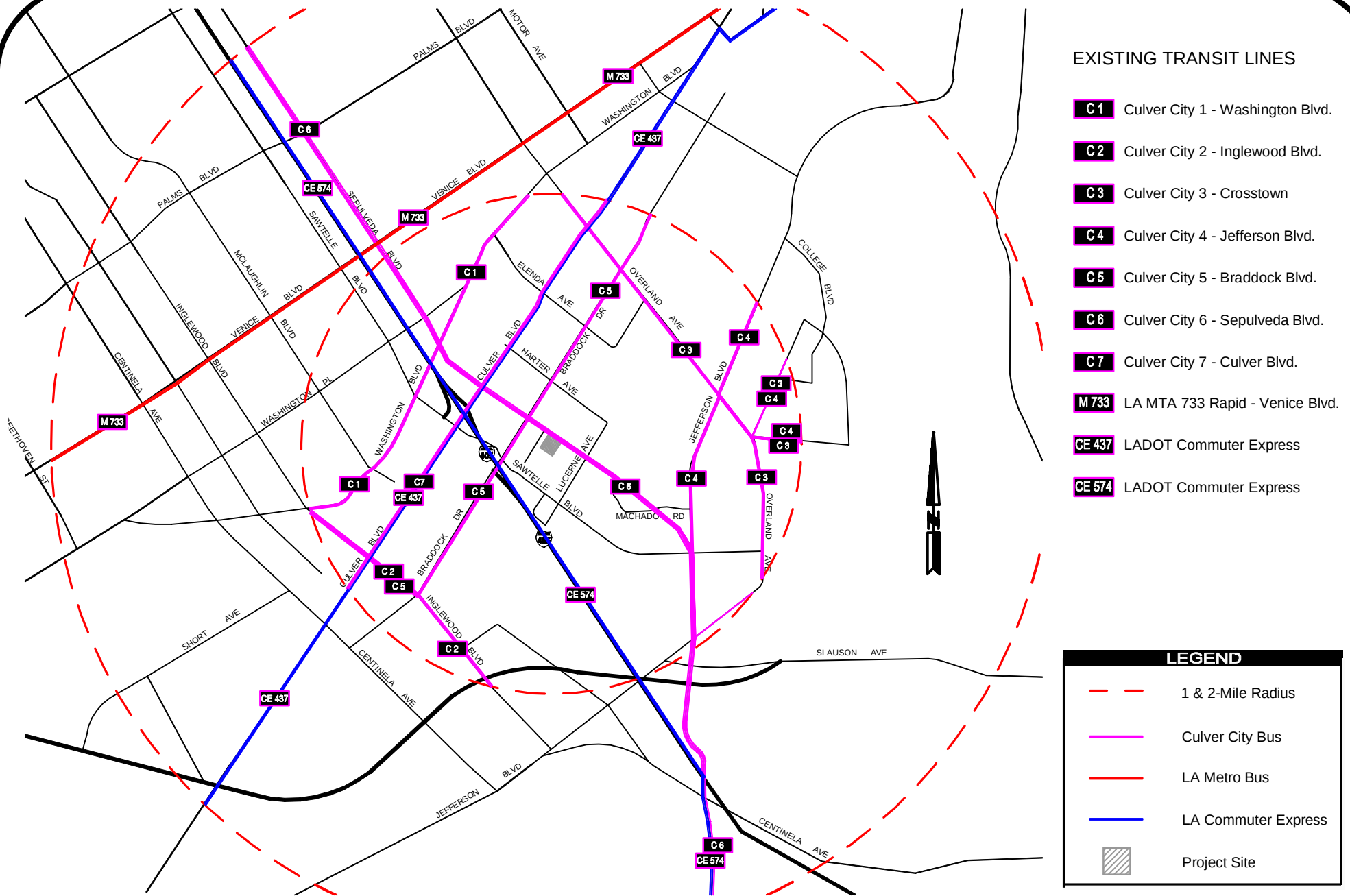


FIGURE 5 - LOCAL & REGIONAL TRANSIT MAP

III. PROJECT CONDITIONS

The proposed project includes a total site area of approximately 2.67 acres and includes 17,225 square feet of retail use and 11,610 square feet of specialty retail use. The project provides 143 total parking spaces for the proposed land uses.

Weekday daily, a.m. and p.m. peak hour trips were estimated for the project using trip generation rates from the ITE publication entitled *Trip Generation, 9th Edition*. Trip generation rates and the resulting trips that would be generated by the proposed project are presented in **Table 6** on the following page. The project is estimated to generate approximately 1,190 new daily trips, 29 new trips during the AM peak hour and 96 new trips during the PM peak hour.

PROJECT TRIP GENERATION

Trip credits were applied to the estimated project trip generation to account for pass-by trips (15%) based upon the guidelines approved by City of Culver City staff. The trip credits that were applied are shown in **Table 6**. The estimated trip generation was submitted to and approved by Culver City staff as part of the MOU process. The approved MOU is attached in **Appendix A** of this report.

PROJECT TRIP DISTRIBUTION

Development of future traffic forecasts for the proposed project consisted of a three-step process that includes project's potential trip generation, trip distribution and traffic assignment to the street system within the study area. **Figure 6** provides the Project Trip Distribution approved by Culver City staff utilized for all proposed project land uses and **Figure 7** illustrates the project peak hour volumes.

Table 6. Traffic Trip Generation Table

ITE Code	Land Use Description	Unit	No. of Units	Daily Rate	AM Rate	PM Rate	Daily Trips	% AM Trips In	% AM Trips Out	% PM Trips In	% PM Trips Out	AM Trips In	AM Trips Out	AM Trips	PM Trips In	PM Trips Out	PM Trips
816	Hardware/Paint Store	1,000 Sq Ft	17.225	51.29	1.08	4.84	884	47%	53%	47%	53%	9	10	19	39	44	83
	Pass-by credit (15%)*						-133					-1	-2	-3	-6	-7	-13
826	Specialty Retail Center (PM)	1,000 Sq Ft	11.61	44.32		2.71	516			44%	56%				14	17	31
	Specialty Retail Center (AM) **	1,000 Sq Ft			1.2			60%	40%			9	6	15			
	Pass-by credit (15%)*						-77					-1	-1	-2	-2	-3	-5
	Total trip generation						1,190					16	13	29	45	51	96

* Credit determined based upon City of Culver City Guidelines

**Trips determined based on SANDAG Trip Generation Manual when land use information is unavailable in ITE's Trip Generation Manual

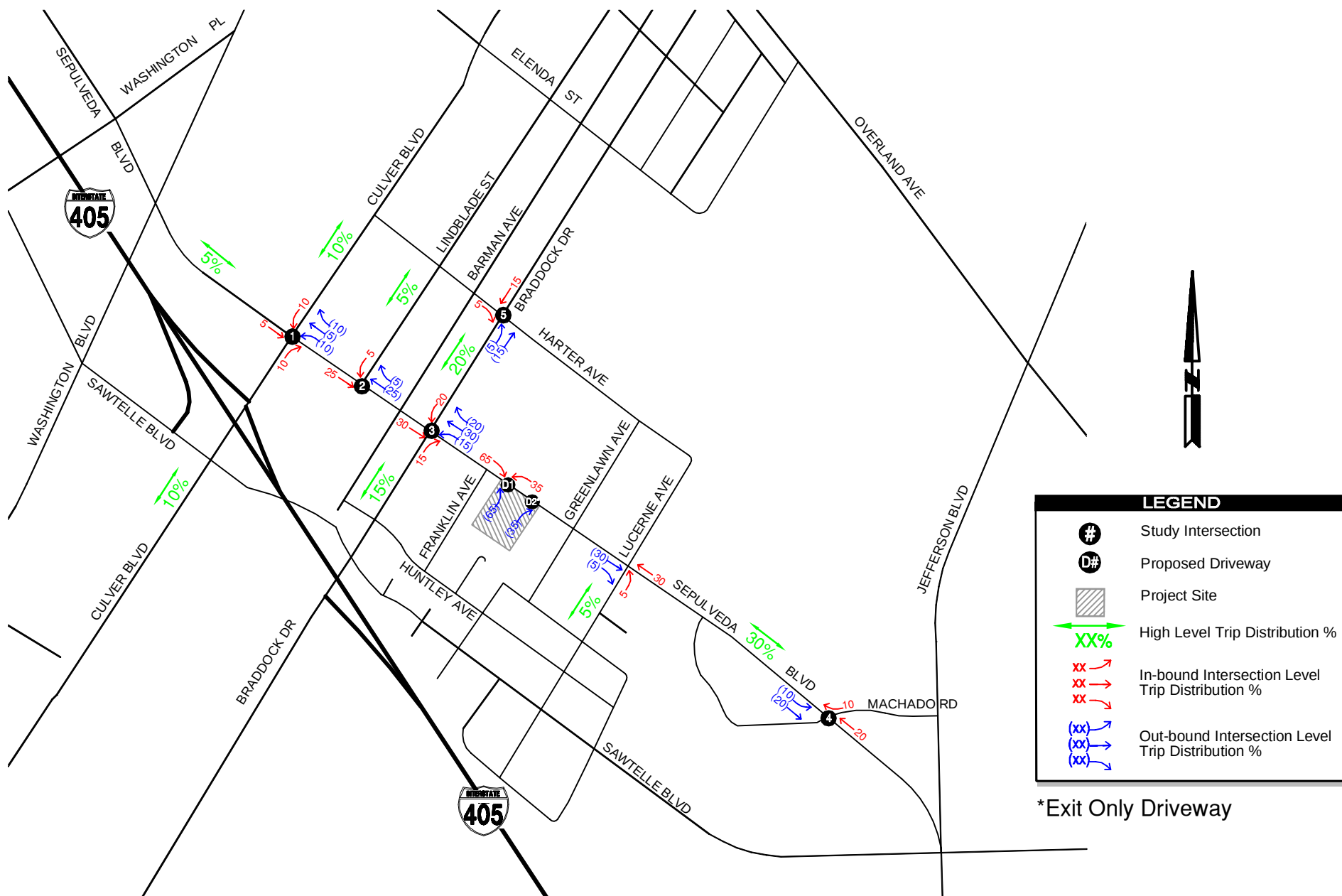


FIGURE 6 - PROJECT TRIP DISTRIBUTION PERCENTAGES FOR ALL LAND USES

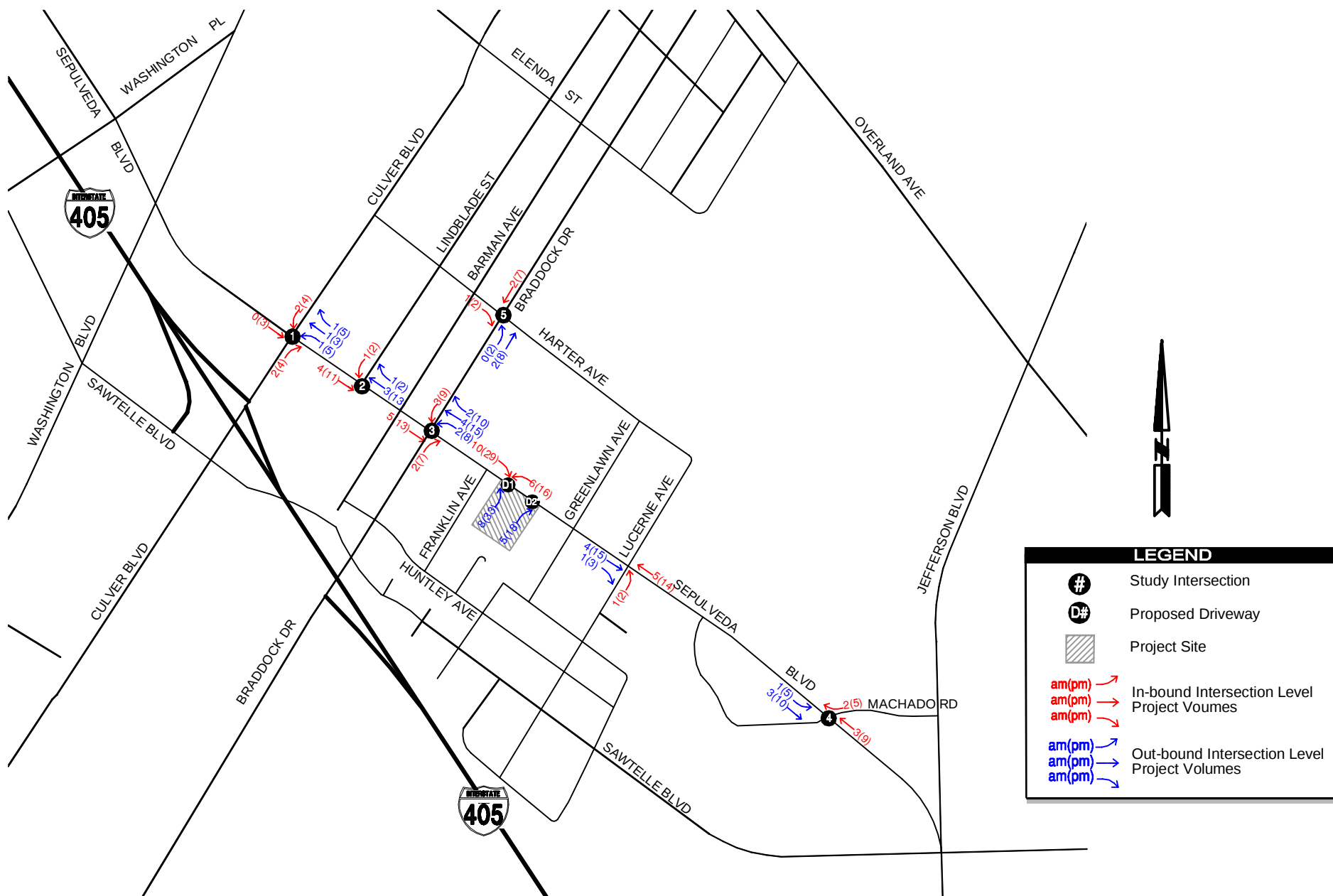


FIGURE 7 - PROJECT AM(PM) PEAK HOUR TURNING MOVEMENT VOLUMES

EXISTING (2015) WITH PROJECT CONDITIONS - LOS

Existing (2015) With Project traffic volumes represent the sum of the Existing (2015) traffic volumes plus the project trips. **Table 7** presents the Existing (2015) With Project conditions peak hour V/C ratio and the corresponding LOS for each intersection.

Table 7. Existing (2015) With Project Conditions Intersection LOS

Signalized Intersection	Existing (2015) Without Project LOS Analysis Results				Existing (2015) With Project LOS Analysis Results				Change	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1 Culver Blvd. at Sepulveda Blvd.	0.931	E	0.953	E	0.933	E	0.959	E	0.002	0.006
2 Lindblade St. at Sepulveda Blvd.	0.461	A	0.429	A	0.463	A	0.434	A	0.002	0.005
3 Braddock Dr. at Sepulveda Blvd.	0.603	B	0.676	B	0.607	B	0.694	B	0.004	0.018
4 Machado Rd. at Sepulveda Blvd.	0.355	A	0.426	A	0.357	A	0.431	A	0.002	0.005
Stop-Controlled Intersection	Delay s/veh	LOS	Delay s/veh	LOS	Delay s/veh	LOS	Delay s/veh	LOS	AM	PM
5 Braddock Dr. at Harter Ave.	8.9	A	10.2	B	8.9	A	10.4	B	0.0	0.2

Source: Kimley-Horn, July 2015

Table 7 indicates that for Existing (2015) With Project conditions, one intersection is projected to operate at LOS E while the remaining four intersections would operate at LOS B or better during the AM and PM peak periods.

The peak hour traffic volumes for the Existing (2015) With Project conditions at each of the study intersections are illustrated in **Figure 8**.

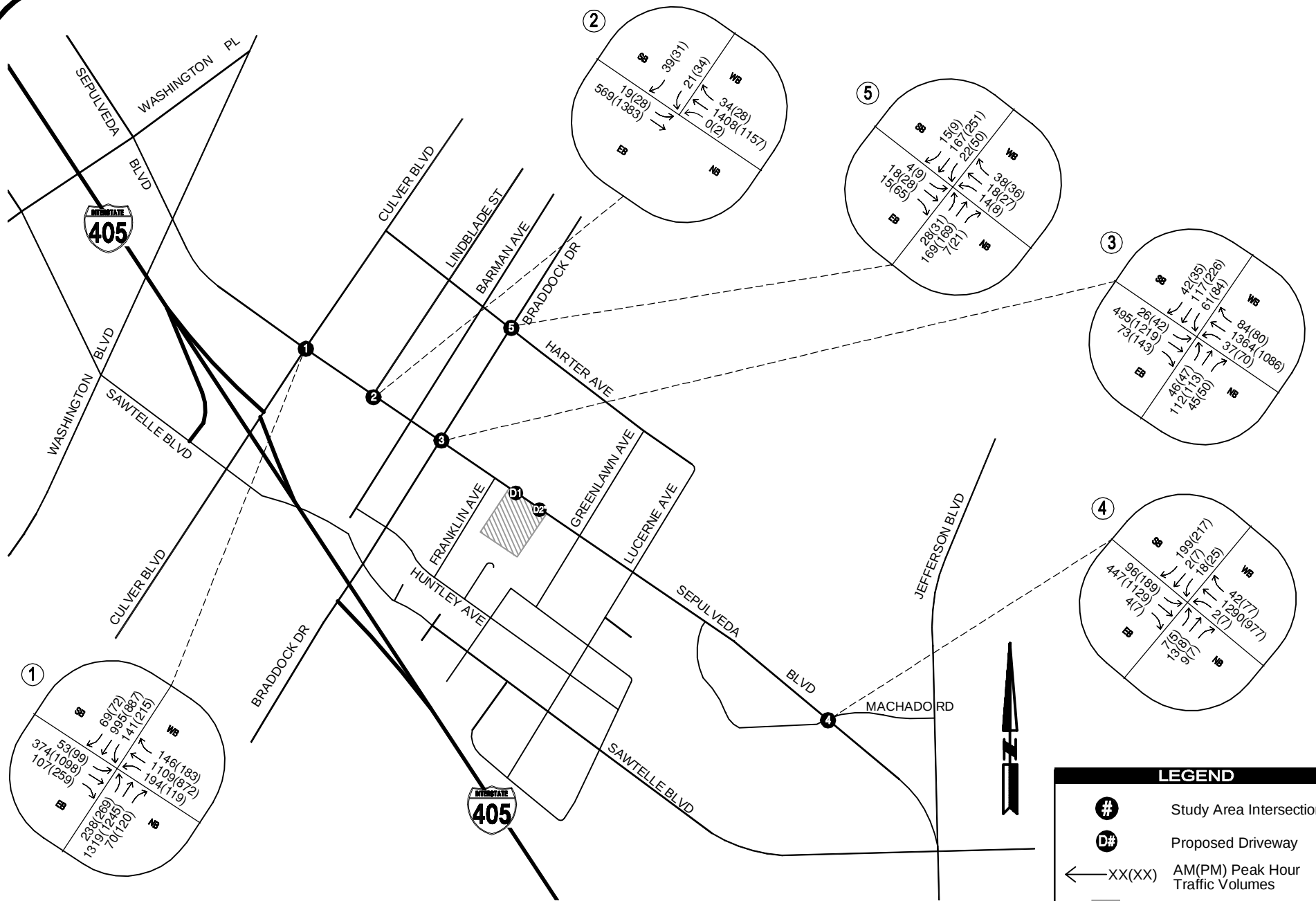


FIGURE 8 - EXISTING (2015) WITH PROJECT
AM(PM) PEAK HOUR TURNING MOVEMENT VOLUMES

*Exit Only Driveway

RELATED PROJECTS TRIP GENERATION & ASSIGNMENT

Traffic volumes from related projects (approved or pending projects expected to be built by the year 2017 within 1.5 miles of the proposed project as per City of Culver City TIA Guidelines) were added to the study intersections to simulate future traffic conditions with expected new growth in development in the area. The list of related projects was obtained from City of Culver City staff. Related projects that were constructed and operational were not included as part of the related projects analysis.

A total of 30 related projects were included in the analysis. **Table 8** lists the related projects and the trips generated by each related project based upon trip generation rates from the ITE publication entitled *Trip Generation, 9th Edition*. **Figure 9** illustrates the location of these related projects and **Figure 10** provides the projected peak hour trips for these related projects.

Table 8. Estimated Weekday Trip Generation of Related Projects

ITE #	Map #	Project Name	Address	Description	Project Phase	Daily	AM Peak Hour			PM Peak Hour		
							IN	OUT	TOTAL	IN	OUT	TOTAL
710	1	Sony	10202 Washington Boulevard	Construction of an 8-story 218,450 sq. ft. office building, 51,716 sq. ft. support building, and expansion of an existing parking structure. TOTAL demolition of 57,642 sq. ft. Net new square feet is 212,524 sq. ft.	Construction	2,346	292	40	332	54	263	317
220, 710, 823	2	The Palms Mixed-Use Project	10601 W Washington Boulevard	Mixed-use development with 128 apartment dwelling units, 23,000 sq. ft. office and 18,000 sq. ft. retail	Building Permit	1,904	45	56	101	79	83	162
932	3	Culver City Shopping Center	10799 W Washington Boulevard	2,000 square feet restaurant	Pre-Building Permit	256	12	10	22	12	8	20
270, 826	4	Washington/Inglewood	11924 Washington Boulevard	Mixed use project with 92 residential units and 15,000 sq. ft. commercial.	Entitlement	1,356	10	37	47	55	43	98
850	5	Market Hall - Washington Centinela	12403 Washington Boulevard	New 31,500 sq. ft. market hall and Trader Joes with retail and restaurant and 215 structured parking spaces.	Pre-Application	3,222	66	41	107	152	147	299
710, 932	6	11198 Washington Place	11198 Washington Place	Single story commercial building comprising 3,850 sq. ft. with 11 parking spaces and 500 sq. ft. of outdoor dining/seating on vacant land	Building Permit	108	8	3	11	4	7	11

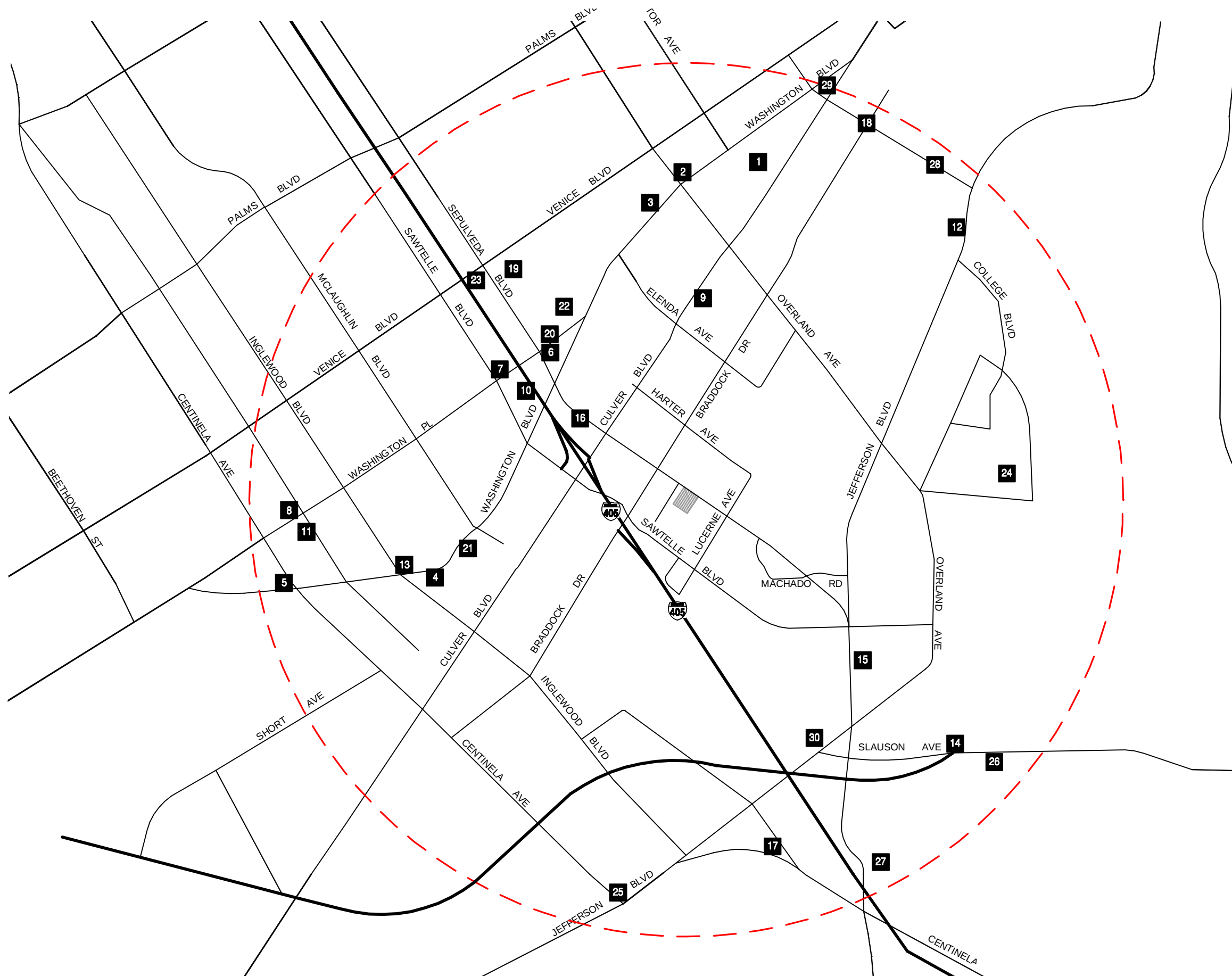
ITE #	Map #	Project Name	Address	Description	Project Phase	Daily	AM Peak Hour			PM Peak Hour		
							IN	OUT	TOTAL	IN	OUT	TOTAL
826	7	Retail Center	11281 Washington Place	Retail center totaling 6,294 sq. ft. with 25 parking spaces	Pre-Building Permit	532	5	3	8	7	10	17
536	8	Wildwood School	12201 Washington Place	Addition of 100 students to existing private school consisting of 300 students. No construction proposed. Addition of 24 students for 2013-14 school year, remainder of students added over 20 year period.	Entitlement (No building permit, just increase in students)	248	49	32	81	7	10	17
580	9	Wende Museum	10808 Culver Boulevard	Museum with 12,596 sq. ft.	Building Permit		3	1	4	0	2	2
270	10	Globe Housing Project	4044-4068 Globe Avenue	Comprehensive Plan and Planned Development for five 2-Unit Residential Units (10 total dwellings)	Pre-Application	76	1	4	5	4	2	6
220	11	Grandview Apartments	4025 Grandview Boulevard	3-story, 58,700 sq. ft. for lease housing development, consisting of 36 units.	Pre-Application	240	4	14	18	14	8	22
710	12	Office Building	9919 Jefferson Boulevard	New 50,000 s.f. office building with tandem parking	Pre-Application	552	69	9	78	13	62	75
520	13	Modification to CUP, enrollment increase (The Help Group)	12095-12101 Washington Blvd.	Increase in enrollment from 600 to 650 students	Entitlement	66	13	10	23	4	4	8
710	14	Punch Studio	6025 Slauson Avenue	Conversion of 3,522 sq. ft. from warehouse to office area and reduction of 7,924 sq. ft. of warehouse with 24 new tandem parking stalls	Entitlement	10	2	1	3	0	2	2

ITE #	Map #	Project Name	Address	Description	Project Phase	Daily	AM Peak Hour			PM Peak Hour		
							IN	OUT	TOTAL	IN	OUT	TOTAL
826	15	New single story retail/ office building	5450 Sepulveda Blvd	Single story retail building totaling 14,800 sq. ft. with rooftop parking	Construction	656	0	0	0	18	22	40
942	16	Westside Brake and Tires	4215 Sepulveda Blvd	Change of use for existing 2,068 sq. ft. building from retail to vehicle maintenance/ repair service use	Construction		3	2	5	3	3	6
841, 942	17	Airport Marina Ford	6002 Centinela Ave	27,568 sq. ft. addition consisting of 29 service bays and 12,900 sq. ft. of parts and service	Construction	892	59	23	82	48	64	112
220	18	4109-4111 Duquesne Ave	4109-4111 Duquesne Ave	Addition of two (2) new dwelling units to existing duplex	Building Permit	14	0	1	1	1	0	1
230	19	Arora Condominiums	3837 Bentley Avenue	Three (3) new condominium dwelling units, resulting in two (2) net new dwellings	Building permit	18	0	1	1	1	1	2
853	20	Chevron Carwash	11197 Washington Place	Conversion of existing vehicle repair and mini-mart into drive-thru carwash and construction of new 2,500 sq. ft. convenience store	Pre-Building Permit	3,256	50	49	99	57	57	114
520	21	Culver City Christian School	11828 Washington Blvd	Proposed reuse of existing buildings for private K- 8th grade school, for approximately 128 students	Pre-Application	166	32	26	58	9	10	19
230	22	5-unit Condominiums	3961 Tilden Avenue	Construction of five (5) new residential condominium units, resulting in two (2) net	Pre-Application	30	0	2	2	2	1	3

ITE #	Map #	Project Name	Address	Description	Project Phase	Daily	AM Peak Hour			PM Peak Hour		
							IN	OUT	TOTAL	IN	OUT	TOTAL
				new residential dwelling units								
853	23	Shell Carwash	11224 Venice Blvd	New 3,150 sq. ft. commercial building, which includes a 2,285 sq. ft. convenience store and 864 sq. ft. automated car wash facility	Pre-Application	3,256	50	49	99	57	57	114
540	24	West Los Angeles College community College Master Plan and EIR (2010)	9000 Overland Ave	Approximately 92,000 of new building construction and renovation. Anticipate future student population of approx. 18,904 students.	Construction	23,252	1,905	363	2,268	1,474	794	2,268
710	25	Radisson Office Tower	6161 Centinela Blvd	342,400 G.S.F. office tower and parking addition	Pre-Building Permit	3,774	470	64	534	87	423	510
710	26	Office & Retail Building	700-701 Corporate Pointe	7-story 281,400 G.S.F. office building and 9-story parking structure	Pre-Building Permit	3,100	385	53	438	71	348	419
310	27	Extended Stay Hotel	5990 Green Valley Circle, Culver City	Expansion of an existing 195-room Hotel which currently includes approximately 3,200 square feet of meeting room space and a 76-seat restaurant with a new extended stay hotel behind the existing hotel. The proposed project would result in an increase of 185 hotel rooms and a net	Entitlement	1,512	58	40	98	57	54	111

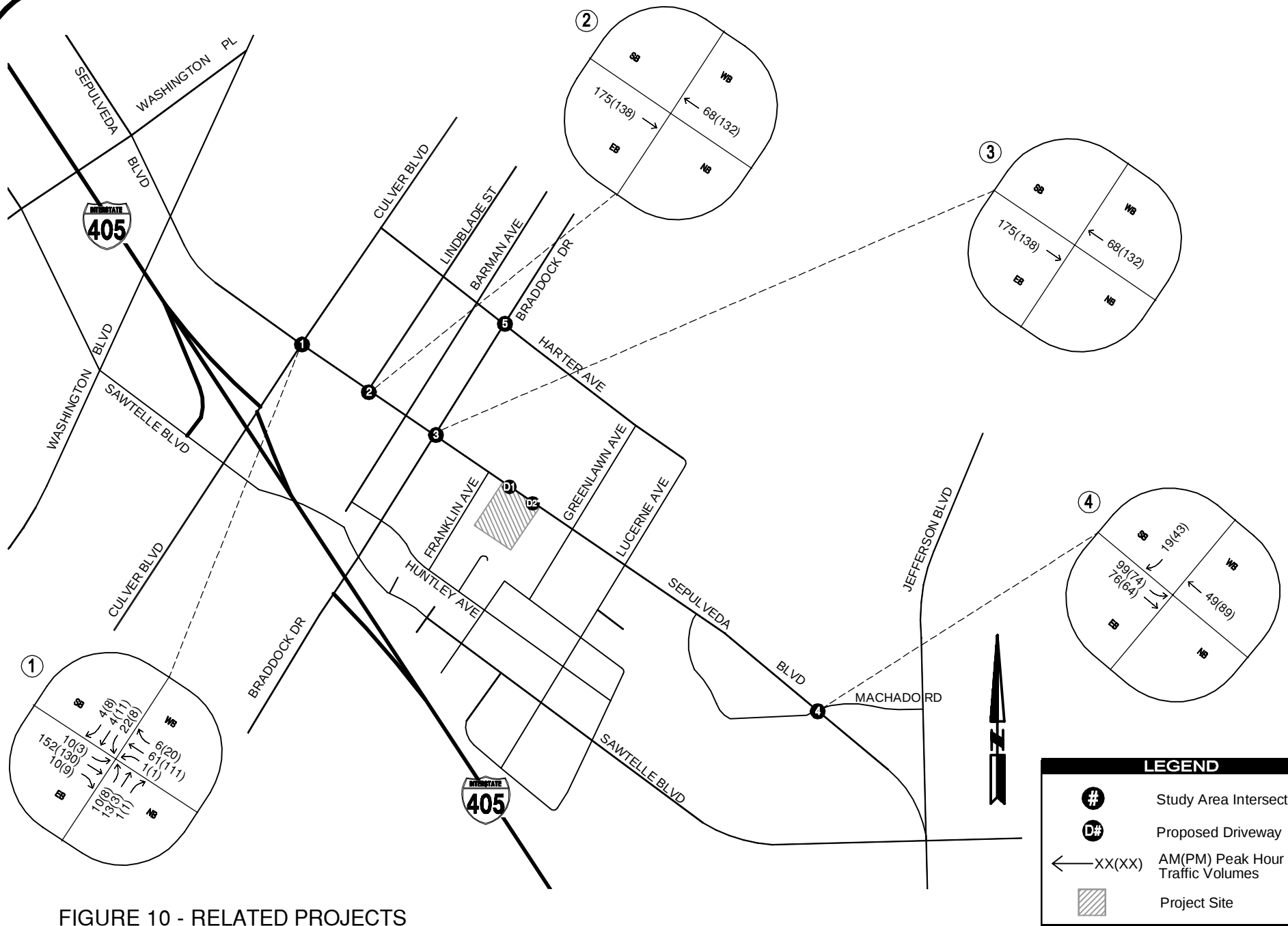
ITE #	Map #	Project Name	Address	Description	Project Phase	Daily	AM Peak Hour			PM Peak Hour		
							IN	OUT	TOTAL	IN	OUT	TOTAL
				decrease of 170 square feet of meeting room space.								
230	28	Three unit condominium/ townhome Redevelopment	4241 Duquesne Avenue	New three detached condominium/ townhomes, resulting in two net new residential dwelling units	Pre-Application	18	0	1	1	1	1	2
441, 580, 939	29	Jazz Bakery	9814 Washington Boulevard	200 seat Performace Theatre with a museum and bakery/café utilizing a total of 2-stories & estimated 7,500 sqare feet	Pre-Application		35	37	72	16	17	33
310	30	Boutique Hotel	11469 Jefferson Blvd	Demolition of 12,958 sq. ft. commercial shopping center. New 5-story hotel of 144 rooms with restaurant and outdoor dining.	Pre-Application	1,178	45	31	76	44	42	86
TOTAL RELATED PROJECT TRIPS						52,038	3,671	1,003	4,674	2,351	2,545	4,896

Source: Kimley-Horn, July 2015 and based on related projects from City of Culver City



LEGEND	
---	1.5-Mile Radius
#	Related Project
	Project Site

FIGURE 9 - RELATED PROJECTS LOCATION MAP



CUMULATIVE (2017) BASE CONDITIONS

The Cumulative (2017) Base traffic conditions represents the sum of existing volumes, ambient growth and the traffic estimated from related projects. These volumes were assigned to the future baseline network that will be in place at the time the project is completed. As per the information and direction provided by Culver City staff, 30 approved projects within a 1.5-mile radius were included in this traffic impact analysis.

Regional ambient traffic growth was estimated as an annual percentage increase over the existing traffic volumes. A growth rate of 1.0% per year was applied to the peak hour traffic volumes to represent year 2017 traffic volumes, in accordance with discussions with Culver City staff. The 1.0% increase per year is anticipated to account for projects that will be built by 2017 within the project vicinity.

CUMULATIVE (2017) WITHOUT PROJECT CONDITIONS - LOS

Table 9 below presents a summary of the Cumulative (2017) Without Project conditions V/C ratio and the corresponding LOS for each intersection.

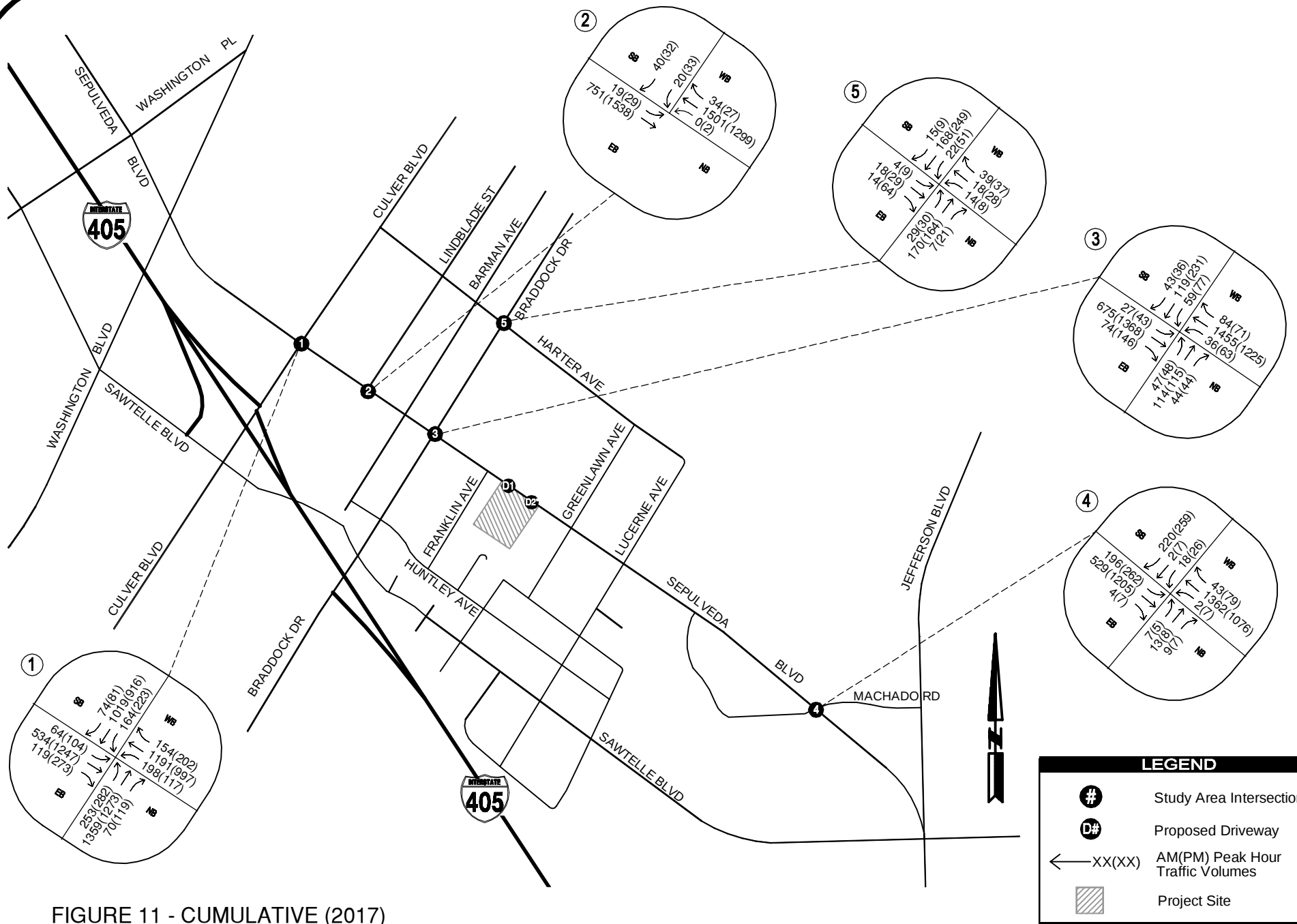
Table 9. Cumulative (2017) Without Project Conditions Intersection LOS

Signalized Intersection		LOS Analysis Results			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Culver Blvd. at Sepulveda Blvd.	0.995	E	1.026	F
2	Lindblade St. at Sepulveda Blvd.	0.495	A	0.485	A
3	Braddock Dr. at Sepulveda Blvd.	0.640	B	0.737	C
4	Machado Rd. at Sepulveda Blvd.	0.402	A	0.475	A
Stop-Controlled Intersection		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
5	Braddock Dr. at Harter Ave.	9.0	A	10.4	B

Source: Kimley-Horn, July 2015

Table 9 indicates that one intersection is projected to operate at LOS E during the AM peak period and LOS F during the PM peak period while the remaining 4 intersections would operate at LOS C or better during the AM and PM peak periods. Peak hour analysis worksheets for the Cumulative (2017) Without Project conditions are provided in **Appendix C** of this report.

The peak hour traffic volumes for the Cumulative (2017) Without Project conditions at each of the study intersections are illustrated in **Figure 11**.



CUMULATIVE (2017) WITH PROJECT CONDITIONS - LOS

Cumulative (2017) With Project traffic conditions add the estimated project traffic to the Cumulative Base conditions and are used to evaluate the net change in the traffic conditions and to identify potential traffic impacts associated with the proposed project. The Cumulative (2017) With Project traffic volumes represent the sum of existing traffic volumes raised by ambient growth factor, the traffic estimated from related projects, and the project trips. These volumes were assigned to the future baseline network that will be in place at the time the project is completed in 2017. **Table 10** presents the Cumulative (2017) With Project conditions peak hour V/C ratio and the corresponding LOS for each of the five project study intersections.

Table 10. Cumulative (2017) With Project Conditions Intersection LOS

Signalized Intersection		Cumulative (2017) Without Project LOS Analysis Results				Cumulative (2017) With Project LOS Analysis Results				Change	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	AM	PM
1	Culver Blvd. at Sepulveda Blvd.	0.995	E	1.026	F	0.997	E	1.032	F	0.002	0.006
2	Lindblade St. at Sepulveda Blvd.	0.495	A	0.485	A	0.497	A	0.490	A	0.002	0.005
3	Braddock Dr. at Sepulveda Blvd.	0.640	B	0.737	C	0.644	B	0.755	C	0.004	0.018
4	Machado Rd. at Sepulveda Blvd.	0.402	A	0.475	A	0.404	A	0.480	A	0.002	0.005
Stop-Controlled Intersection		Delay s/veh	LOS	Delay s/veh	LOS	Delay s/veh	LOS	Delay s/veh	LOS	AM	PM
5	Braddock Dr. at Harter Ave.	9.0	A	10.4	B	9.0	A	10.5	B	0.0	0.1

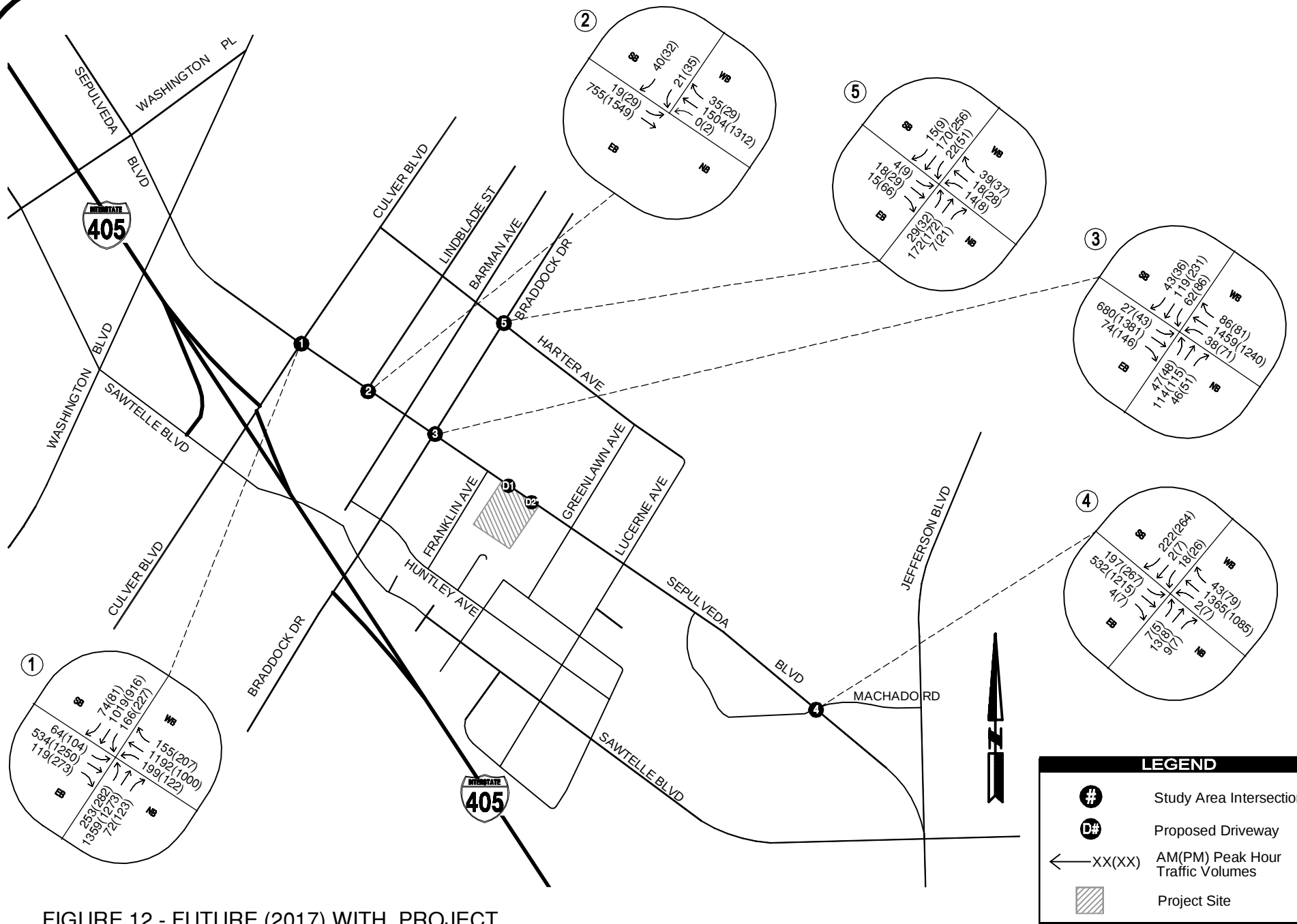
Source: Kimley-Horn, July 2015

Table 10 indicates that for Cumulative (2017) With Project conditions, one intersection is projected to operate at LOS E during the AM peak period and LOS F during the PM peak period while the remaining four intersections would operate at LOS C or better during the AM and PM peak periods. Peak hour analysis worksheets for the Cumulative (2017) With Project conditions are provided in **Appendix C** of this report.

The peak hour traffic volumes for the Cumulative (2017) With Project conditions at each of the study intersections are illustrated in **Figure 12**.

PROJECT IMPACTS

Based on the significant impact criteria as defined by City of Culver City for signalized or stop controlled intersections, the proposed project is not projected to have a significant impact at the study intersections. Therefore, mitigation measures would not be required for the proposed project.



DRIVEWAY ACCESS REVIEW

As per the site plan, two (2) driveways are proposed along Sepulveda Boulevard for providing access to the site. The driveway to the west will act as the main access driveway and allow vehicular ingress to and egress from the site. The driveway to the east will be restricted to egress only. A review of proposed driveways indicates that the driveway configurations are adequate for the project traffic circulation.

NEIGHBORHOOD TRAFFIC ASSESSMENT

Potential impacts to neighboring residential streets were assessed to see if the proposed project would have a significant impact on Braddock Drive and Lindblade Street. Braddock Drive is a collector street which can be used as an alternative to Culver Boulevard. Braddock Drive provides access to I-405 southbound ramps to the south as well as Downtown Culver City to the north. Lindblade Street provides access from Veterans Memorial Park at the north to Sepulveda Boulevard.

Based on the significant impact criteria as defined by the City of Culver City for residential streets, the proposed project is not projected to have a significant impact on the residential streets. A summary of the assessment is shown in **Table 11**.

Table 11. Roadway Segment Analysis Summary

Segment #	Street Name	From	To	Existing ADT	2017 Cumulative Base ADT ¹	Project Trips ²	2017 Cumulative ADT ³	Criteria For Impact ⁴	Significant Impact?
1	Lindblade Street	Sepulveda Boulevard	Harter Avenue	855	872	60	932	>120	No
2	Braddock Drive	Sepulveda Boulevard	Harter Avenue	4,136	4,219	238	4,457	>357	No
3	Braddock Drive	Sepulveda Boulevard	Huntley Avenue	5,259	5,365	179	5,543	>443	No

Source: Kimley-Horn, July 2015

CMP EVALUATION AND FREEWAY IMPACT SCREENING ANALYSIS

The CMP TIA guidelines indicate that if a proposed project would add 50 or more peak hour trips (during the peak hour of adjacent street traffic) to a CMP arterial intersection, then a CMP arterial intersection analysis must be conducted. Sepulveda Boulevard is a CMP arterial, with a monitoring station at Manchester Avenue south of the project site. Based on the project trip assignment, the proposed project

¹ 2017 Cumulative Base ADT was obtained by applying a growth factor of 1% per year for 2 years to Existing ADT.

² Project Trips were determined by multiplying total daily trips generated from the project (1,190) and project trip distribution. For example, the Project Trips (238) on Braddock Drive between Sepulveda Boulevard and Harter Avenue was obtained from multiplying project trip distribution (20%) with total daily trips (1,190) generated from the project.

³ 2017 Cumulative ADT was obtained from the addition of 2017 Cumulative Base ADT, Project Trips, and trips from other related projects.

⁴ As per Culver City significance criteria for residential streets, a project related increase in ADT volume of 8% or more of 2017 Cumulative ADT on Braddock Drive from Sepulveda Boulevard to Harter Avenue would result in a significant impact.

is projected to add fewer than 50 peak hour trips to the arterial monitoring station on Sepulveda Boulevard. Therefore, a separate CMP arterial analysis is not required.

The CMP TIA guidelines indicate that if a proposed development project would add 150 or more trips in either direction during the morning or evening peak hours to the mainline freeway monitoring location, then a CMP freeway analysis must be conducted. The CMP freeway monitoring station closest to the project site is on I-405 between La Tijera Boulevard and Venice Boulevard located west of project site. Based on the project trip assignment shown previously, the proposed project is projected to add fewer than 150 peak hour trips to the freeway monitoring station on I-405. Therefore, a separate CMP and Freeway Screening analysis is not required.

IV. CONCLUSIONS

This report documents the results of a traffic impact analysis for the proposed Harbor Freight Development. The proposed project is located on the south side of Sepulveda Boulevard (East-West), between Franklin Avenue and Greenlawn Avenue in the City of Culver City, California. The total project site area is approximately 2.67 acres and is expected to be constructed and operational in 2017. The following summarizes our key findings and conclusions:

- The proposed project will include 17,225 square feet of retail use and 11,610 square feet of specialty retail use.
- The project will provide a total of 145 parking spaces for the development, which exceeds the required 83 parking spaces per Culver City's municipal code.
- As per the site plan, the project will provide two (2) driveways along Sepulveda Boulevard. The driveway to the west will provide vehicular ingress to and egress from the site, while the driveway to the east will be restricted to egress only. A review of proposed driveways indicates that the driveway configurations are adequate for the project traffic circulation.
- The traffic impact analysis analyzed five (5) intersections and two (2) roadway segments within the City of Culver City.
- Weekday peak hour intersection operations analysis was conducted for four (4) scenarios including Existing (2015), Existing with Project (2015), Cumulative (2017), and Cumulative With Project (2017).
- The existing traffic analysis incorporates a 10% seasonal factor, which adjusts the traffic counts taken during the summer season.
- The project is estimated to generate approximately 1,190 new daily trips, 29 new trips during the AM peak hour and 96 new trips during the PM peak hour.
- For the Existing (2015) base conditions, four (4) out of five (5) study intersections operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard and Sepulveda Boulevard, which operates at LOS E during the AM and PM peak periods.
- For the Existing (2015) With Project conditions, four (4) out of five (5) study intersections are projected to operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard and Sepulveda Boulevard, which would operate at LOS E during the AM and PM peak periods.
- For the Cumulative (2017) base conditions, four (4) out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period.
- For the Cumulative (2017) With Project conditions, four (4) out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period.
- The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak periods based on Culver City traffic impact criteria. Therefore, mitigation measures would not be required for the proposed project

- Based on roadway segment analysis per Culver City guidelines, the project is not expected to result in impacts to the roadway segments.
- A CMP arterial evaluation was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 50 peak hour trips to the arterial monitoring station on Sepulveda Boulevard and therefore no additional CMP arterial analysis is required.
- A freeway impact screening analysis was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 150 peak hour trips to the freeway monitoring station on I-405 and therefore no additional CMP and Freeway screening analysis is required.

APPENDICES

- A – Memorandum of Understanding
- B – Traffic Count Worksheets
- C – Critical Movement Analysis (CMA) Worksheets
- D – Synchro/HCM Delay Analysis Reports

APPENDIX A

Memorandum of Understanding

Attachment A

Memorandum Of Understanding For a Traffic Study

This Memorandum Of Understanding (MOU) acknowledges and agrees to all of the City of Culver City requirements and fees for the review of a traffic study for the following project:

Project Name:	Harbor Freight Culver City		
Project Address:	4545 Sepulveda Blvd. Culver City, CA 90230		
Project Description:	GFA* Office /	GFA Industrial	
	11,610 Sq Ft	GFA Retail /	Residential Units
	17,225 Sq Ft	GFA Other /	GFA Other

Project Horizon Year: 2017 Ambient Growth Rate: One (1.0) % Per Year
 Directional Distribution: N: 35 % S: 30 % E: 30 % W: 5 %
 [Attach map(s) illustrating directional distribution percentages at all intersections and driveways.]

Trip Generation Rate(s): ITE Latest Edition / Other: _____

[Show AM, PM and daily trip generation rates for each land use]

Land Use:	Hardware/Paint Store		Specialty Retail Center		Total In	/	Total Out
	ITE Code #: 816		ITE Code #: 826				
	In	Out	In	Out			
AM Trips:	8	8	8	5	16		13
PM Trips:	33	37	12	14	45		51

Attach Total Daily Trips Generation Calculations.

See attached Trip Generation Table

Prior to the start of any proposed project analysis, the Traffic Consultant shall:

1. Obtain a list of related projects from the Planning Division of Culver City and other affected jurisdictions;
2. Prepare a draft list of "related projects specific to the proposed project"; and
3. Obtain written approval from the City of the "related projects specific to the proposed project" list.

Study Intersections: See attached list of Study Intersections

No. _____ Intersection: _____ / Jurisdiction: _____

Residential Streets To Be Studied: See attached list of Study Intersections

No. Street Name: / Limits: / Jurisdiction:

- * Gross Floor Area (GFA) shall be as defined in the most recent ITE publication.
- ** Indicate intersections subject to capacity analysis credit for advanced traffic signal control synchronization.
- *** Indicate non-signalized intersections to be studied.
- **** Use the same numbering system for all lists of intersections and figures in the traffic study.

Indicate Trip Credits To Be Requested (Amount Subject To City Approval):		Yes	No
1.	Existing Uses:	☐	☒
2.	Pass-By Trips:	☒	☐
3.	Internal Trip Capture:	☐	☒
4.	Transit Oriented Developments (TOD):	☐	☒
5.	Transportation Demand Management (TDM):	☐	☒

Maps:

The following maps shall be attached to the MOU:

1. A map showing the project's trip distribution percentages for each land use (inbound and outbound) at the study intersections and project driveways; and
2. A map showing the project's trips at the study intersections and project driveways.

Proposed Traffic Mitigation:

Any proposed traffic mitigation measure shall be listed and accompanied by a drawing of the existing and proposed improvements [including city boundary lines and existing / proposed property lines] and plans shall be of a minimum scale of one inch (1") equal to forty feet (40'-0").

Post-Occupancy Traffic Counts:

By signing below, the Property Owner / Developer / Applicant hereby agrees to pay for and submit to the City a post-occupancy traffic count analysis of the development to the satisfaction of the City. The analysis shall determine the amount of actual traffic (motor vehicle, bicycle and pedestrian) generated by the development compared to the ITE trip generation rates. The analysis shall include a traffic count of all onsite driveways taken upon reaching eighty five percent (85.0%) occupancy of the total building gross floor area or within one (1) year of the issuance of the first Temporary Certificate of Occupancy (TCO), as determined by the City. The data shall be used to confirm the findings in the approved traffic study, and shall not result in any additional traffic mitigation measures and/or conditions of approval on the subject project.

Congestion Management Plan (CMP):

This project shall also be subject to all City imposed CMP developer fees if the Planning Commission approval date is on or after the effective date of any City Council imposed CMP developer fees or as may be otherwise imposed by the City.

Fee:

Payment of a fee to the Engineering Division for the City's processing of a traffic study shall be required prior to the City's approval of the MOU. Said fee shall be in accordance with the most recent Fee Schedule as approved by the City Council.

City of Culver City Traffic Study Criteria
Page 26

Signatures:

Property Owner / Applicant:

Name [Signed]: _____
Name [Printed]: _____
Title: _____
Company: _____
Address: _____
City / State / Zip: _____
Office: () _____
Fax: () _____
Cell: () _____
E-Mail: _____

Developer / Applicant:

Brian Quinn

Architect

ADA Architects

17710 Detroit Ave

Cleveland, OH 44107

(216) 521 - 5134 x112

() _____

(216) 244 - 0418

bquinn@adaarchitects.cc

Traffic Consultant:

Name: Sri Chakravarthy, P.E., T.E.
Title: Traffic Engineer
Company: Kimley-Horn & Associates
Address: 660 S. Figueroa St, Suite 2050
City / State / Zip: Los Angeles, CA 90014
Office: (213) 261 - 4037
Fax: () _____
Cell: (310) 621 - 2778
E-Mail: srikanth.chakravarth@kimley-horn.com

If any of the intersection(s) to be studied as part of this traffic study are located within the City of Los Angeles, the unincorporated areas of Los Angeles County and/or impact any other public agency [i.e., CalTrans], then this MOU shall also be approved by the reviewing staff representative from each agency:

City of Los Angeles:

Name [Signed]: _____
Name [Printed]: _____
Title: _____
Department: _____
City of Los Angeles
Address: _____
City / State / Zip: _____
Office: () _____
Fax: () _____
Cell: () _____
E-Mail: _____

County of Los Angeles:

County of Los Angeles

Office: () _____
Fax: () _____
Cell: () _____

	<u>Other Public Agency:</u>	<u>Other Public Agency:</u>
Name [Signed]:	_____	_____
Name [Printed]:	_____	_____
Title:	_____	_____
Department:	_____	_____
Name:	_____	_____
Address:	_____	_____
City / State / Zip:	_____	_____
Office:	() _____	() _____
Fax:	() _____	() _____
Cell:	() _____	() _____
E-Mail:	_____	_____

Approved By:

_____/_____
Property Owner – Applicant Date

_____/_____
Developer – Applicant Date

_____/_____
Traffic Consultant 07/10/15 Date

_____/_____
City of Culver City Date

Note: This MOU shall become valid as of the date of the City's signature and shall expire one (1) year thereafter. If the "administrative draft" of the traffic study has not been filed with the City by the expiration date, this MOU shall also expire and a new MOU filing, fee, review and approval process shall be required.

Study Intersections

- No. 1 Intersection:** Sepulveda Blvd. - Culver Blvd, Culver City, CA
- No. 2 Intersection:** Sepulveda Blvd. – Lindblade St, Culver City,
- No. 3 Intersection:** Sepulveda Blvd. – Braddock Dr, Culver City, CA
- No. 4 Intersection:** Sepulveda Blvd. – Machado Rd, Culver City, CA
- No. 5 Intersection:** Harter Ave. - Braddock Dr, Culver City, CA

Residential Streets to Be Studied

- No. 1 Segment:** Lindblade St. – Between Sepulveda Blvd and Harter Ave, Culver City, CA
- No. 2 Segment:** Braddock Dr. – Between Sepulveda Blvd and Harter Ave, Culver City, CA
- No. 3 Segment:** Braddock Dr. – Between Sepulveda Blvd and Huntley Ave, Culver City, CA

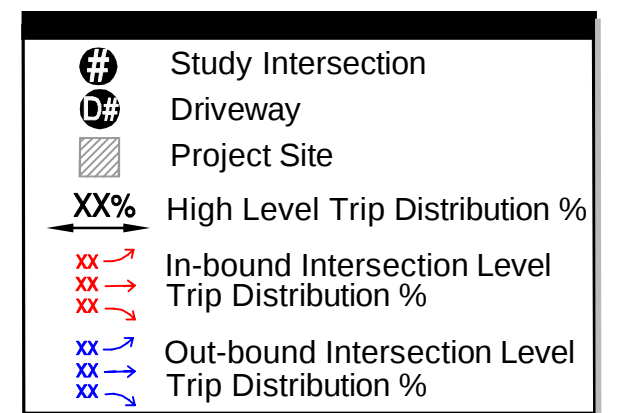
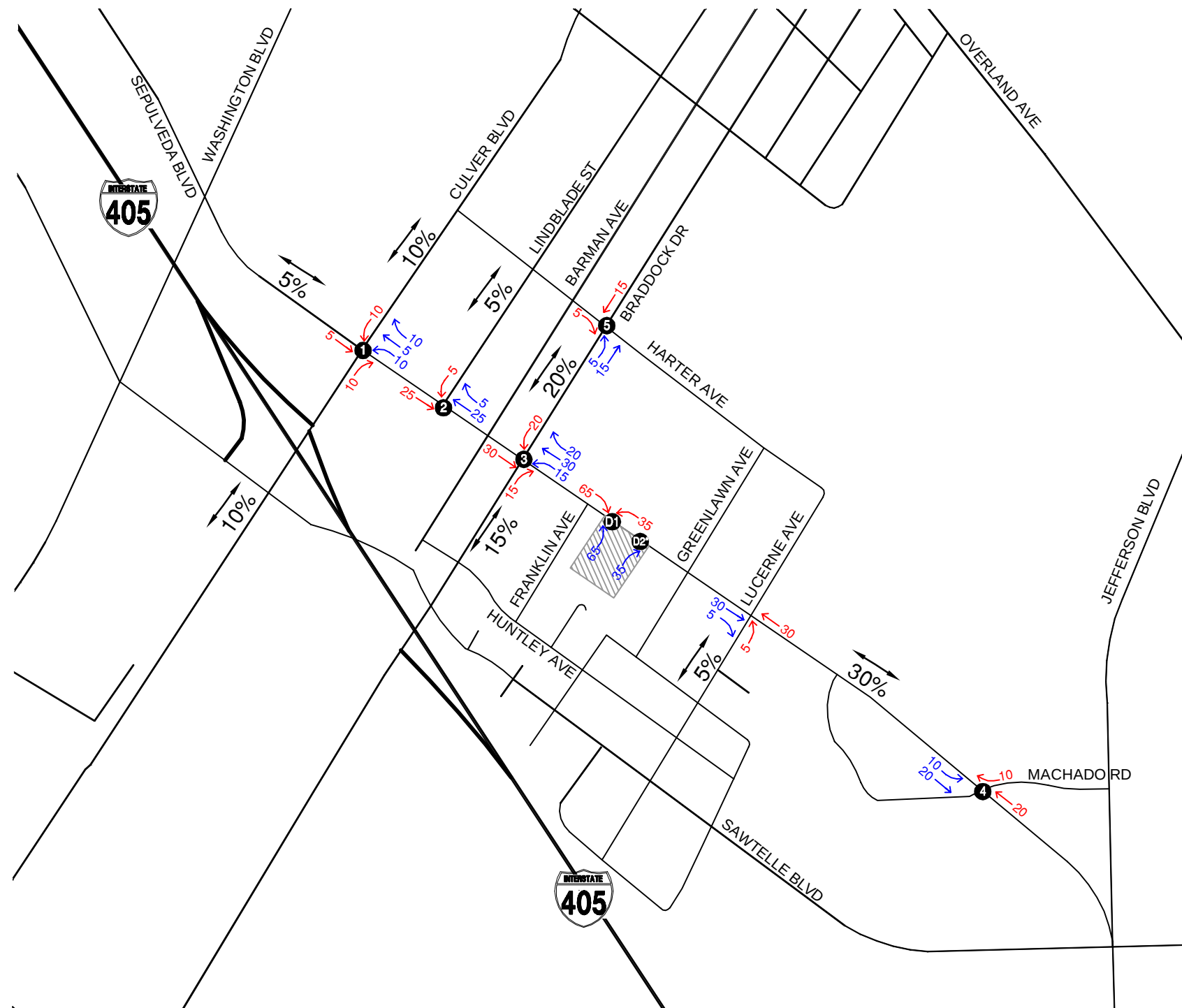
HARBOR FREIGHT TRIP GENERATION TABLE

ITE Code	Land Use Description	Unit	No. of Units	Daily Rate	AM Rate	PM Rate	Daily Trips	% AM Trips In	% AM Trips Out	% PM Trips In	% PM Trips Out	AM Trips In	AM Trips Out	AM Trips	PM Trips In	PM Trips Out	PM Trips
816	Hardware/Paint Store	1,000 Sq Ft	17.225	51.29	1.08	4.84	884	47%	53%	47%	53%	9	10	19	39	44	83
Pass-by credit (15%)*							-133					-1	-2	-3	-6	-7	-13
826	Specialty Retail Center (PM)	1,000 Sq Ft	11.61	44.32		2.71	516			44%	56%				14	17	31
	Specialty Retail Center (AM) **	1,000 Sq Ft			1.2			60%	40%			9	6	15			
Pass-by credit (15%)*							-77					-1	-1	-2	-2	-3	-5
Total trip generation							1190					16	13	29	45	51	96

* Credit determined based upon City of Culver City Guidelines

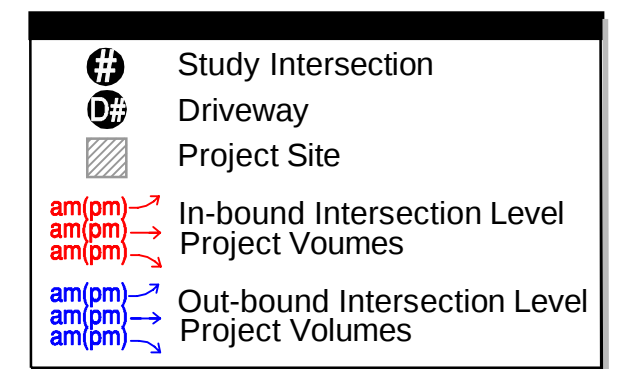
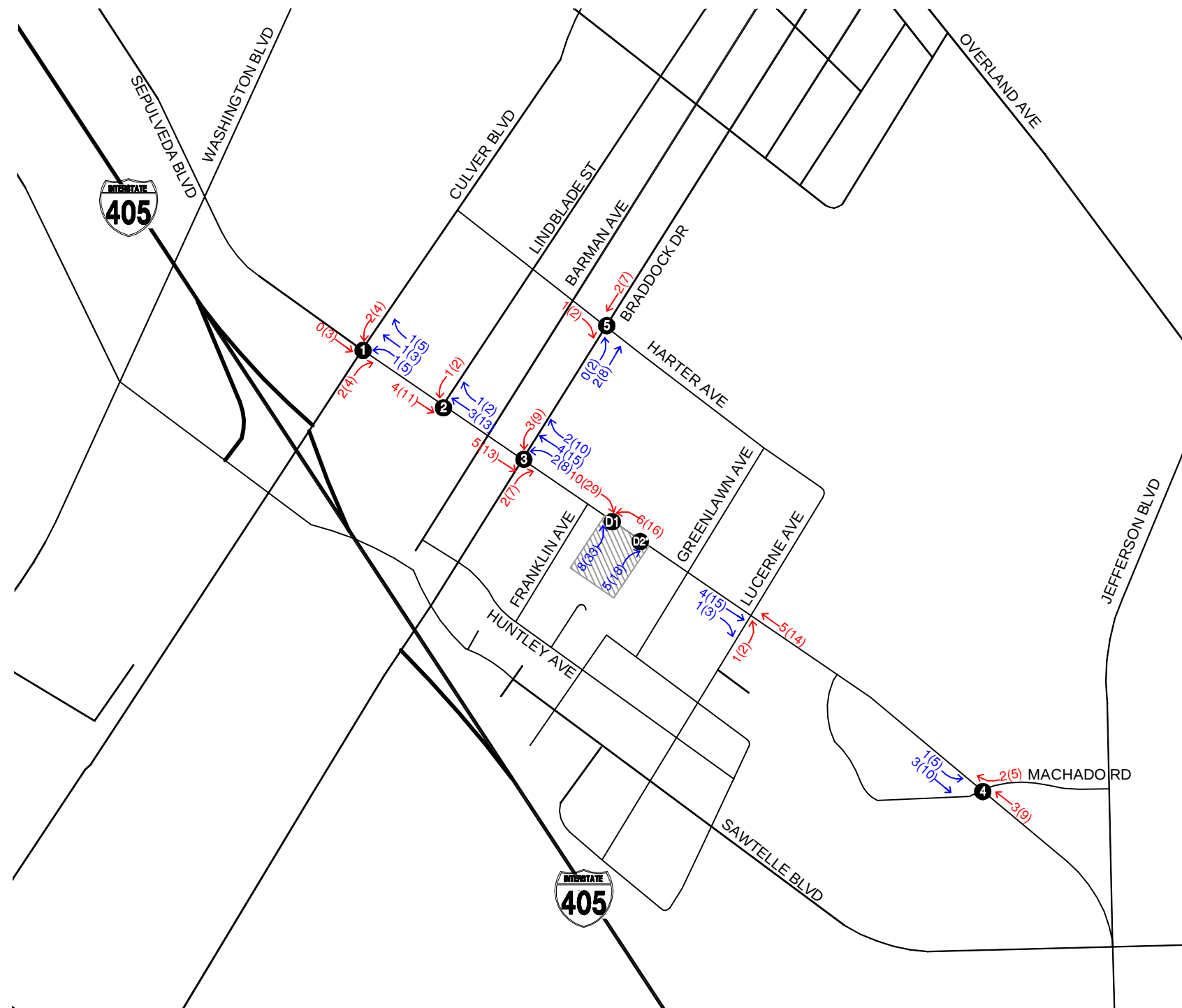
** Trips determined based on SANDAG Trip Generation Manual when land use information is unavailable in ITE's Trip Generation Manual

7/28/2015



*Exit Only Driveway

FIGURE 1 - PROJECT TRIP DISTRIBUTION PERCENTAGES FOR ALL LAND USES



*Exit Only Driveway

FIGURE 2 - PROJECT AM(PM) PEAK HOUR TURNING MOVEMENT VOLUMES

APPENDIX B

Traffic Count Worksheets

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

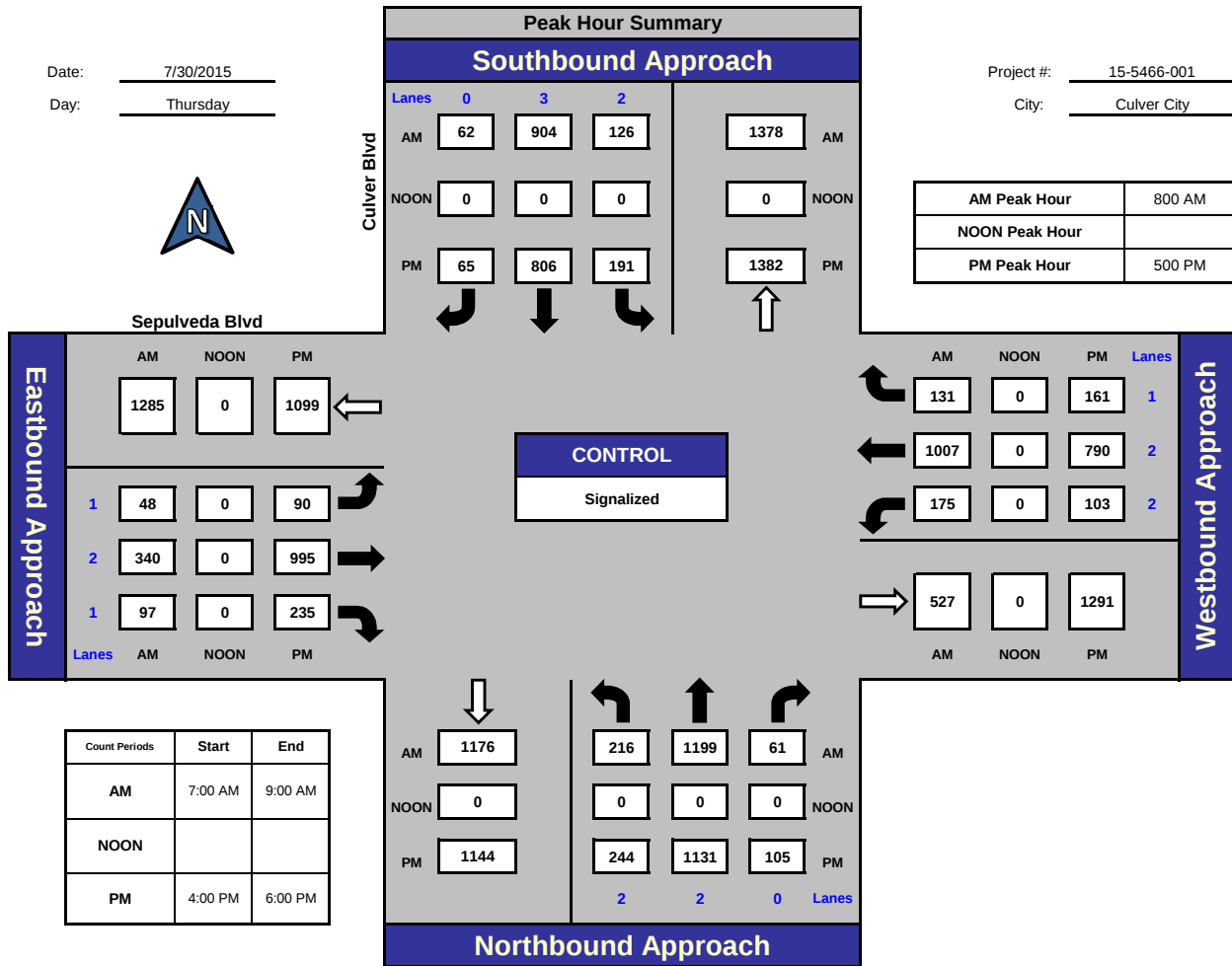
Culver Blvd and Sepulveda Blvd, Culver City

Date: 7/30/2015

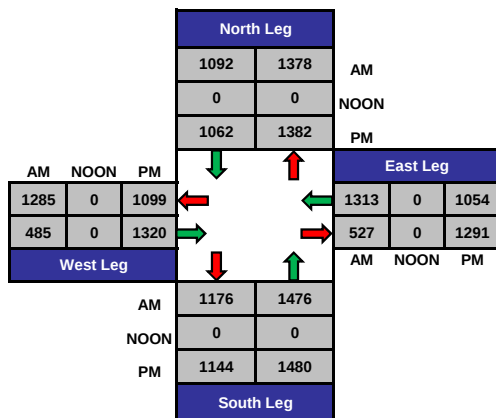
Day: Thursday

Project #: 15-5466-001

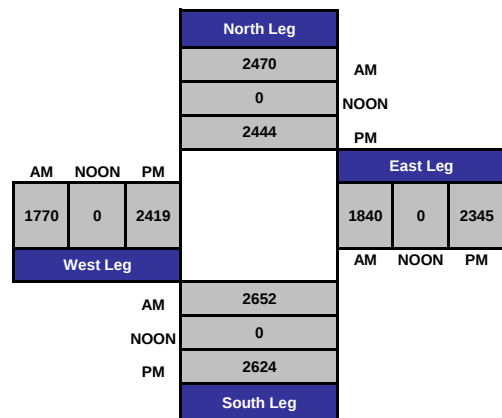
City: Culver City



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

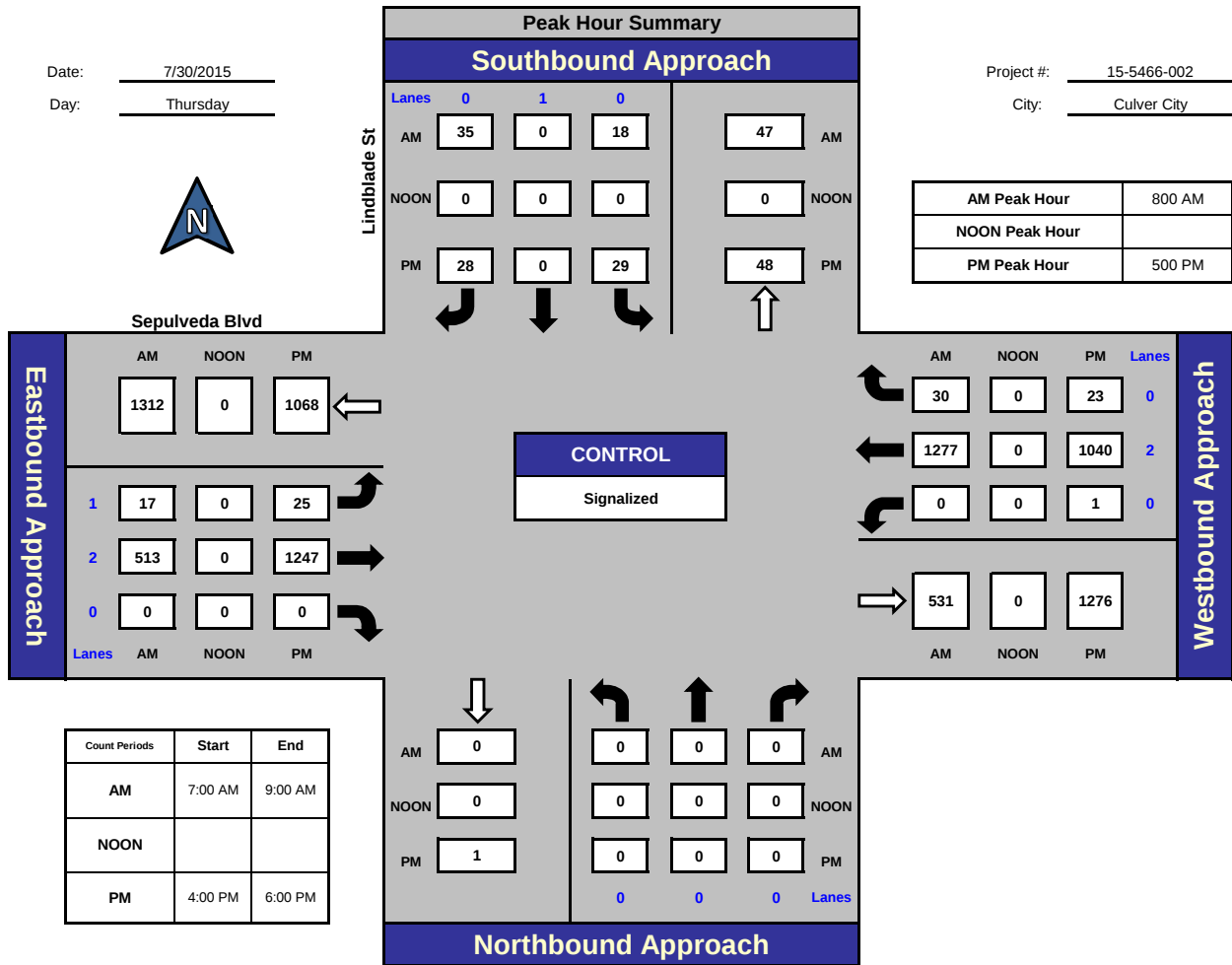
Lindblade St and Sepulveda Blvd , Culver City

Date: 7/30/2015

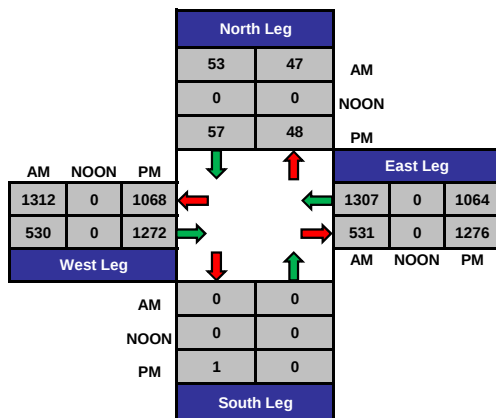
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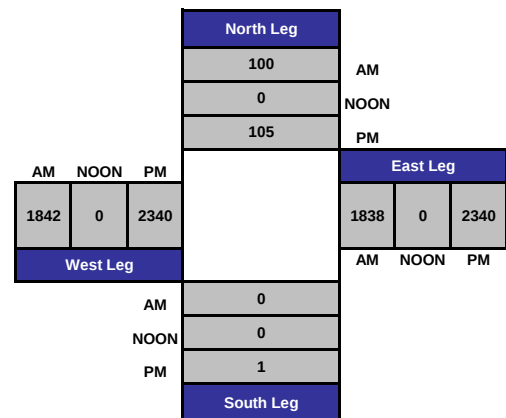
City: Culver City



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

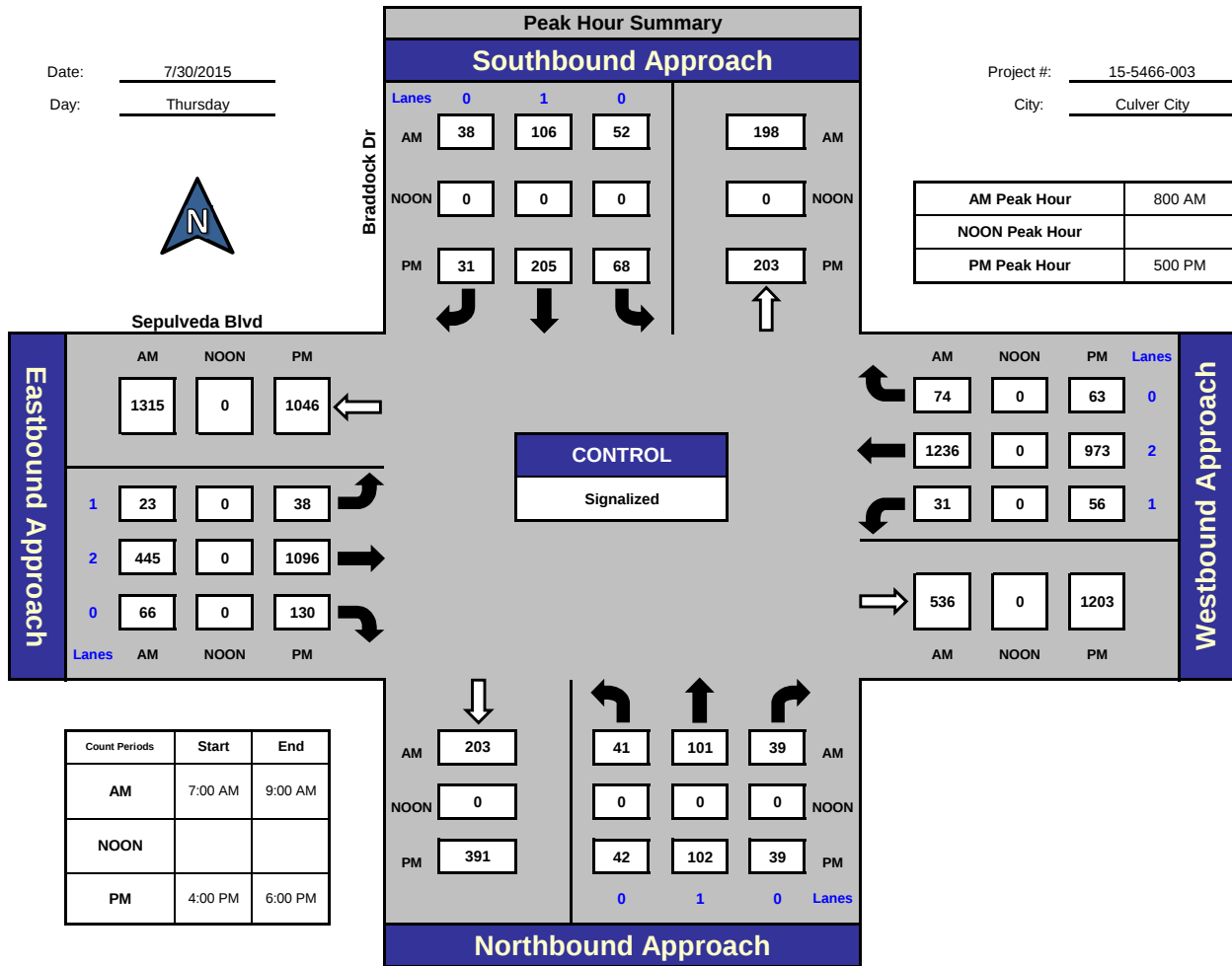
Braddock Dr and Sepulveda Blvd , Culver City

Date: 7/30/2015

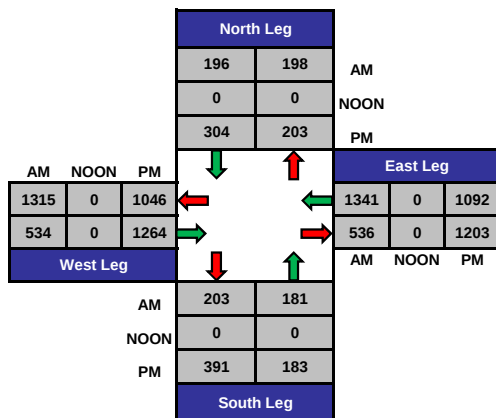
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Project #: 15-5466-003

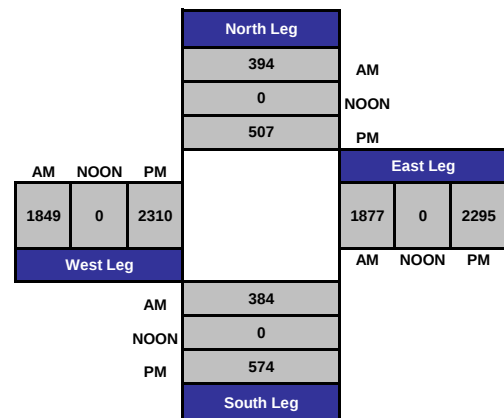
City: Culver City



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

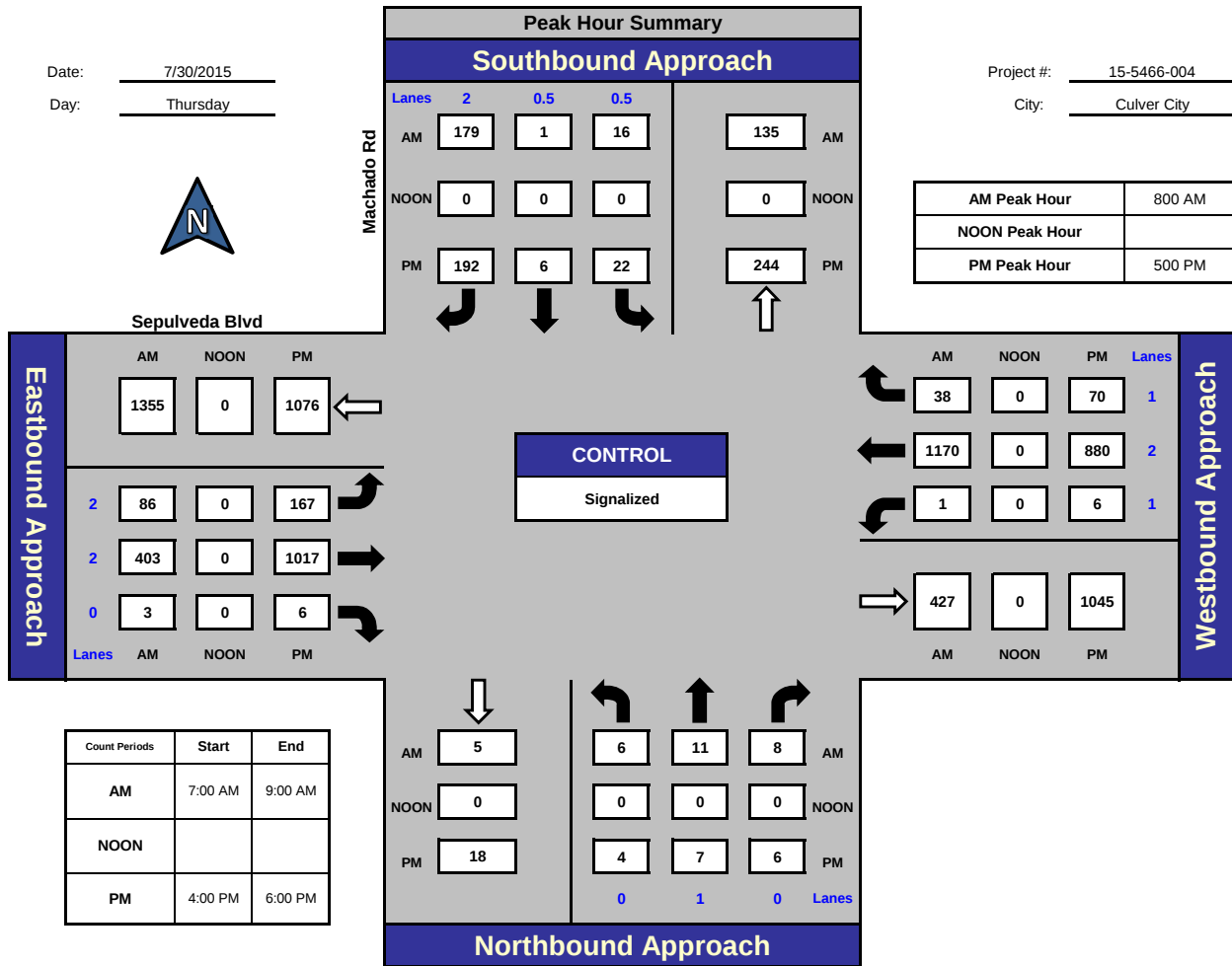
Machado Rd and Sepulveda Blvd , Culver City

Date: 7/30/2015

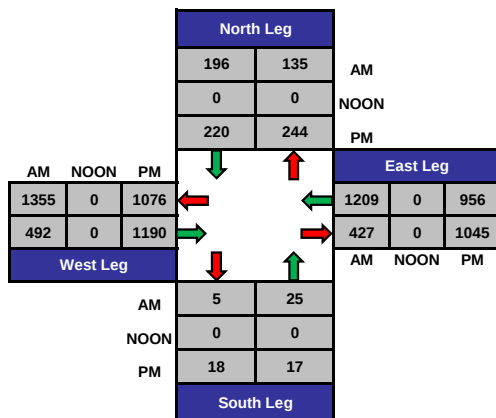
Day: Thursday

Project #: 15-5466-004

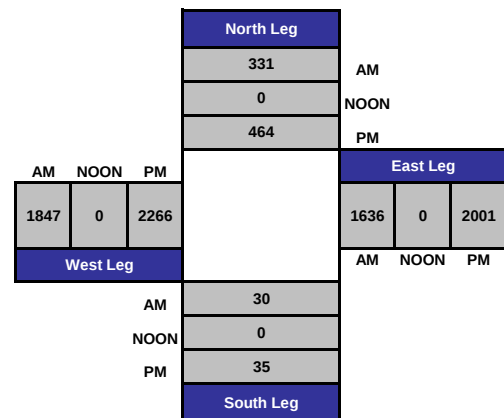
City: Culver City



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

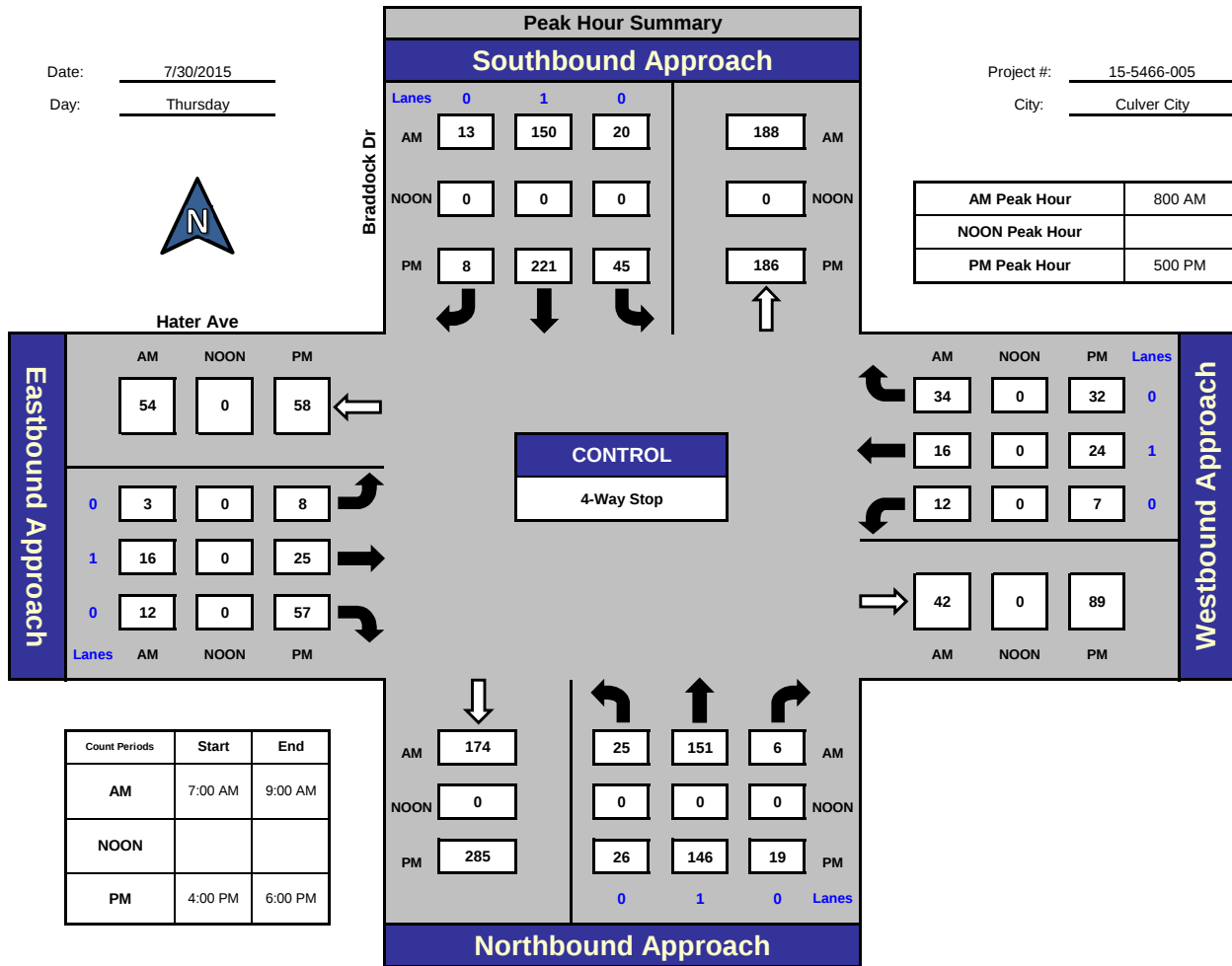


National Data & Surveying Services

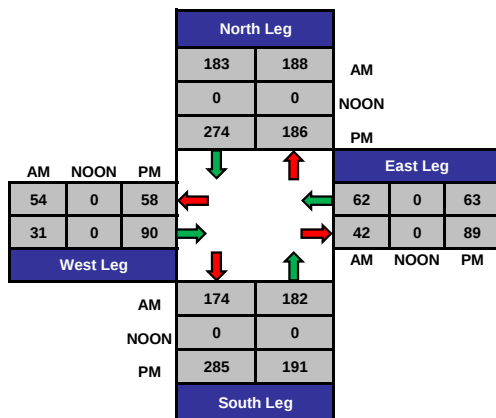
Braddock Dr and Hater Ave, Culver City

Date: 7/30/2015
Day: Thursday

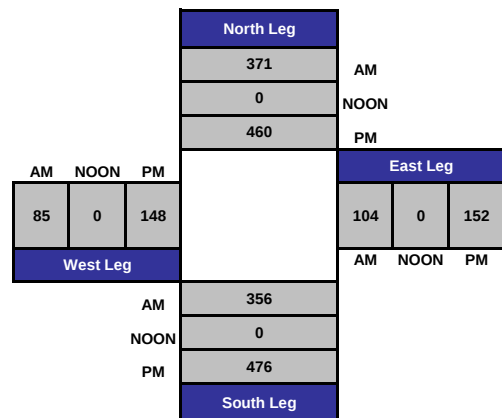
Project #: 15-5466-005
City: Culver City



Total Ins & Outs



Total Volume Per Leg



VOLUME

Lindblade St Bet. Sepulveda Blvd & Harter Ave

Day: Thursday
Date: 7/30/2015

City: Culver City
Project #: CA15_5467_001

DAILY TOTALS					NB	SB					EB	WB	Total
					435	420					0	0	855
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0			0	12:00	13	5			18		
00:15	0	0			0	12:15	25	8			33		
00:30	0	1			1	12:30	10	6			16		
00:45	0	0	1		0	12:45	6	8	27		14	81	
01:00	0	0			0	13:00	4	2			6		
01:15	0	1			1	13:15	3	2			5		
01:30	0	0			0	13:30	9	5			14		
01:45	0	0	1		0	13:45	7	23	4	13	11	36	
02:00	0	0			0	14:00	8	8			16		
02:15	0	0			0	14:15	7	3			10		
02:30	0	0			0	14:30	5	6			11		
02:45	2	2	2	2	4	14:45	6	26	10	27	16	53	
03:00	0	0			0	15:00	3	6			9		
03:15	0	0			0	15:15	5	7			12		
03:30	0	1			1	15:30	14	10			24		
03:45	0	0	1		0	15:45	6	28	5	28	11	56	
04:00	0	0			0	16:00	8	8			16		
04:15	0	0			0	16:15	5	4			9		
04:30	0	0			0	16:30	6	7			13		
04:45	0	0			0	16:45	9	28	10	29	19	57	
05:00	0	0			0	17:00	14	7			21		
05:15	2	1			3	17:15	10	16			26		
05:30	0	2			2	17:30	5	8			13		
05:45	1	3	1	4	2	17:45	10	39	14	45	24	84	
06:00	0	1			1	18:00	11	13			24		
06:15	2	3			5	18:15	4	12			16		
06:30	1	1			2	18:30	6	11			17		
06:45	1	4	4	9	5	18:45	4	25	8	44	12	69	
07:00	7	3			10	19:00	11	2			13		
07:15	4	8			12	19:15	6	5			11		
07:30	5	5			10	19:30	6	5			11		
07:45	13	29	4	20	17	19:45	5	28	2	14	7	42	
08:00	7	10			17	20:00	2	6			8		
08:15	11	6			17	20:15	1	1			2		
08:30	7	8			15	20:30	4	10			14		
08:45	8	33	18	42	26	20:45	6	13	2	19	8	32	
09:00	3	7			10	21:00	3	5			8		
09:15	6	10			16	21:15	5	2			7		
09:30	4	7			11	21:30	3	2			5		
09:45	5	18	9	33	14	21:45	4	15	2	11	6	26	
10:00	7	6			13	22:00	2	2			4		
10:15	3	2			5	22:15	2	2			4		
10:30	6	7			13	22:30	1	2			3		
10:45	6	22	6	21	12	22:45	2	7	1	7	3	14	
11:00	6	4			10	23:00	0	0			0		
11:15	9	4			13	23:15	1	1			2		
11:30	6	4			10	23:30	0	1			1		
11:45	16	37	7	19	23	23:45	0	1	1	3	1	4	
TOTALS	148	153			301	TOTALS	287	267			554		
SPLIT %	49.2%	50.8%			35.2%	SPLIT %	51.8%	48.2%			64.8%		

DAILY TOTALS					NB	SB					EB	WB	Total
					435	420					0	0	855
AM Peak Hour	11:45	08:30			11:45	PM Peak Hour	12:00	17:15			17:15		
AM Pk Volume	64	43			90	PM Pk Volume	54	51			87		
PK Hr Factor	0.640	0.597			0.682	PK Hr Factor	0.540	0.797			0.837		
7 - 9 Volume	62	62	0	0	124	4 - 6 Volume	67	74	0	0	141		
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	16:30	17:00			17:00		
7 - 9 Pk Volume	38	42	0	0	75	4 - 6 Pk Volume	39	45	0	0	84		
PK Hr Factor	0.731	0.583	0.000	0.000	0.721	PK Hr Factor	0.696	0.703	0.000	0.000	0.808		

VOLUME

Braddock Dr Bet. Sepulveda Blvd & Harter Ave

Day: Thursday
Date: 7/30/2015City: Culver City
Project #: CA15_5467_002

DAILY TOTALS					NB	SB					EB	WB	Total
					1,728	2,408					0	0	4,136
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	1	0			1	12:00	47	38			85		
00:15	2	2			4	12:15	42	31			73		
00:30	4	2			6	12:30	33	40			73		
00:45	2	9	3	7	5	12:45	22	144	48	157	70	301	
01:00	0	1			1	13:00	20	29			49		
01:15	0	2			2	13:15	24	25			49		
01:30	1	0			1	13:30	21	31			52		
01:45	0	1	3	6	3	13:45	17	82	29	114	46	196	
02:00	0	0			0	14:00	19	35			54		
02:15	0	0			0	14:15	25	31			56		
02:30	0	2			2	14:30	26	36			62		
02:45	0	0	2		0	14:45	42	112	26	128	68	240	
03:00	0	0			0	15:00	30	49			79		
03:15	0	0			0	15:15	29	39			68		
03:30	0	0			0	15:30	25	34			59		
03:45	0	0			0	15:45	21	105	37	159	58	264	
04:00	0	0			0	16:00	26	38			64		
04:15	1	1			2	16:15	29	45			74		
04:30	0	1			1	16:30	36	52			88		
04:45	2	3	2	4	4	16:45	36	127	54	189	90	316	
05:00	0	0			0	17:00	53	36			89		
05:15	0	3			3	17:15	43	77			120		
05:30	6	5			11	17:30	38	67			105		
05:45	2	8	10	18	12	17:45	48	182	83	263	131	445	
06:00	3	5			8	18:00	36	70			106		
06:15	2	10			12	18:15	37	70			107		
06:30	6	11			17	18:30	24	64			88		
06:45	10	21	12	38	22	18:45	30	127	50	254	80	381	
07:00	20	22			42	19:00	29	50			79		
07:15	19	17			36	19:15	21	33			54		
07:30	21	33			54	19:30	12	51			63		
07:45	38	98	30	102	68	19:45	21	83	18	152	39	235	
08:00	32	27			59	20:00	21	19			40		
08:15	48	31			79	20:15	14	22			36		
08:30	44	58			102	20:30	24	27			51		
08:45	51	175	45	161	96	20:45	18	77	18	86	36	163	
09:00	42	41			83	21:00	10	19			29		
09:15	16	56			72	21:15	13	12			25		
09:30	23	34			57	21:30	15	15			30		
09:45	27	108	32	163	59	21:45	15	53	16	62	31	115	
10:00	23	35			58	22:00	11	24			35		
10:15	20	28			48	22:15	2	16			18		
10:30	13	42			55	22:30	8	9			17		
10:45	22	78	31	136	53	22:45	2	23	6	55	8	78	
11:00	14	30			44	23:00	9	7			16		
11:15	21	23			44	23:15	1	6			7		
11:30	33	34			67	23:30	2	5			7		
11:45	31	99	43	130	74	23:45	1	13	4	22	5	35	
TOTALS	600	767			1367	TOTALS	1128	1641			2769		
SPLIT %	43.9%	56.1%			33.1%	SPLIT %	40.7%	59.3%			66.9%		

DAILY TOTALS					NB	SB					EB	WB	Total
					1,728	2,408					0	0	4,136
AM Peak Hour	08:15	08:30			08:15	PM Peak Hour	17:00	17:15			17:15		
AM Pk Volume	185	200			360	PM Pk Volume	182	297			462		
PK Hr Factor	0.907	0.862			0.882	PK Hr Factor	0.858	0.895			0.882		
7 - 9 Volume	273	263	0	0	536	4 - 6 Volume	309	452	0	0	761		
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00		
7 - 9 Pk Volume	175	161	0	0	336	4 - 6 Pk Volume	182	263	0	0	445		
PK Hr Factor	0.858	0.694	0.000	0.000	0.824	PK Hr Factor	0.858	0.792	0.000	0.000	0.849		

VOLUME

Braddock Dr Bet. Sepulveda Blvd & Huntley Ave

Day: Thursday
Date: 7/30/2015City: Culver City
Project #: CA15_5467_003

DAILY TOTALS					NB	SB					EB	WB	Total
					2,040	3,219					0	0	5,259
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	2	6			8	12:00	47	73			120		
00:15	0	4			4	12:15	44	59			103		
00:30	3	8			11	12:30	37	50			87		
00:45	0	5	4	22	4	12:45	36	164	42	224	78	388	
01:00	0	2			2	13:00	33	46			79		
01:15	0	3			3	13:15	30	36			66		
01:30	1	0			1	13:30	26	35			61		
01:45	0	1	2	7	2	13:45	35	124	43	160	78	284	
02:00	0	0			0	14:00	33	46			79		
02:15	1	0			1	14:15	22	44			66		
02:30	0	3			3	14:30	31	57			88		
02:45	0	1	0	3	0	14:45	34	120	59	206	93	326	
03:00	0	0			0	15:00	28	64			92		
03:15	1	0			1	15:15	24	46			70		
03:30	0	0			0	15:30	25	59			84		
03:45	0	1	0		0	15:45	29	106	50	219	79	325	
04:00	0	1			1	16:00	35	62			97		
04:15	2	2			4	16:15	28	72			100		
04:30	2	2			4	16:30	41	74			115		
04:45	1	5	3	8	4	16:45	48	152	76	284	124	436	
05:00	0	0			0	17:00	54	80			134		
05:15	1	5			6	17:15	40	87			127		
05:30	4	3			7	17:30	35	106			141		
05:45	9	14	5	13	14	17:45	51	180	106	379	157	559	
06:00	7	8			15	18:00	55	80			135		
06:15	7	11			18	18:15	40	87			127		
06:30	11	7			18	18:30	43	86			129		
06:45	12	37	11	37	23	18:45	47	185	71	324	118	509	
07:00	21	24			45	19:00	35	49			84		
07:15	20	32			52	19:15	43	40			83		
07:30	23	36			59	19:30	28	55			83		
07:45	29	93	46	138	75	19:45	20	126	36	180	56	306	
08:00	43	48			91	20:00	22	26			48		
08:15	44	39			83	20:15	14	27			41		
08:30	37	58			95	20:30	30	32			62		
08:45	59	183	52	197	111	20:45	25	91	20	105	45	196	
09:00	38	58			96	21:00	22	26			48		
09:15	25	70			95	21:15	20	26			46		
09:30	28	49			77	21:30	16	27			43		
09:45	37	128	25	202	62	21:45	21	79	20	99	41	178	
10:00	22	38			60	22:00	6	27			33		
10:15	19	25			44	22:15	11	21			32		
10:30	21	38			59	22:30	14	16			30		
10:45	28	90	50	151	78	22:45	3	34	10	74	13	108	
11:00	25	34			59	23:00	8	11			19		
11:15	27	30			57	23:15	3	7			10		
11:30	27	41			68	23:30	1	9			10		
11:45	28	107	50	155	78	23:45	2	14	5	32	7	46	
TOTALS	665	933			1598	TOTALS	1375	2286			3661		
SPLIT %	41.6%	58.4%			30.4%	SPLIT %	37.6%	62.4%			69.6%		

DAILY TOTALS					NB	SB					EB	WB	Total
					2,040	3,219					0	0	5,259
AM Peak Hour	08:00	08:30			397	PM Peak Hour	17:45	17:00			560		
AM Pk Volume	183	238			0.894	PM Pk Volume	189	379			0.892		
PK Hr Factor	0.775	0.850			0.894	PK Hr Factor	0.859	0.894			0.892		
7 - 9 Volume	276	335	0	0	611	4 - 6 Volume	332	663	0	0	995		
7 - 9 Peak Hour	08:00	08:00			0.856	4 - 6 Peak Hour	16:30	17:00			17:00		
7 - 9 Pk Volume	183	197	0	0	380	4 - 6 Pk Volume	183	379	0	0	559		
PK Hr Factor	0.775	0.849	0.000	0.000	0.856	PK Hr Factor	0.847	0.894	0.000	0.000	0.890		

APPENDIX C

Critical Movement Analysis (CMA) Worksheets

Project: Harbor Freight TIA (Existing + Project)

DOT Case Number:

Year of counts: 2015

Project buildout: 2015

Ambient growth: 1.0% per year

Filename:

K:\LDT_TPTO\118128001 - Harbor Freight
Culver City\Analysis\CMACalc
Forms\CMACalc_Harbor Freight Ex+Proj.xls

Project Trip Generation		Adjacent to Project			Not Adjacent		
		In	Out	Total	In	Out	Total
Trip Gen	AM Peak	16	13	29			
	PM Peak	45	51	96			

Level of Service and Volume to Capacity Ratio Summary

		Peak	Existing (2015)			Existing with project		Project Impact		After mitigation		
No.	Intersection	Hour	v/c	LOS		v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Culver Boulevard & Sepulveda Boulevard	AM	0.931	E		0.933	E	0.002	NO	--	--	N/A
		PM	0.953	E		0.959	E	0.006	NO	--	--	N/A
2	Lindblade Street & Sepulveda Boulevard	AM	0.461	A		0.463	A	0.002	NO	--	--	N/A
		PM	0.429	A		0.434	A	0.005	NO	--	--	N/A
3	Braddock Drive & Sepulveda Boulevard	AM	0.603	B		0.607	B	0.004	NO	--	--	N/A
		PM	0.676	B		0.694	B	0.018	NO	--	--	N/A
4	Machado Road & Sepulveda Boulevard	AM	0.355	A		0.357	A	0.002	NO	--	--	N/A
		PM	0.426	A		0.431	A	0.005	NO	--	--	N/A
5	Braddock Drive & Harter Avenue	AM	See Appendix D									
		PM	See Appendix D									

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 1		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street:		Critical Phases: 4			Ambient Growth		Critical Phases: 4			☒ Adjacent		In Out Total			Critical Phases: 4			
Culver Boulevard		Capacity: 1375			from: 2015		Capacity: 1375			Trip	AM	16	13	29	Capacity: 1375			
East/West Street:		Signal System: 2			to: 2015		Signal System: 2			Gen 1	PM	45	51	96	☐ Use Dist 2:		Signal System: 2	
Sepulveda Boulevard		v/c reduction: 7%			at: 1.0%		v/c reduction: 7%			Trip	AM	0	0	0	v/c reduction: 7%			
Analysis Date: 08/24/2015		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0	Opposed Phasing: 0			
AM Peak: 8:00 AM		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	= Total	Lane		Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	Left	238	2	131	0		238	2	131	0%	0	238	2	131	0	238	2	131
	Lt-Th		0	0				0	0	0%			0	0		0	0	0
	Thru	1319	1	694	0		1319	1	694	0%	0	1319	1	695	0	1319	1	695
	Th-Rt		1	694				1	694	0%			1	695			1	695
	Right	68	0	0	0		68	0	0	10%	2	70	0	0	0	70	0	0
Shared			0	0				0	0	0%			0	0		0	0	0
Southbound	Left	139	2	76	0		139	2	76	10%	2	141	2	78	0	141	2	78
	Lt-Th		0	0				0	0	0%			0	0		0	0	0
	Thru	995	2	355	0		995	2	355	0%	0	995	2	355	0	995	2	355
	Th-Rt		1	355				1	355	0%			1	355			1	355
	Right	69	0	0	0		69	0	0	0%	0	69	0	0	0	69	0	0
Shared			0	0				0	0	0%			0	0		0	0	0
Eastbound	Left	53	1	53	0		53	1	53	0%	0	53	1	53	0	53	1	53
	Lt-Th		0	0				0	0	0%			0	0		0	0	0
	Thru	374	2	187	0		374	2	187	5%	0	374	2	187	0	374	2	187
	Th-Rt		0	0				0	0	0%			0	0		0	0	0
	Right	107	1	0	0		107	1	0	0%	0	107	1	0	0	107	1	0
Shared			0	0				0	0	0%			0	0		0	0	0
Westbound	Left	193	2	106	0		193	2	106	(10%)	1	194	2	107	0	194	2	107
	Lt-Th		0	0				0	0	0%			0	0		0	0	0
	Thru	1108	2	554	0		1108	2	554	(5%)	1	1109	2	555	0	1109	2	555
	Th-Rt		0	0				0	0	0%			0	0		0	0	0
	Right	145	1	75	0		145	1	75	(10%)	1	146	1	76	0	146	1	76
Shared			0	0				0	0	0%			0	0		0	0	0
Critical Volumes:		North-South:	770				North-South:	770				North-South:	772				North-South:	772
		East-West:	607				East-West:	607				East-West:	608				East-West:	608
		Total:	1377				Total:	1377				Total:	1380				Total:	1380
Volume/capacity (v/c) ratio:		1.001						1.001				1.003				1.003		
v/c less ATSAC adjustment:		0.931						0.931				0.933				0.933		
Level of Service (LOS):		E						E				E				E		

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight Ex+Proj.xls
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.002 Δv/c after mitigation: 0.002
 Significantly impacted? NO Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 1		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE			2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION			
North/South Street:		Critical Phases: 4			Critical Phases: 4			☒ Adjacent				Critical Phases: 4			
Culver Boulevard		Capacity: 1375			Capacity: 1375			Trip AM 16 13 29				Capacity: 1375			
East/West Street:		Signal System: 2			Signal System: 2			Gen 1 PM 45 51 96				☐ Use Dist 2: Signal System: 2			
Sepulveda Boulevard		v/c reduction: 7%			v/c reduction: 7%			Trip AM 0 0 0				v/c reduction: 7%			
Analysis Date: 08/24/2015		Opposed Phasing: 0			Opposed Phasing: 0			Gen 2 PM 0 0 0				Opposed Phasing: 0			
PM Peak: 5:00 PM		Counts	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total	+ Project	Total	Lanes	Lane Volume	Adjusted	Total	Lanes	Lane Volume
Northbound	Left	269	2	148	0		269	0%	0	269	2	0	269	2	148
	Lt-Th		0	0			0	0%		0	0		0	0	0
	Thru	1245	1	681	0		1245	0%	0	1245	1	0	1245	1	681
	Th-Rt		1	681			681	0%		681	1		681	1	681
	Right	116	0	0	0		116	10%	4	120	0	0	120	0	0
	Shared		0	0			0	0%		0	0		0	0	0
Southbound	Left	211	2	116	0		211	10%	4	215	2	0	215	2	118
	Lt-Th		0	0			0	0%		0	0		0	0	0
	Thru	887	2	320	0		887	0%	0	887	2	0	887	2	320
	Th-Rt		1	320			320	0%		320	1		320	1	320
	Right	72	0	0	0		72	0%	0	72	0	0	72	0	0
	Shared		0	0			0	0%		0	0		0	0	0
Eastbound	Left	99	1	99	0		99	0%	0	99	1	0	99	1	99
	Lt-Th		0	0			0	0%		0	0		0	0	0
	Thru	1095	2	548	0		1095	5%	3	1098	2	0	1098	2	549
	Th-Rt		0	0			0	0%		0	0		0	0	0
	Right	259	1	125	0		259	0%	0	259	1	0	259	1	125
	Shared		0	0			0	0%		0	0		0	0	0
Westbound	Left	114	2	63	0		114	(10%)	5	119	2	0	119	2	65
	Lt-Th		0	0			0	0%		0	0		0	0	0
	Thru	869	2	435	0		869	(5%)	3	872	2	0	872	2	436
	Th-Rt		0	0			0	0%		0	0		0	0	0
	Right	178	1	72	0		178	(10%)	5	183	1	0	183	1	75
	Shared		0	0			0	0%		0	0		0	0	0
Critical Volumes:		North-South: 797	North-South: 797			North-South: 801			North-South: 801			North-South: 801			
		East-West: 610	East-West: 610			East-West: 614			East-West: 614			East-West: 614			
		Total: 1407	Total: 1407			Total: 1415			Total: 1415			Total: 1415			
Volume/capacity (v/c) ratio:		1.023	1.023			1.029			1.029			1.029			
v/c less ATSAC adjustment:		0.953	0.953			0.959			0.959			0.959			
Level of Service (LOS):		E	E			E			E			E			

PROJECT IMPACT

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Change in v/c due to project: 0.006
 Significantly impacted? NO
 Δv/c after mitigation: 0.006
 Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 2		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street: Lindblade Street		Critical Phases: 2 Capacity: 1500			Ambient Growth		Critical Phases: 2 Capacity: 1500			☒ Adjacent		In	Out	Total	Critical Phases: 2 Capacity: 1500			
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2015 at: 1.0%		Signal System: 2 v/c reduction: 7%			Trip	AM	16	13	29	Signal System: 2 v/c reduction: 7%			
Analysis Date: 08/24/2015 AM Peak: 8:00 AM		Opposed Phasing: 0					Opposed Phasing: 0			Gen 1	PM	45	51	96	Opposed Phasing: 0			
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project		= Total	Lane		Adjusted	Total	Lane	
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th									0%								
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt									0%								
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Shared										0%								
Southbound	Left	20	0	0	0		20	0	0	5%	1	21	0	0	0	21	0	
	Lt-Th									0%								
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt									0%								
	Right	39	0	0	0	0	39	0	0	0%	0	39	0	0	0	39	0	
Shared			1				1			0%		1			1			
Eastbound	Left	19	1	19	0		19	1	19	0%	0	19	1	19	0	1	19	
	Lt-Th		0	0	0			0	0	0%			0	0		0	0	
	Thru	565	2	283	0		565	2	283	25%	4	569	2	285	0	2	285	
	Th-Rt		0	0	0			0	0	0%			0	0		0	0	
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared			0	0				0	0	0%			0	0		0	0	
Westbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th		0	0	0			0	0	0%			0	0		0	0	
	Thru	1405	1	719	0		1405	1	719	(25%)	3	1408	1	721	0	1	721	
	Th-Rt		1	719				1	719	0%			1	721		1	721	
	Right	33	0	0	0	0	33	0	0	(5%)	1	34	0	0	0	34	0	
Shared			0	0				0	0	0%			0	0		0	0	
Critical Volumes:		North-South: 59 East-West: 738 Total: 797			59 738 797					North-South: 60 East-West: 740 Total: 800					60 740 800			
Volume/capacity (v/c) ratio:		0.531			0.531					0.533					0.533			
v/c less ATSAC adjustment:		0.461			0.461					0.463					0.463			
Level of Service (LOS):		A			A					A					A			

PROJECT IMPACT

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Change in v/c due to project: 0.002
Significantly impacted? NO
Δv/c after mitigation: 0.002
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 2		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street: Lindblade Street		Critical Phases: 2 Capacity: 1500			Ambient Growth		Critical Phases: 2 Capacity: 1500			☒ Adjacent		In	Out	Total	Critical Phases: 2 Capacity: 1500			
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2015 at: 1.0%		Signal System: 2 v/c reduction: 7%			Gen 1	PM	45	51	96	☐ Use Dist 2:		Signal System: 2 v/c reduction: 7%	
Analysis Date: 08/24/2015 PM Peak: 5:00 PM		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0	Opposed Phasing: 0			
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	Total	Lane			Adjusted	Total	Lane	
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		Volume	Volume	Volume	
Northbound	Left	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Lt-Th									0%								
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt									0%								
	Right	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
Shared										0%								
Southbound	Left	32	0	0	0		32	0	0	5%	2	34	0	0	0	34	0	
	Lt-Th									0%								
	Thru	0	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	
	Th-Rt									0%								
	Right	31	0	0	0	0	31	0	0	0%	0	31	0	0	0	31	0	
Shared		1		63			1		63	0%		1		65	1		65	
Eastbound	Left	28	1	28	0		28	1	28	0%	0	28	1	28	0	28	1	
	Lt-Th									0%								
	Thru	1372	2	686	0		1372	2	686	25%	11	1383	2	692	0	1383	2	
	Th-Rt									0%								
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Shared		0		0			0		0	0%		0		0		0		
Westbound	Left	2	0	0	0		2	0	0	0%	0	2	0	0	0	2	0	
	Lt-Th									0%								
	Thru	1144	1	585	0		1144	1	585	(25%)	13	1157	1	593	0	1157	1	
	Th-Rt									0%								
	Right	26	0	0	0	0	26	0	0	(5%)	2	28	0	0	0	28	0	
Shared		0		0			0		0	0%		0		0		0		
Critical Volumes:		North-South: 63 East-West: 686 Total: 749			North-South: 63 East-West: 686 Total: 749					North-South: 65 East-West: 692 Total: 757					North-South: 65 East-West: 692 Total: 757			
Volume/capacity (v/c) ratio:		0.499			0.499					0.504					0.504			
v/c less ATSAC adjustment:		0.429			0.429					0.434					0.434			
Level of Service (LOS):		A			A					A					A			

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Change in v/c due to project: 0.005
Significantly impacted? NO
Δv/c after mitigation: 0.005
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 3		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE			2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION			
North/South Street: Braddock Drive		Critical Phases: 2 Capacity: 1500			Critical Phases: 2 Capacity: 1500			☒ Adjacent Trip AM 16 13 29 Gen 1 PM 45 51 96				Critical Phases: 2 Capacity: 1500			
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			Signal System: 2 v/c reduction: 7%			Trip AM 0 0 0 Gen 2 PM 0 0 0				Signal System: 2 v/c reduction: 7%			
Analysis Date: 08/24/2015 AM Peak: 8:00 AM		Opposed Phasing: 0			Opposed Phasing: 0							Opposed Phasing: 0			
		Counts	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total	+ Project	= Total	Lanes	Lane Volume	Adjusted	Total	Lanes	Lane Volume
Northbound	Left	46	0	46	0		46	0%	0	46	0	0	46	0	46
	Lt-Th		0	0			0	0%	0	0	0	0	0	0	0
	Thru	112	0	0	0		112	0%	0	112	0	0	112	0	0
	Th-Rt		0	0			0	0%	0	0	0	0	0	0	0
	Right	43	0	43	0		43	15%	2	45	0	45	45	0	45
	Shared		1	201			201	0%		1	203		203	1	203
Southbound	Left	58	0	58	0		58	20%	3	61	0	61	61	0	61
	Lt-Th		0	0			0	0%	0	0	0	0	0	0	0
	Thru	117	0	0	0		117	0%	0	117	0	117	117	0	117
	Th-Rt		0	0			0	0%	0	0	0	0	0	0	0
	Right	42	0	42	0		42	0%	0	42	0	42	42	0	42
	Shared		1	217			217	0%	0	1	220		220	1	220
Eastbound	Left	26	1	26	0		26	0%	0	26	1	26	26	1	26
	Lt-Th		0	0			0	0%	0	0	0	0	0	0	0
	Thru	490	1	282	0		490	30%	5	495	1	284	495	1	284
	Th-Rt		1	282			282	0%	0	284	1	284	284	1	284
	Right	73	0	0	0		73	0%	0	73	0	0	73	0	0
	Shared		0	0			0	0%	0	0	0	0	0	0	0
Westbound	Left	35	1	35	0		35	(15%)	2	37	1	37	37	1	37
	Lt-Th		0	0			0	0%	0	0	0	0	0	0	0
	Thru	1360	1	721	0		1360	(30%)	4	1364	1	724	1364	1	724
	Th-Rt		1	721			721	0%	0	724	1	724	724	1	724
	Right	82	0	0	0		82	(20%)	2	84	0	0	84	0	0
	Shared		0	0			0	0%	0	0	0	0	0	0	0
Critical Volumes:		North-South: 263 East-West: 747 Total: 1010			North-South: 263 East-West: 747 Total: 1010			North-South: 266 East-West: 750 Total: 1016				North-South: 266 East-West: 750 Total: 1016			
Volume/capacity (v/c) ratio:		0.673			0.673			0.677				0.677			
v/c less ATSAC adjustment:		0.603			0.603			0.607				0.607			
Level of Service (LOS):		B			B			B				B			

PROJECT IMPACT

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Change in v/c due to project: 0.004
Significantly impacted? NO
Δv/c after mitigation: 0.004
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 3		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION			
North/South Street: Braddock Drive		Critical Phases: 2 Capacity: 1500			Ambient Growth		Critical Phases: 2 Capacity: 1500			☒ Adjacent		In	Out	Total	Critical Phases: 2 Capacity: 1500			
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2015 at: 1.0%		Signal System: 2 v/c reduction: 7%			Trip	AM	16	13	29	v/c reduction: 7%			
Analysis Date: 08/24/2015 PM Peak: 5:00 PM		Opposed Phasing: 0					Opposed Phasing: 0			Gen 1	PM	45	51	96	Opposed Phasing: 0			
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	Total	Lane			Adjusted	Total	Lane	
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		Volume	Volume	Volume	
Northbound	Left	47	0	47	0		47	0	47	0%	0	47	0	47	0	47	0	47
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	113	0	0	0		113	0	0	0%	0	113	0	0	0	113	0	0
	Th-Rt		0	0			0	0	0	0%	0	0	0	0	0	0	0	0
	Right	43	0	43	0		43	0	43	15%	7	50	0	50	0	50	0	50
	Shared		1	203			1	203	0%		1	210			1	210		
Southbound	Left	75	0	75	0		75	0	75	20%	9	84	0	84	0	84	0	84
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	226	0	0	0		226	0	0	0%	0	226	0	0	0	226	0	0
	Th-Rt		0	0			0	0	0	0%	0	0	0	0	0	0	0	0
	Right	35	0	35	0		35	0	35	0%	0	35	0	35	0	35	0	35
	Shared		1	336			1	336	0%		1	345			1	345		
Eastbound	Left	42	1	42	0		42	1	42	0%	0	42	1	42	0	42	1	42
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0
	Thru	1206	1	675	0		1206	1	675	30%	13	1219	1	681	0	1219	1	681
	Th-Rt		1	675			1	675		0%		1	681		1	681		
	Right	143	0	0	0		143	0	0	0%	0	143	0	0	0	143	0	0
	Shared		0	0			0	0	0%	0	0	0	0	0	0	0	0	0
Westbound	Left	62	1	62	0		62	1	62	(15%)	8	70	1	70	0	70	1	70
	Lt-Th		0	0			0	0	0	0%		0	0	0	0	0	0	0
	Thru	1071	1	571	0		1071	1	571	(30%)	15	1086	1	583	0	1086	1	583
	Th-Rt		1	571			1	571		0%		1	583		1	583		
	Right	70	0	0	0		70	0	0	(20%)	10	80	0	0	0	80	0	0
	Shared		0	0			0	0	0%		0	0	0	0	0	0	0	0
Critical Volumes:		North-South:	383			North-South:		383			North-South:	395			North-South:	395		
		East-West:	737			East-West:		737			East-West:	751			East-West:	751		
		Total:	1120			Total:		1120			Total:	1146			Total:	1146		
Volume/capacity (v/c) ratio:		0.746			0.746					0.764					0.764			
v/c less ATSAC adjustment:		0.676			0.676					0.694					0.694			
Level of Service (LOS):		B			B					B					B			

PROJECT IMPACT

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Change in v/c due to project: 0.018 Δv/c after mitigation: 0.018
Significantly impacted? NO Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 4		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street: Machado Road		Critical Phases: 3 Capacity: 1425			Ambient Growth		Critical Phases: 3 Capacity: 1425			☒ Adjacent		In	Out	Total	Critical Phases: 3 Capacity: 1425				
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2015 at: 1.0%		Signal System: 2 v/c reduction: 7%			Gen 1	PM	45	51	96	☐ Use Dist 2: Signal System: 2 v/c reduction: 7%				
Analysis Date: 08/24/2015 AM Peak: 8:00 AM		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2	PM	0	0	0	Opposed Phasing: 1				
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	= Total	Lane			Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		Volume	Volume	Volume		
Northbound	Left	7	0	0	0		7	0	0	0%	0	7	0	0	0	7	0	0	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	13	0	0	0		13	0	0	0%	0	13	0	0	0	13	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	9	0	0	0		9	0	0	0%	0	9	0	0	0	9	0	0	
Shared			1	29				1	29	0%			1	29		1	29		
Southbound	Left	18	0	18	0		18	0	18	0%	0	18	0	18	0	18	0	18	
	Lt-Th		1	20				1	20	0%			1	20			1	20	
	Thru	2	0	0	0		2	0	0	0%	0	2	0	0	0	2	0	0	
	Th-Rt		0	0				0	0	0%			0	0			0	0	
	Right	197	2	82	0		197	2	82	10%	2	199	2	83	0	199	2	83	
Shared			0	0				0	0	0%			0	0		0	0		
Eastbound	Left	95	2	52	0		95	2	52	(10%)	1	96	2	53	0	96	2	53	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	444	1	224	0		444	1	224	(20%)	3	447	1	226	0	447	1	226	
	Th-Rt		1	224				1	224	0%			1	226			1	226	
	Right	4	0	0	0		4	0	0	0%	0	4	0	0	0	4	0	0	
Shared			0	0				0	0	0%			0	0		0	0		
Westbound	Left	2	1	2	0		2	1	2	0%	0	2	1	2	0	2	1	2	
	Lt-Th		0	0				0	0	0%			0	0			0	0	
	Thru	1287	2	443	0		1287	2	443	20%	3	1290	2	444	0	1290	2	444	
	Th-Rt		1	443				1	443	0%			1	444			1	444	
	Right	42	0	0	0		42	0	0	0%	0	42	0	0	0	42	0	0	
Shared			0	0				0	0	0%			0	0		0	0		
Critical Volumes:		North-South: 111 East-West: 495 Total: 606				North-South: 111 East-West: 495 Total: 606				North-South: 112 East-West: 497 Total: 609				North-South: 112 East-West: 497 Total: 609					
Volume/capacity (v/c) ratio:		0.425						0.425						0.427			0.427		
v/c less ATSAC adjustment:		0.355						0.355						0.357			0.357		
Level of Service (LOS):		A						A						A			A		

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight Ex+Proj.xls
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.002 Δv/c after mitigation: 0.002
Significantly impacted? NO Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 4		2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street:		Critical Phases: 3			Critical Phases: 3					☒ Adjacent					Critical Phases: 3				
Machado Road		Capacity: 1425			Capacity: 1425					Trip AM 16 13 29					Capacity: 1425				
East/West Street:		Signal System: 2			Signal System: 2					Gen 1 PM 45 51 96					Signal System: 2				
Sepulveda Boulevard		v/c reduction: 7%			v/c reduction: 7%					Trip AM 0 0 0					v/c reduction: 7%				
Analysis Date: 08/24/2015		Opposed Phasing: 1			Opposed Phasing: 1					Gen 2 PM 0 0 0					Opposed Phasing: 1				
PM Peak: 5:00 PM		Counts	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
Northbound	Left	5	0	0	0		5	0	0	0%	0	5	0	0	0	5	0	0	
	Lt-Th	N/B RTOR:	0	0	0		0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	Existing: 0%	8	0	0	0	8	0	0	0%	0	8	0	0	0	8	0	0	
	Th-Rt	Projected: 0%	7	0	0	0	7	0	0	0%	0	7	0	0	0	7	0	0	
	Right	Mitigated: 0%	7	1	20	0	7	1	20	0%	0	7	1	20	0	7	1	20	
Southbound	Left		25	0	25	0	25	0	25	0%	0	25	0	25	0	25	0	25	
	Lt-Th	S/B RTOR:	7	1	32	0	7	1	32	0%	0	7	1	32	0	7	1	32	
	Thru	Existing: 0%	212	0	0	0	212	0	0	0%	0	212	0	0	0	212	0	0	
	Th-Rt	Projected: 0%	7	0	0	0	7	0	0	0%	0	7	0	0	0	7	0	0	
	Right	Mitigated: 0%	212	2	117	0	212	2	117	10%	5	217	2	119	0	217	2	119	
Eastbound	Left		184	2	101	0	184	2	101	(10%)	5	189	2	104	0	189	2	104	
	Lt-Th	E/B RTOR:	1119	1	563	0	1119	1	563	(20%)	10	1129	1	568	0	1129	1	568	
	Thru	Existing: 0%	7	0	0	0	7	0	0	0%	0	7	0	0	0	7	0	0	
	Th-Rt	Projected: 0%	7	0	0	0	7	0	0	0%	0	7	0	0	0	7	0	0	
	Right	Mitigated: 0%	7	0	0	0	7	0	0	0%	0	7	0	0	0	7	0	0	
Westbound	Left		7	1	7	0	7	1	7	0%	0	7	1	7	0	7	1	7	
	Lt-Th	W/B RTOR:	968	2	348	0	968	2	348	20%	9	977	2	351	0	977	2	351	
	Thru	Existing: 0%	77	0	0	0	77	0	0	0%	0	77	0	0	0	77	0	0	
	Th-Rt	Projected: 0%	77	0	0	0	77	0	0	0%	0	77	0	0	0	77	0	0	
	Right	Mitigated: 0%	77	0	0	0	77	0	0	0%	0	77	0	0	0	77	0	0	
Critical Volumes:		North-South: 137				North-South: 137				North-South: 139				North-South: 139					
		East-West: 570				East-West: 570				East-West: 575				East-West: 575					
		Total: 707				Total: 707				Total: 714				Total: 714					
Volume/capacity (v/c) ratio:		0.496				0.496				0.501				0.501					
v/c less ATSAC adjustment:		0.426				0.426				0.431				0.431					
Level of Service (LOS):		A				A				A				A					

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight Ex+Proj.xls
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.005
Significantly impacted? NO
Δv/c after mitigation: 0.005
Fully mitigated? N/A

Project: Harbor Freight TIA

DOT Case Number:

Year of counts: 2015

Project buildout: 2017

Ambient growth: 1.0% per year

Filename:

K:\LDT_TPTO\118128001 - Harbor Freight
Culver City\Analysis\CMACalc
Forms\CMACalc_Harbor Freight.xls

Project Trip Generation		Adjacent to Project			Not Adjacent		
		In	Out	Total	In	Out	Total
Trip Gen	AM Peak	16	13	29			
	PM Peak	45	51	96			

Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2015)		Cumulative Base		Future with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
1	Culver Boulevard & Sepulveda Boulevard	AM	0.931	E	0.995	E	0.997	E	0.002	NO	--	--	N/A
		PM	0.953	E	1.026	F	1.032	F	0.006	NO	--	--	N/A
2	Lindblade Street & Sepulveda Boulevard	AM	0.461	A	0.495	A	0.497	A	0.002	NO	--	--	N/A
		PM	0.429	A	0.485	A	0.490	A	0.005	NO	--	--	N/A
3	Braddock Drive & Sepulveda Boulevard	AM	0.603	B	0.640	B	0.644	B	0.004	NO	--	--	N/A
		PM	0.676	B	0.737	C	0.755	C	0.018	NO	--	--	N/A
4	Machado Road & Sepulveda Boulevard	AM	0.355	A	0.402	A	0.404	A	0.002	NO	--	--	N/A
		PM	0.426	A	0.475	A	0.480	A	0.005	NO	--	--	N/A
5	Braddock Drive & Harter Avenue	AM	See Appendix D										
		PM	See Appendix D										

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 1		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION				
North/South Street:		Critical Phases: 4			Critical Phases: 4					☒ Adjacent					Critical Phases: 4				
Culver Boulevard		Capacity: 1375			Capacity: 1375					Trip AM 16 13 29					Capacity: 1375				
East/West Street:		Signal System: 2			Signal System: 2					Gen 1 PM 45 51 96					Signal System: 2				
Sepulveda Boulevard		v/c reduction: 7%			v/c reduction: 7%					Trip AM 0 0 0					v/c reduction: 7%				
Analysis Date: 08/24/2015		Opposed Phasing: 0			Opposed Phasing: 0					Gen 2 PM 0 0 0					Opposed Phasing: 0				
AM Peak: 8:00 AM		Counts	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
Northbound	Left	238	2	131	5	10	253	2	139	0%	0	253	2	139	0	253	2	139	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	1319	1	694	27	13	1359	1	714	0%	0	1359	1	715	0	1359	1	715	
	Th-Rt		1	694			1	714	1	715	0%	0	1	715	1	715	1	715	
	Right	68	0	0	1	1	70	0	0	10%	2	72	0	0	0	72	0	0	
	Shared		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
Southbound	Left	139	2	76	3	22	164	2	90	10%	2	166	2	91	0	166	2	91	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	995	2	355	20	4	1019	2	364	0%	0	1019	2	364	0	1019	2	364	
	Th-Rt		1	355			1	364	1	364	0%	0	1	364	1	364	1	364	
	Right	69	0	0	1	4	74	0	0	0%	0	74	0	0	0	74	0	0	
	Shared		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
Eastbound	Left	53	1	53	1	10	64	1	64	0%	0	64	1	64	0	64	1	64	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	374	2	187	8	152	534	2	267	5%	0	534	2	267	0	534	2	267	
	Th-Rt		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Right	107	1	0	2	10	119	1	0	0%	0	119	1	0	0	119	1	0	
	Shared		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
Westbound	Left	193	2	106	4	1	198	2	109	(10%)	1	199	2	109	0	199	2	109	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	1108	2	554	22	61	1191	2	596	(5%)	1	1192	2	596	0	1192	2	596	
	Th-Rt		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Right	145	1	75	3	6	154	1	72	(10%)	1	155	1	72	0	155	1	72	
	Shared		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 770			North-South: 805					North-South: 807					North-South: 807				
		East-West: 607			East-West: 660					East-West: 660					East-West: 660				
		Total: 1377			Total: 1464					Total: 1467					Total: 1467				
Volume/capacity (v/c) ratio:		1.001			1.065					1.067					1.067				
v/c less ATSAC adjustment:		0.931			0.995					0.997					0.997				
Level of Service (LOS):		E			E					E					E				

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.002
 Significantly impacted? NO
 Δv/c after mitigation: 0.002
 Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 1		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION				
North/South Street:		Critical Phases: 4			Critical Phases: 4					☒ Adjacent					Critical Phases: 4				
Culver Boulevard		Capacity: 1375			Capacity: 1375					Trip AM 16 13 29					Capacity: 1375				
East/West Street:		Signal System: 2			Signal System: 2					Gen 1 PM 45 51 96					Signal System: 2				
Sepulveda Boulevard		v/c reduction: 7%			v/c reduction: 7%					Trip AM 0 0 0					v/c reduction: 7%				
Analysis Date: 08/24/2015		Opposed Phasing: 0			Opposed Phasing: 0					Gen 2 PM 0 0 0					Opposed Phasing: 0				
PM Peak: 5:00 PM		Counts	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
Northbound	Left	269	2	148	5	8	282	2	155	0%	0	282	2	155	0	282	2	155	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	1245	1	681	25	3	1273	1	696	0%	0	1273	1	698	0	1273	1	698	
	Th-Rt		1	681			1	696		0%	0		1	698			1	698	
	Right	116	0	0	2	1	119	0	0	10%	4	123	0	0	0	123	0	0	
	Shared		0	0			0	0	0	0%	0		0	0			0	0	
Southbound	Left	211	2	116	4	8	223	2	123	10%	4	227	2	125	0	227	2	125	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	887	2	320	18	11	916	2	332	0%	0	916	2	332	0	916	2	332	
	Th-Rt		1	320			1	332		0%	0		1	332			1	332	
	Right	72	0	0	1	8	81	0	0	0%	0	81	0	0	0	81	0	0	
	Shared		0	0			0	0	0	0%	0		0	0			0	0	
Eastbound	Left	99	1	99	2	3	104	1	104	0%	0	104	1	104	0	104	1	104	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	1095	2	548	22	130	1247	2	624	5%	3	1250	2	625	0	1250	2	625	
	Th-Rt		0	0			0	0	0	0%	0		0	0			0	0	
	Right	259	1	125	5	9	273	1	132	0%	0	273	1	132	0	273	1	132	
	Shared		0	0			0	0	0	0%	0		0	0			0	0	
Westbound	Left	114	2	63	2	1	117	2	65	(10%)	5	122	2	67	0	122	2	67	
	Lt-Th		0	0			0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	869	2	435	17	111	997	2	499	(5%)	3	1000	2	500	0	1000	2	500	
	Th-Rt		0	0			0	0	0	0%	0		0	0			0	0	
	Right	178	1	72	4	20	202	1	90	(10%)	5	207	1	93	0	207	1	93	
	Shared		0	0			0	0	0	0%	0		0	0			0	0	
Critical Volumes:		North-South: 797			North-South: 819					North-South: 823					North-South: 823				
		East-West: 610			East-West: 688					East-West: 692					East-West: 692				
		Total: 1407			Total: 1507					Total: 1515					Total: 1515				
Volume/capacity (v/c) ratio:		1.023			1.096					1.102					1.102				
v/c less ATSAC adjustment:		0.953			1.026					1.032					1.032				
Level of Service (LOS):		E			F					F					F				

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.006 Δv/c after mitigation: 0.006
 Significantly impacted? NO Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 2		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION				
North/South Street: Lindblade Street		Critical Phases: 2 Capacity: 1500			Ambient Growth		Critical Phases: 2 Capacity: 1500			☒ Adjacent		In	Out	Total	Critical Phases: 2 Capacity: 1500				
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2017 at: 1.0%		Signal System: 2 v/c reduction: 7%			Gen 1	PM	45	51	96	☐ Use Dist 2: Signal System: 2 v/c reduction: 7%				
Analysis Date: 08/24/2015 AM Peak: 8:00 AM		Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0	Opposed Phasing: 0				
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	= Total	Lane			Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		Volume	Volume	Volume		
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Southbound	Left	20	0	0	0	0	20	0	0	5%	1	21	0	0	0	21	0		
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Right	39	0	0	1	0	40	0	0	0%	0	40	0	0	0	40	0		
Shared		59	1	59	1	0	60	1	60	0%	0	61	1	61	1	61	61		
Eastbound	Left	19	1	19	0	0	19	1	19	0%	0	19	1	19	0	19	1		
	Lt-Th	565	2	283	11	175	751	2	376	25%	4	755	2	378	0	755	2		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Westbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Lt-Th	1405	1	719	28	68	1501	1	767	0%	3	1504	1	769	0	1504	1		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Right	33	0	0	1	0	34	0	0	5%	1	35	0	0	0	35	0		
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Critical Volumes:		North-South: 59 East-West: 738 Total: 797			North-South: 60 East-West: 787 Total: 847					North-South: 61 East-West: 789 Total: 850					North-South: 61 East-West: 789 Total: 850				
Volume/capacity (v/c) ratio:		0.531			0.565					0.567					0.567				
v/c less ATSAC adjustment:		0.461			0.495					0.497					0.497				
Level of Service (LOS):		A			A					A					A				

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.002
Significantly impacted? NO
Δv/c after mitigation: 0.002
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 2		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION				
North/South Street: Lindblade Street		Critical Phases: 2 Capacity: 1500			Ambient Growth		Critical Phases: 2 Capacity: 1500			☒ Adjacent		In	Out	Total	Critical Phases: 2 Capacity: 1500				
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2017 at: 1.0%		Signal System: 2 v/c reduction: 7%			Trip Gen 1		AM PM	16 45	13 51	29 96	☐ Use Dist 2: Signal System: 2 v/c reduction: 7%			
Analysis Date: 08/24/2015 PM Peak: 5:00 PM		Opposed Phasing: 0					Opposed Phasing: 0			Trip Gen 2		AM PM	0 0	0 0	0 0	Opposed Phasing: 0			
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	Total	Lane		Adjusted	Total	Lane			
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Lt-Th									0%	0								
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt									0%									
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Shared			0	0			0	0	0	0%		0	0	0		0	0		
Southbound	Left	32	0	0	1	0	33	0	0	5%	2	35	0	0	0	0	0		
	Lt-Th									0%									
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Th-Rt									0%									
	Right	31	0	0	1	0	32	0	0	0%	0	32	0	0	0	0	0		
Shared			1	63			1	64		0%		1	66		1	66			
Eastbound	Left	28	1	28	1	0	29	1	29	0%	0	29	1	29	0	1	29		
	Lt-Th		0	0			0	0	0	0%		0	0	0		0	0		
	Thru	1372	2	686	28	138	1538	2	769	25%	11	1549	2	774	0	2	774		
	Th-Rt		0	0			0	0	0	0%			0	0		0	0		
	Right	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
Shared			0	0			0	0		0%		0	0		0	0			
Westbound	Left	2	0	0	0	0	2	0	0	0%	0	2	0	0	0	0	0		
	Lt-Th		0	0			0	0	0	0%		0	0	0		0	0		
	Thru	1144	1	585	23	132	1299	1	663	(25%)	13	1312	1	670	0	1	670		
	Th-Rt		1	585				1	663	0%			1	670		1	670		
	Right	26	0	0	1	0	27	0	0	(5%)	2	29	0	0	0	0	0		
Shared			0	0			0	0		0%		0	0		0	0			
Critical Volumes:		North-South: 63 East-West: 686 Total: 749			North-South: 64 East-West: 769 Total: 833					North-South: 66 East-West: 774 Total: 841					North-South: 66 East-West: 774 Total: 841				
Volume/capacity (v/c) ratio:		0.499			0.555					0.560					0.560				
v/c less ATSAC adjustment:		0.429			0.485					0.490					0.490				
Level of Service (LOS):		A			A					A					A				

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.005
Significantly impacted? NO
Δv/c after mitigation: 0.005
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 3		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION				
North/South Street: Braddock Drive		Critical Phases: 2 Capacity: 1500			Ambient Growth		Critical Phases: 2 Capacity: 1500			☒ Adjacent		In	Out	Total	Critical Phases: 2 Capacity: 1500				
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2017 at: 1.0%		Signal System: 2 v/c reduction: 7%			Trip	AM	16	13	29	Signal System: 2 v/c reduction: 7%				
Analysis Date: 08/24/2015 AM Peak: 8:00 AM		Opposed Phasing: 0					Opposed Phasing: 0			Gen 1	PM	45	51	96	Opposed Phasing: 0				
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	= Total	Lane			Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		Volume	Volume	Volume		
Northbound	Left	46	0	46	1	0	47	0	47	0%	0	47	0	47	0	47	0	47	
	Lt-Th	N/B RTOR:		0			0	0	0	0%			0	0	0	0	0	0	
	Thru	Existing: 50%		112	0	0	2	114	0	0	0%	0	114	0	0	0	114	0	0
	Th-Rt	Projected: 50%		0	0	0		0	0	0%			0	0	0	0	0	0	
	Shared	Mitigated: 50%		43	0	43	1	44	0	44	15%	2	46	0	46	0	46	0	46
			1	201			1	205		0%		1	207		1	207			
Southbound	Left	58	0	58	1	0	59	0	59	20%	3	62	0	62	0	62	0	62	
	Lt-Th	S/B RTOR:		0	0	0		0	0	0%			0	0	0	0	0	0	
	Thru	Existing: 50%		117	0	0	2	119	0	0	0%	0	119	0	0	0	119	0	0
	Th-Rt	Projected: 50%		0	0	0		0	0	0%			0	0	0	0	0	0	
	Shared	Mitigated: 50%		42	0	42	1	43	0	43	0%	0	43	0	43	0	43	0	43
			1	217			1	221		0%		1	224		1	224			
Eastbound	Left	26	1	26	1	0	27	1	27	0%	0	27	1	27	0	27	1	27	
	Lt-Th	E/B RTOR:		0	0	0		0	0	0%			0	0	0	0	0	0	
	Thru	Existing: 0%		490	1	282	10	675	1	375	30%	5	680	1	377	0	680	1	377
	Th-Rt	Projected: 0%		1	282		1	375		0%			1	377		1	377		
	Shared	Mitigated: 0%		73	0	0	1	74	0	0	0%	0	74	0	0	0	74	0	0
			0	0			0	0		0%		0	0		0	0	0	0	
Westbound	Left	35	1	35	1	0	36	1	36	(15%)	2	38	1	38	0	38	1	38	
	Lt-Th	W/B RTOR:		0	0	0		0	0	0%			0	0	0	0	0	0	
	Thru	Existing: 0%		1360	1	721	27	1455	1	769	(30%)	4	1459	1	772	0	1459	1	772
	Th-Rt	Projected: 0%		1	721		1	769		0%			1	772		1	772		
	Shared	Mitigated: 0%		82	0	0	2	84	0	0	(20%)	2	86	0	0	0	86	0	0
			0	0			0	0		0%		0	0		0	0	0	0	
Critical Volumes:		North-South:	263		North-South:		268		North-South:		271		North-South:		271		North-South:		271
		East-West:	747		East-West:		796		East-West:		799		East-West:		799		East-West:		799
		Total:	1010		Total:		1064		Total:		1070		Total:		1070		Total:		1070
Volume/capacity (v/c) ratio:		0.673			0.710			0.714			0.714			0.714					
v/c less ATSAC adjustment:		0.603			0.640			0.644			0.644			0.644					
Level of Service (LOS):		B			B			B			B			B					

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.004
Significantly impacted? NO
Δv/c after mitigation: 0.004
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 3		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION				
North/South Street: Braddock Drive		Critical Phases: 2 Capacity: 1500			Ambient Growth		Critical Phases: 2 Capacity: 1500			☒ Adjacent		In	Out	Total	Critical Phases: 2 Capacity: 1500				
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2017 at: 1.0%		Signal System: 2 v/c reduction: 7%			Trip	AM	16	13	29	Signal System: 2 v/c reduction: 7%				
Analysis Date: 08/24/2015 PM Peak: 5:00 PM		Opposed Phasing: 0					Opposed Phasing: 0			Gen 1	PM	45	51	96	Opposed Phasing: 0				
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	Total	Lane			Adjusted	Total	Lane		
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		Volume	Volume	Volume		
Northbound	Left	47	0	47	1	0	48	0	48	0%	0	48	0	48	0	48	0	48	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	
	Thru	Existing: 50%		113	0	0	2	0	115	0	0	115	0	0	0	0	115	0	0
	Th-Rt	Projected: 50%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	Mitigated: 50%		43	0	43	1	0	44	0	44	15%	7	51	0	51	0	51	
Shared		1	203				1	207		0%		1	214		1	214			
Southbound	Left	75	0	75	2	0	77	0	77	20%	9	86	0	86	0	86	0	86	
	Lt-Th	S/B RTOR:		0	0	0	5	0	231	0	0	231	0	0	0	0	231	0	0
	Thru	Existing: 50%		226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Th-Rt	Projected: 50%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	Mitigated: 50%		35	0	35	1	0	36	0	36	0%	0	36	0	36	0	36	
Shared		1	336				1	343		0%		1	352		1	352			
Eastbound	Left	42	1	42	1	0	43	1	43	0%	0	43	1	43	0	43	1	43	
	Lt-Th	E/B RTOR:		0	0	0	24	138	1368	1	0	0	1	0	0	1	0	0	
	Thru	Existing: 50%		1206	1	675	1	757	30%	13	1381	1	764	0	1381	1	764		
	Th-Rt	Projected: 50%		1	675	1	757	0%	0	1	764	0	0	0	1	764	0	0	
	Right	Mitigated: 50%		143	0	0	3	0	146	0	0	0%	0	146	0	146	0	0	
Shared		0	0				0	0		0%		0	0		0	0			
Westbound	Left	62	1	62	1	0	63	1	63	(15%)	8	71	1	71	0	71	1	71	
	Lt-Th	W/B RTOR:		0	0	0	22	132	1225	1	0	0	1	0	0	1	0	0	
	Thru	Existing: 50%		1071	1	571	1	648	(30%)	15	1240	1	660	0	1240	1	660		
	Th-Rt	Projected: 50%		1	571	1	648	0%	0	1	660	0	0	0	1	660	0	0	
	Right	Mitigated: 50%		70	0	0	1	0	71	0	0	(20%)	10	81	0	81	0	0	
Shared		0	0				0	0		0%		0	0		0	0			
Critical Volumes:		North-South: 383			North-South: 391				North-South: 403				North-South: 403						
		East-West: 737			East-West: 820				East-West: 835				East-West: 835						
		Total: 1120			Total: 1211				Total: 1237				Total: 1237						
Volume/capacity (v/c) ratio:		0.746			0.807				0.825				0.825						
v/c less ATSAC adjustment:		0.676			0.737				0.755				0.755						
Level of Service (LOS):		B			C				C				C						

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.018
Significantly impacted? NO
Δv/c after mitigation: 0.018
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 4		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION				
North/South Street:		Critical Phases: 3			Ambient Growth		Critical Phases: 3			☒ Adjacent		In	Out	Total	Critical Phases: 3				
Machado Road		Capacity: 1425			from: 2015		Capacity: 1425			Trip	AM	16	13	29	Capacity: 1425				
East/West Street:		Signal System: 2			to: 2017		Signal System: 2			Gen 1	PM	45	51	96	☐ Use Dist 2:		Signal System: 2		
Sepulveda Boulevard		v/c reduction: 7%			at: 1.0%		v/c reduction: 7%			Trip	AM	0	0	0	v/c reduction: 7%				
Analysis Date: 08/24/2015		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2	PM	0	0	0	Opposed Phasing: 1				
AM Peak: 8:00 AM		Counts	Lanes	Lane Volume	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	Lane Volume	+ Project Volume	= Total Volume	Lanes	Lane Volume	Adjusted Volume	Total Volume	Lanes	Lane Volume		
Northbound	Left	7	0	0	0	0	7	0	0	0%	0	7	0	0	0	0	0		
	Lt-Th	N/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Thru		13	0	0	0	13	0	0	0%	0	13	0	0	0	0	0		
	Th-Rt		0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0		
	Right	9	0	0	0	9	0	0	0	0%	0	9	0	0	0	0	0		
Shared		1	29		0	0	1	30	0%	0	1	30	0	9	1	30			
Southbound	Left	18	0	18	0	0	18	0	18	0%	0	18	0	18	0	18	0	18	
	Lt-Th	S/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	1	20	1	20	1	20	0%	0	1	20	1	20	0	1	20		
	Thru		2	0	0	2	0	0	0%	0	2	0	0	0	0	0	0		
	Th-Rt		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0		
	Right	197	2	82	4	19	220	2	67	10%	2	222	2	68	0	222	2	68	
Shared		0	0		0	0	0	0	0%	0	0	0	0	0	0	0	0		
Eastbound	Left	95	2	52	2	99	196	2	108	(10%)	1	197	2	108	0	197	2	108	
	Lt-Th	E/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	
	Thru		444	1	224	9	76	529	1	267	(20%)	3	532	1	268	0	532	1	268
	Th-Rt		1	224	1	267	0%	0	1	268	0	1	268	0	1	268	0	1	268
	Right	4	0	0	0	0	0	4	0	0	0%	0	4	0	0	0	4	0	0
Shared		0	0		0	0	0	0	0%	0	0	0	0	0	0	0	0	0	
Westbound	Left	2	1	2	0	0	2	1	2	0%	0	2	1	2	0	2	1	2	
	Lt-Th	W/B RTOR: Existing: 50% Projected: 50% Mitigated: 50%	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	
	Thru		1287	2	443	26	49	1362	2	468	20%	3	1365	2	469	0	1365	2	469
	Th-Rt		1	443	1	468	0%	0	1	469	0	1	469	0	1	469	0	1	469
	Right	42	0	0	1	0	43	0	0	0%	0	43	0	0	0	43	0	0	
Shared		0	0		0	0	0	0	0%	0	0	0	0	0	0	0	0	0	
Critical Volumes:		North-South:	111	North-South:		97	North-South:		98	North-South:		98	North-South:		98	North-South:		98	
		East-West:	495	East-West:		576	East-West:		578	East-West:		578	East-West:		578	East-West:		578	
		Total:	606	Total:		673	Total:		675	Total:		675	Total:		675	Total:		675	
Volume/capacity (v/c) ratio:		0.425			0.472			0.474			0.474			0.474					
v/c less ATSAC adjustment:		0.355			0.402			0.404			0.404			0.404					
Level of Service (LOS):		A			A			A			A			A					

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
 Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.002 Δv/c after mitigation: 0.002
 Significantly impacted? NO Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA

Intersection No. 4		2015, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					2017, WITH TRAFFIC MITIGATION			
North/South Street: Machado Road		Critical Phases: 3 Capacity: 1425			Ambient Growth		Critical Phases: 3 Capacity: 1425			☒ Adjacent		In	Out	Total	Critical Phases: 3 Capacity: 1425			
East/West Street: Sepulveda Boulevard		Signal System: 2 v/c reduction: 7%			from: 2015 to: 2017 at: 1.0%		Signal System: 2 v/c reduction: 7%			Gen 1	PM	45	51	96	☐ Use Dist 2: Signal System: 2 v/c reduction: 7%			
Analysis Date: 08/24/2015 PM Peak: 5:00 PM		Opposed Phasing: 1					Opposed Phasing: 1			Gen 2	PM	0	0	0	Opposed Phasing: 1			
		Counts	Lane		+ Amb.	+ Area	= Total	Lane		+ Project	Total	Lane			Adjusted	Total	Lane	
		Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		Volume	Volume	Volume	
Northbound	Left	5	0	0	0	0	5	0	0	0%	0	5	0	0	0	5	0	
	Lt-Th	N/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		8	0	0	8	0	0	0%	0	8	0	0	0	8	0	
	Th-Rt	Projected: 0%		7	0	0	7	0	0	0%	0	7	0	0	0	7	0	
	Shared	Mitigated: 0%		1	20	0	1	20	0	0	0%	0	1	20	0	1	20	
Southbound	Left	25	0	25	1	0	26	0	26	0%	0	26	0	26	0	26	0	
	Lt-Th	S/B RTOR:		1	32	0	1	33	0	0	0%	0	1	33	0	1	33	
	Thru	Existing: 0%		7	0	0	7	0	0	0%	0	7	0	0	0	7	0	
	Th-Rt	Projected: 0%		212	2	117	4	259	2	143	10%	5	264	2	145	0	264	
	Shared	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Eastbound	Left	184	2	101	4	74	262	2	144	(10%)	5	267	2	147	0	267	2	
	Lt-Th	E/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		1119	1	563	22	1205	1	606	(20%)	10	1215	1	611	0	1215	
	Th-Rt	Projected: 0%		7	0	0	7	0	0	0%	0	7	0	0	0	7	0	
	Shared	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Westbound	Left	7	1	7	0	0	7	1	7	0%	0	7	1	7	0	7	1	
	Lt-Th	W/B RTOR:		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
	Thru	Existing: 0%		968	2	348	19	1076	2	385	20%	9	1085	2	388	0	1085	
	Th-Rt	Projected: 0%		77	1	348	2	79	1	385	0%	0	79	1	388	0	79	
	Shared	Mitigated: 0%		0	0	0	0	0	0	0%	0	0	0	0	0	0	0	
Critical Volumes:		North-South: 137 East-West: 570 Total: 707			North-South: 163 East-West: 613 Total: 776					North-South: 166 East-West: 618 Total: 784					North-South: 166 East-West: 618 Total: 784			
Volume/capacity (v/c) ratio:		0.496			0.545					0.550					0.550			
v/c less ATSAC adjustment:		0.426			0.475					0.480					0.480			
Level of Service (LOS):		A			A					A					A			

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight.xls
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.005
Significantly impacted? NO
Δv/c after mitigation: 0.005
Fully mitigated? N/A

APPENDIX D

Synchro/HCM 2010 Delay Analysis Reports

Intersection												
Intersection Delay, s/veh	8.9											
Intersection LOS	A											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	4	18	14	0	14	18	38	0	28	167	7
Future Vol, veh/h	0	4	18	14	0	14	18	38	0	28	167	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	20	15	0	15	20	41	0	30	182	8
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	8.1				8.2				9.1			
HCM LOS	A				A				A			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	20%	11%	11%								
Vol Thru, %	83%	26%	50%	82%								
Vol Right, %	3%	54%	39%	7%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	202	70	36	202								
LT Vol	28	14	4	22								
Through Vol	167	18	18	165								
RT Vol	7	38	14	15								
Lane Flow Rate	220	76	39	220								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.271	0.099	0.052	0.27								
Departure Headway (Hd)	4.451	4.681	4.806	4.423								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	808	765	744	812								
Service Time	2.477	2.715	2.844	2.448								
HCM Lane V/C Ratio	0.272	0.099	0.052	0.271								
HCM Control Delay	9.1	8.2	8.1	9.1								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	1.1	0.3	0.2	1.1								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	22	165	15
Future Vol, veh/h	0	22	165	15
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	179	16
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	10.2											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	9	28	63	0	8	27	36	0	29	161	21
Future Vol, veh/h	0	9	28	63	0	8	27	36	0	29	161	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	30	68	0	9	29	39	0	32	175	23
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	8.9				8.8				9.9			
HCM LOS	A				A				A			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	11%	9%	17%								
Vol Thru, %	76%	38%	28%	81%								
Vol Right, %	10%	51%	63%	3%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	211	71	100	303								
LT Vol	29	8	9	50								
Through Vol	161	27	28	244								
RT Vol	21	36	63	9								
Lane Flow Rate	229	77	109	329								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.302	0.109	0.15	0.428								
Departure Headway (Hd)	4.748	5.101	4.975	4.68								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	752	696	714	764								
Service Time	2.81	3.182	3.05	2.736								
HCM Lane V/C Ratio	0.305	0.111	0.153	0.431								
HCM Control Delay	9.9	8.8	8.9	11.2								
HCM Lane LOS	A	A	A	B								
HCM 95th-tile Q	1.3	0.4	0.5	2.2								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	50	244	9
Future Vol, veh/h	0	50	244	9
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	54	265	10
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	11.2
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	8.9											
Intersection LOS	A											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	4	18	15	0	14	18	38	0	28	169	7
Future Vol, veh/h	0	4	18	15	0	14	18	38	0	28	169	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	20	16	0	15	20	41	0	30	184	8
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	8.1				8.2				9.2			
HCM LOS	A				A				A			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	20%	11%	11%								
Vol Thru, %	83%	26%	49%	82%								
Vol Right, %	3%	54%	41%	7%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	204	70	37	204								
LT Vol	28	14	4	22								
Through Vol	169	18	18	167								
RT Vol	7	38	15	15								
Lane Flow Rate	222	76	40	222								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.275	0.099	0.054	0.273								
Departure Headway (Hd)	4.46	4.694	4.807	4.432								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	807	762	744	812								
Service Time	2.484	2.73	2.846	2.456								
HCM Lane V/C Ratio	0.275	0.1	0.054	0.273								
HCM Control Delay	9.2	8.2	8.1	9.1								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	1.1	0.3	0.2	1.1								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	22	167	15
Future Vol, veh/h	0	22	167	15
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	182	16
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	10.4											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	9	28	65	0	8	27	36	0	31	169	21
Future Vol, veh/h	0	9	28	65	0	8	27	36	0	31	169	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	30	71	0	9	29	39	0	34	184	23
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	9				8.9				10.1			
HCM LOS	A				A				B			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	11%	9%	16%								
Vol Thru, %	76%	38%	27%	81%								
Vol Right, %	10%	51%	64%	3%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	221	71	102	310								
LT Vol	31	8	9	50								
Through Vol	169	27	28	251								
RT Vol	21	36	65	9								
Lane Flow Rate	240	77	111	337								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.318	0.11	0.154	0.44								
Departure Headway (Hd)	4.77	5.149	5.013	4.701								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	747	688	708	762								
Service Time	2.835	3.238	3.096	2.762								
HCM Lane V/C Ratio	0.321	0.112	0.157	0.442								
HCM Control Delay	10.1	8.9	9	11.4								
HCM Lane LOS	B	A	A	B								
HCM 95th-tile Q	1.4	0.4	0.5	2.3								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	50	251	9
Future Vol, veh/h	0	50	251	9
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	54	273	10
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	11.4
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	9											
Intersection LOS	A											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	4	18	14	0	14	18	39	0	29	170	7
Future Vol, veh/h	0	4	18	14	0	14	18	39	0	29	170	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	20	15	0	15	20	42	0	32	185	8
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	8.1				8.3				9.2			
HCM LOS	A				A				A			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	20%	11%	11%								
Vol Thru, %	83%	25%	50%	82%								
Vol Right, %	3%	55%	39%	7%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	206	71	36	205								
LT Vol	29	14	4	22								
Through Vol	170	18	18	168								
RT Vol	7	39	14	15								
Lane Flow Rate	224	77	39	223								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.277	0.101	0.052	0.274								
Departure Headway (Hd)	4.459	4.694	4.826	4.433								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	806	762	741	811								
Service Time	2.486	2.728	2.864	2.458								
HCM Lane V/C Ratio	0.278	0.101	0.053	0.275								
HCM Control Delay	9.2	8.3	8.1	9.1								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	1.1	0.3	0.2	1.1								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	22	168	15
Future Vol, veh/h	0	22	168	15
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	183	16
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	10.4											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	9	29	64	0	8	28	37	0	30	164	21
Future Vol, veh/h	0	9	29	64	0	8	28	37	0	30	164	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	32	70	0	9	30	40	0	33	178	23
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	9				8.9				10			
HCM LOS	A				A				A			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	11%	9%	17%								
Vol Thru, %	76%	38%	28%	81%								
Vol Right, %	10%	51%	63%	3%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	215	73	102	309								
LT Vol	30	8	9	51								
Through Vol	164	28	29	249								
RT Vol	21	37	64	9								
Lane Flow Rate	234	79	111	336								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.31	0.113	0.154	0.438								
Departure Headway (Hd)	4.773	5.133	5.007	4.7								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	748	691	710	762								
Service Time	2.838	3.219	3.089	2.761								
HCM Lane V/C Ratio	0.313	0.114	0.156	0.441								
HCM Control Delay	10	8.9	9	11.4								
HCM Lane LOS	A	A	A	B								
HCM 95th-tile Q	1.3	0.4	0.5	2.2								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	51	249	9
Future Vol, veh/h	0	51	249	9
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	55	271	10
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	11.4
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	9											
Intersection LOS	A											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	4	18	15	0	14	18	39	0	29	172	7
Future Vol, veh/h	0	4	18	15	0	14	18	39	0	29	172	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	20	16	0	15	20	42	0	32	187	8
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	8.1				8.3				9.2			
HCM LOS	A				A				A			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	20%	11%	11%								
Vol Thru, %	83%	25%	49%	82%								
Vol Right, %	3%	55%	41%	7%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	208	71	37	207								
LT Vol	29	14	4	22								
Through Vol	172	18	18	170								
RT Vol	7	39	15	15								
Lane Flow Rate	226	77	40	225								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.28	0.101	0.054	0.277								
Departure Headway (Hd)	4.466	4.706	4.825	4.439								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	805	760	740	810								
Service Time	2.493	2.742	2.865	2.465								
HCM Lane V/C Ratio	0.281	0.101	0.054	0.278								
HCM Control Delay	9.2	8.3	8.1	9.2								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	1.1	0.3	0.2	1.1								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	22	170	15
Future Vol, veh/h	0	22	170	15
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	185	16
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	10.5											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	9	29	66	0	8	28	37	0	32	172	21
Future Vol, veh/h	0	9	29	66	0	8	28	37	0	32	172	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	32	72	0	9	30	40	0	35	187	23
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	9.1				9				10.2			
HCM LOS	A				A				B			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	14%	11%	9%	16%								
Vol Thru, %	76%	38%	28%	81%								
Vol Right, %	9%	51%	63%	3%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	225	73	104	316								
LT Vol	32	8	9	51								
Through Vol	172	28	29	256								
RT Vol	21	37	66	9								
Lane Flow Rate	245	79	113	343								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.326	0.114	0.158	0.45								
Departure Headway (Hd)	4.792	5.182	5.047	4.721								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	743	684	703	756								
Service Time	2.863	3.275	3.135	2.786								
HCM Lane V/C Ratio	0.33	0.115	0.161	0.454								
HCM Control Delay	10.2	9	9.1	11.6								
HCM Lane LOS	B	A	A	B								
HCM 95th-tile Q	1.4	0.4	0.6	2.3								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	51	256	9
Future Vol, veh/h	0	51	256	9
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	55	278	10
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	11.6
HCM LOS	B

Lane



September 17, 2015

Barry Kurtz, P.E., T.E.
Traffic Engineer, Public Works Department
9770 Culver Boulevard, Culver City, CA

RE: *Supplemental Traffic Memorandum for Harbor Freight Project*

Dear Barry:

Thank you for providing your comments on the draft Traffic Impact Analysis (TIA) report for Harbor Freight Project dated August 2015. Based on your comments, we have completed re-collected traffic counts at the following study intersections:

- Sepulveda Boulevard and Braddock Drive
- Braddock Drive and Harter Avenue

Peak hour turning movement counts were collected at these 2 locations between 7AM to 9AM and 4PM to 6PM while the school was in session. Based on the comparison between the traffic counts that we used in draft TIA (assuming a growth factor of 10%) and the traffic counts collected yesterday, the difference in traffic counts is not significant. We have completed a Level-of-Service (LOS) analysis for these intersections with the new counts and both intersections continue to operate at an acceptable LOS B or better for both AM and PM peak periods for existing and existing plus project conditions.

We hope that you would find this supplemental analysis acceptable for approval of TIA. Please contact me if you have any questions or require further documentation in this regard.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Sri Chakravarthy'.

Sri Chakravarthy, P.E., T.E.
Project Manager

Attachments:

1. Traffic Counts from 09/16/2015
2. LOS Analysis Worksheets

City of Culver City
N/S: Braddock Drive
E/W: Harter Avenue
Weather: Clear

File Name : CVCBRHAAM
Site Code : 00000053
Start Date : 9/17/2015
Page No : 1

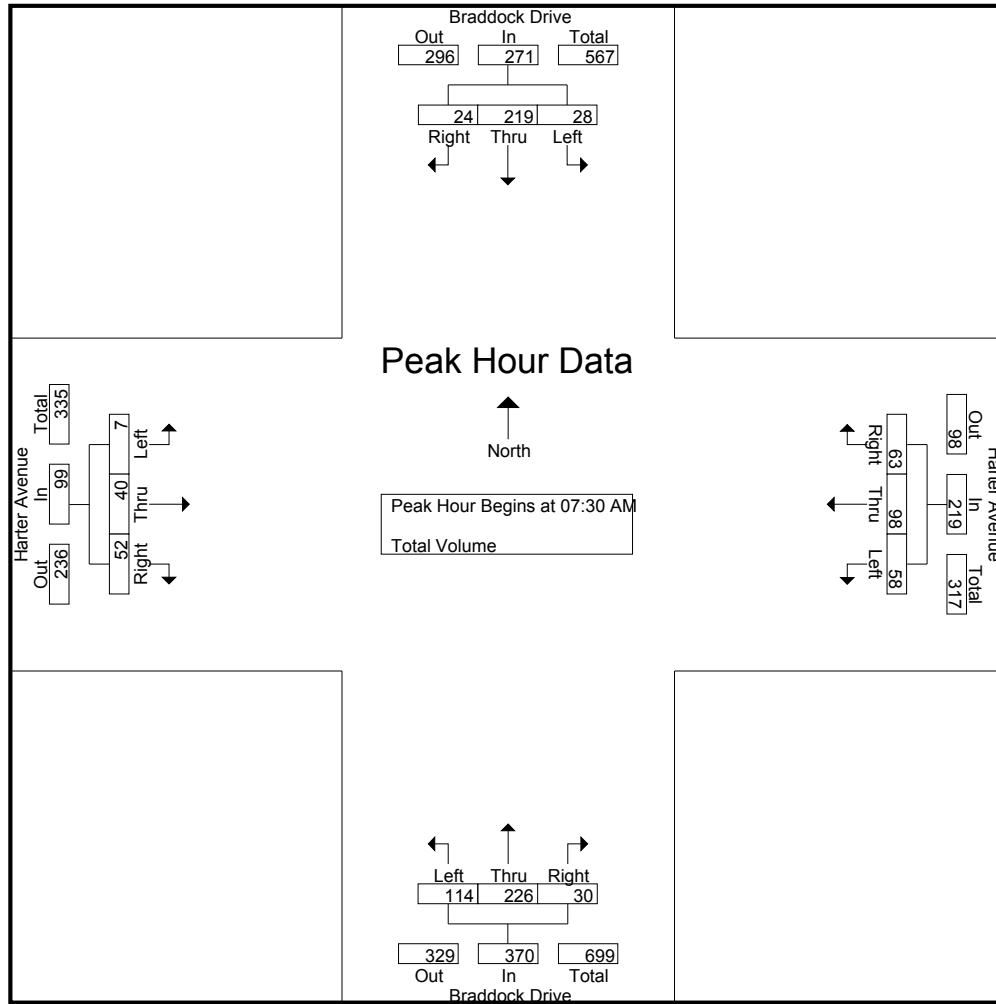
Groups Printed- Total Volume

	Braddock Drive Southbound				Harter Avenue Westbound				Braddock Drive Northbound				Harter Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	27	1	31	4	7	8	19	1	37	1	39	0	2	6	8	97
07:15 AM	10	52	3	65	5	6	10	21	8	61	1	70	2	3	6	11	167
07:30 AM	5	38	3	46	20	20	20	60	29	74	2	105	0	4	13	17	228
07:45 AM	7	63	10	80	17	38	17	72	34	61	20	115	2	17	19	38	305
Total	25	180	17	222	46	71	55	172	72	233	24	329	4	26	44	74	797
08:00 AM	7	55	7	69	20	34	19	73	40	41	5	86	3	14	8	25	253
08:15 AM	9	63	4	76	1	6	7	14	11	50	3	64	2	5	12	19	173
08:30 AM	6	54	0	60	2	3	11	16	8	65	5	78	1	4	4	9	163
08:45 AM	13	58	0	71	5	4	4	13	10	49	2	61	1	3	1	5	150
Total	35	230	11	276	28	47	41	116	69	205	15	289	7	26	25	58	739
Grand Total	60	410	28	498	74	118	96	288	141	438	39	618	11	52	69	132	1536
Apprch %	12	82.3	5.6		25.7	41	33.3		22.8	70.9	6.3		8.3	39.4	52.3		
Total %	3.9	26.7	1.8	32.4	4.8	7.7	6.2	18.8	9.2	28.5	2.5	40.2	0.7	3.4	4.5	8.6	

	Braddock Drive Southbound				Harter Avenue Westbound				Braddock Drive Northbound				Harter Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	38	3	46	20	20	20	60	29	74	2	105	0	4	13	17	228
07:45 AM	7	63	10	80	17	38	17	72	34	61	20	115	2	17	19	38	305
08:00 AM	7	55	7	69	20	34	19	73	40	41	5	86	3	14	8	25	253
08:15 AM	9	63	4	76	1	6	7	14	11	50	3	64	2	5	12	19	173
Total Volume	28	219	24	271	58	98	63	219	114	226	30	370	7	40	52	99	959
% App. Total	10.3	80.8	8.9		26.5	44.7	28.8		30.8	61.1	8.1		7.1	40.4	52.5		
PHF	.778	.869	.600	.847	.725	.645	.788	.750	.713	.764	.375	.804	.583	.588	.684	.651	.786

City of Culver City
N/S: Braddock Drive
E/W: Harter Avenue
Weather: Clear

File Name : CVCBRHAAM
Site Code : 00000053
Start Date : 9/17/2015
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	7	63	10	80	5	6	10	21	8	61	1	70	0	4	13	17
+15 mins.	7	55	7	69	20	20	20	60	29	74	2	105	2	17	19	38
+30 mins.	9	63	4	76	17	38	17	72	34	61	20	115	3	14	8	25
+45 mins.	6	54	0	60	20	34	19	73	40	41	5	86	2	5	12	19
Total Volume	29	235	21	285	62	98	66	226	111	237	28	376	7	40	52	99
% App. Total	10.2	82.5	7.4		27.4	43.4	29.2		29.5	63	7.4		7.1	40.4	52.5	
PHF	.806	.933	.525	.891	.775	.645	.825	.774	.694	.801	.350	.817	.583	.588	.684	.651

City of Culver City
N/S: Braddock Drive
E/W: Harter Avenue
Weather: Clear

File Name : CVCBRHAPM
Site Code : 00000053
Start Date : 9/17/2015
Page No : 1

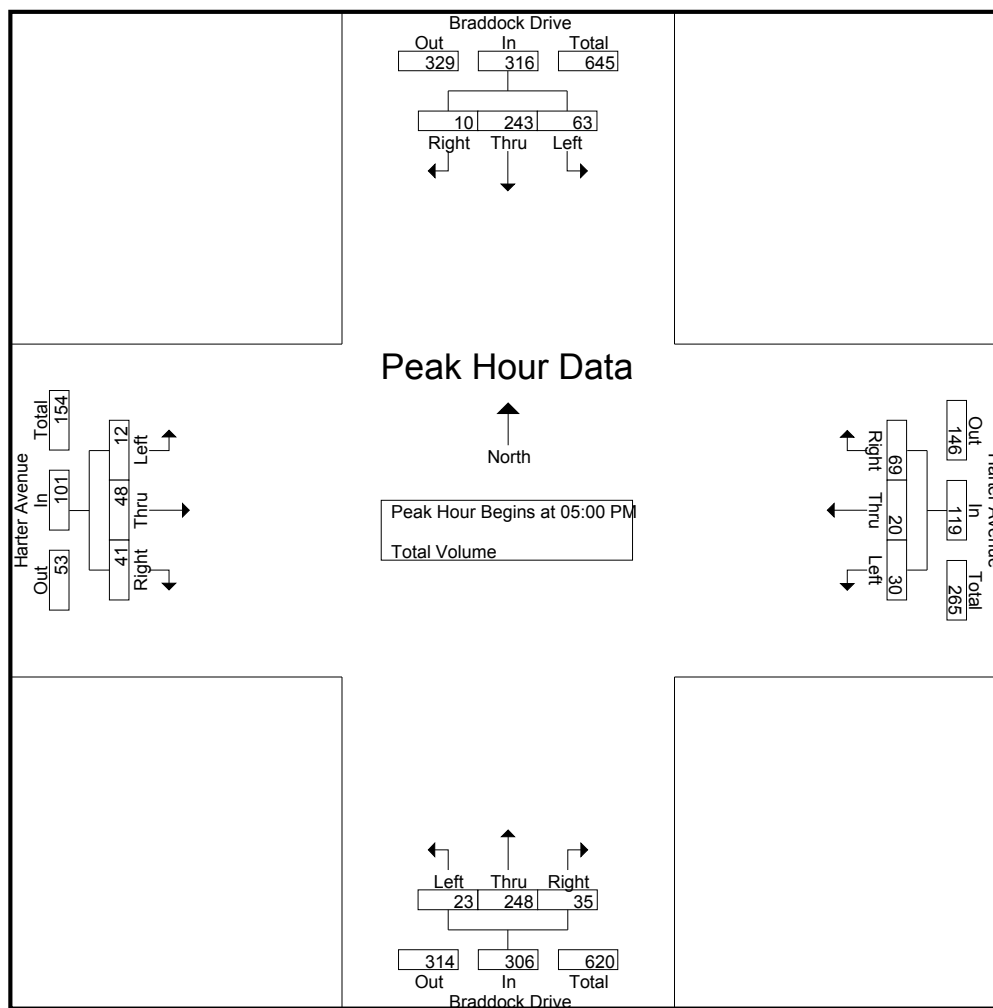
Groups Printed- Total Volume

	Braddock Drive Southbound				Harter Avenue Westbound				Braddock Drive Northbound				Harter Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	40	1	50	3	4	11	18	1	34	5	40	0	4	3	7	115
04:15 PM	11	44	1	56	5	6	9	20	2	36	0	38	2	7	12	21	135
04:30 PM	14	48	2	64	7	8	7	22	4	40	5	49	1	6	8	15	150
04:45 PM	12	55	1	68	2	3	7	12	3	50	7	60	2	9	9	20	160
Total	46	187	5	238	17	21	34	72	10	160	17	187	5	26	32	63	560
05:00 PM	16	59	4	79	4	6	17	27	5	43	5	53	7	12	10	29	188
05:15 PM	11	45	3	59	11	3	24	38	4	53	8	65	3	5	11	19	181
05:30 PM	18	65	2	85	7	6	13	26	6	81	9	96	1	15	12	28	235
05:45 PM	18	74	1	93	8	5	15	28	8	71	13	92	1	16	8	25	238
Total	63	243	10	316	30	20	69	119	23	248	35	306	12	48	41	101	842
Grand Total	109	430	15	554	47	41	103	191	33	408	52	493	17	74	73	164	1402
Apprch %	19.7	77.6	2.7		24.6	21.5	53.9		6.7	82.8	10.5		10.4	45.1	44.5		
Total %	7.8	30.7	1.1	39.5	3.4	2.9	7.3	13.6	2.4	29.1	3.7	35.2	1.2	5.3	5.2	11.7	

	Braddock Drive Southbound				Harter Avenue Westbound				Braddock Drive Northbound				Harter Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	59	4	79	4	6	17	27	5	43	5	53	7	12	10	29	188
05:15 PM	11	45	3	59	11	3	24	38	4	53	8	65	3	5	11	19	181
05:30 PM	18	65	2	85	7	6	13	26	6	81	9	96	1	15	12	28	235
05:45 PM	18	74	1	93	8	5	15	28	8	71	13	92	1	16	8	25	238
Total Volume	63	243	10	316	30	20	69	119	23	248	35	306	12	48	41	101	842
% App. Total	19.9	76.9	3.2		25.2	16.8	58		7.5	81	11.4		11.9	47.5	40.6		
PHF	.875	.821	.625	.849	.682	.833	.719	.783	.719	.765	.673	.797	.429	.750	.854	.871	.884

City of Culver City
N/S: Braddock Drive
E/W: Harter Avenue
Weather: Clear

File Name : CVCBRHAPM
Site Code : 00000053
Start Date : 9/17/2015
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	16	59	4	79	4	6	17	27	5	43	5	53	7	12	10	29
+15 mins.	11	45	3	59	11	3	24	38	4	53	8	65	3	5	11	19
+30 mins.	18	65	2	85	7	6	13	26	6	81	9	96	1	15	12	28
+45 mins.	18	74	1	93	8	5	15	28	8	71	13	92	1	16	8	25
Total Volume	63	243	10	316	30	20	69	119	23	248	35	306	12	48	41	101
% App. Total	19.9	76.9	3.2		25.2	16.8	58		7.5	81	11.4		11.9	47.5	40.6	
PHF	.875	.821	.625	.849	.682	.833	.719	.783	.719	.765	.673	.797	.429	.750	.854	.871

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City of Culver City
N/S: Braddock Drive
E/W: Sepulveda Boulevard
Weather: Clear

File Name : CVCGRSEAM
Site Code : 00000006
Start Date : 9/16/2015
Page No : 1

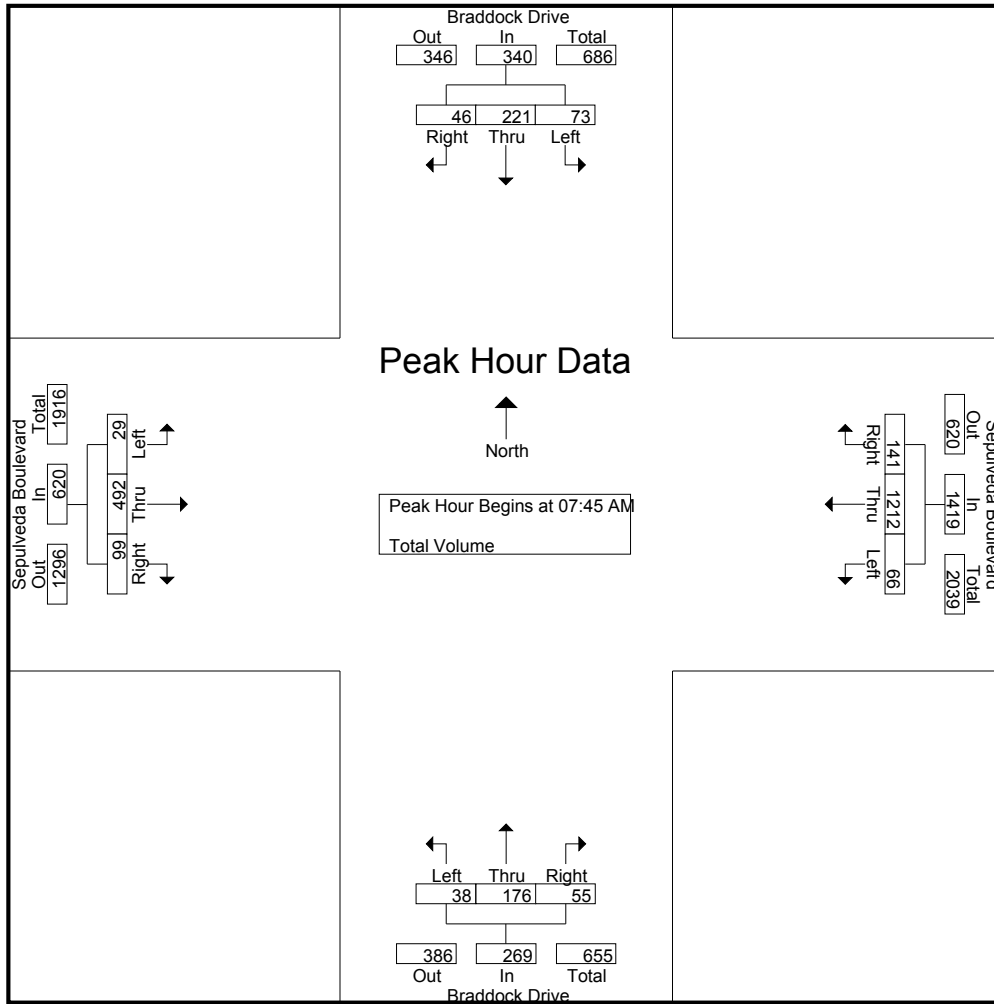
Groups Printed- Total Volume

	Braddock Drive Southbound				Sepulveda Boulevard Westbound				Braddock Drive Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	25	10	39	6	349	18	373	7	21	4	32	9	64	10	83	527
07:15 AM	10	41	12	63	12	383	35	430	10	34	8	52	6	60	5	71	616
07:30 AM	14	50	10	74	22	285	70	377	9	34	7	50	8	81	15	104	605
07:45 AM	21	64	17	102	21	264	54	339	10	60	13	83	10	102	21	133	657
Total	49	180	49	278	61	1281	177	1519	36	149	32	217	33	307	51	391	2405
08:00 AM	27	56	10	93	21	304	38	363	9	35	17	61	7	128	27	162	679
08:15 AM	11	58	12	81	10	318	23	351	7	36	14	57	5	126	25	156	645
08:30 AM	14	43	7	64	14	326	26	366	12	45	11	68	7	136	26	169	667
08:45 AM	22	37	7	66	15	283	24	322	13	35	17	65	3	127	16	146	599
Total	74	194	36	304	60	1231	111	1402	41	151	59	251	22	517	94	633	2590
Grand Total	123	374	85	582	121	2512	288	2921	77	300	91	468	55	824	145	1024	4995
Apprch %	21.1	64.3	14.6		4.1	86	9.9		16.5	64.1	19.4		5.4	80.5	14.2		
Total %	2.5	7.5	1.7	11.7	2.4	50.3	5.8	58.5	1.5	6	1.8	9.4	1.1	16.5	2.9	20.5	

	Braddock Drive Southbound				Sepulveda Boulevard Westbound				Braddock Drive Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	21	64	17	102	21	264	54	339	10	60	13	83	10	102	21	133	657
08:00 AM	27	56	10	93	21	304	38	363	9	35	17	61	7	128	27	162	679
08:15 AM	11	58	12	81	10	318	23	351	7	36	14	57	5	126	25	156	645
08:30 AM	14	43	7	64	14	326	26	366	12	45	11	68	7	136	26	169	667
Total Volume	73	221	46	340	66	1212	141	1419	38	176	55	269	29	492	99	620	2648
% App. Total	21.5	65	13.5		4.7	85.4	9.9		14.1	65.4	20.4		4.7	79.4	16		
PHF	.676	.863	.676	.833	.786	.929	.653	.969	.792	.733	.809	.810	.725	.904	.917	.917	.975

City of Culver City
N/S: Braddock Drive
E/W: Sepulveda Boulevard
Weather: Clear

File Name : CVCGRSEAM
Site Code : 00000006
Start Date : 9/16/2015
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	14	50	10	74	6	349	18	373	10	60	13	83	7	128	27	162
+15 mins.	21	64	17	102	12	383	35	430	9	35	17	61	5	126	25	156
+30 mins.	27	56	10	93	22	285	70	377	7	36	14	57	7	136	26	169
+45 mins.	11	58	12	81	21	264	54	339	12	45	11	68	3	127	16	146
Total Volume	73	228	49	350	61	1281	177	1519	38	176	55	269	22	517	94	633
% App. Total	20.9	65.1	14		4	84.3	11.7		14.1	65.4	20.4		3.5	81.7	14.8	
PHF	.676	.891	.721	.858	.693	.836	.632	.883	.792	.733	.809	.810	.786	.950	.870	.936

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City of Culver City
N/S: Braddock Drive
E/W: Sepulveda Boulevard
Weather: Clear

File Name : CVCGRSEPM
Site Code : 00000006
Start Date : 9/16/2015
Page No : 1

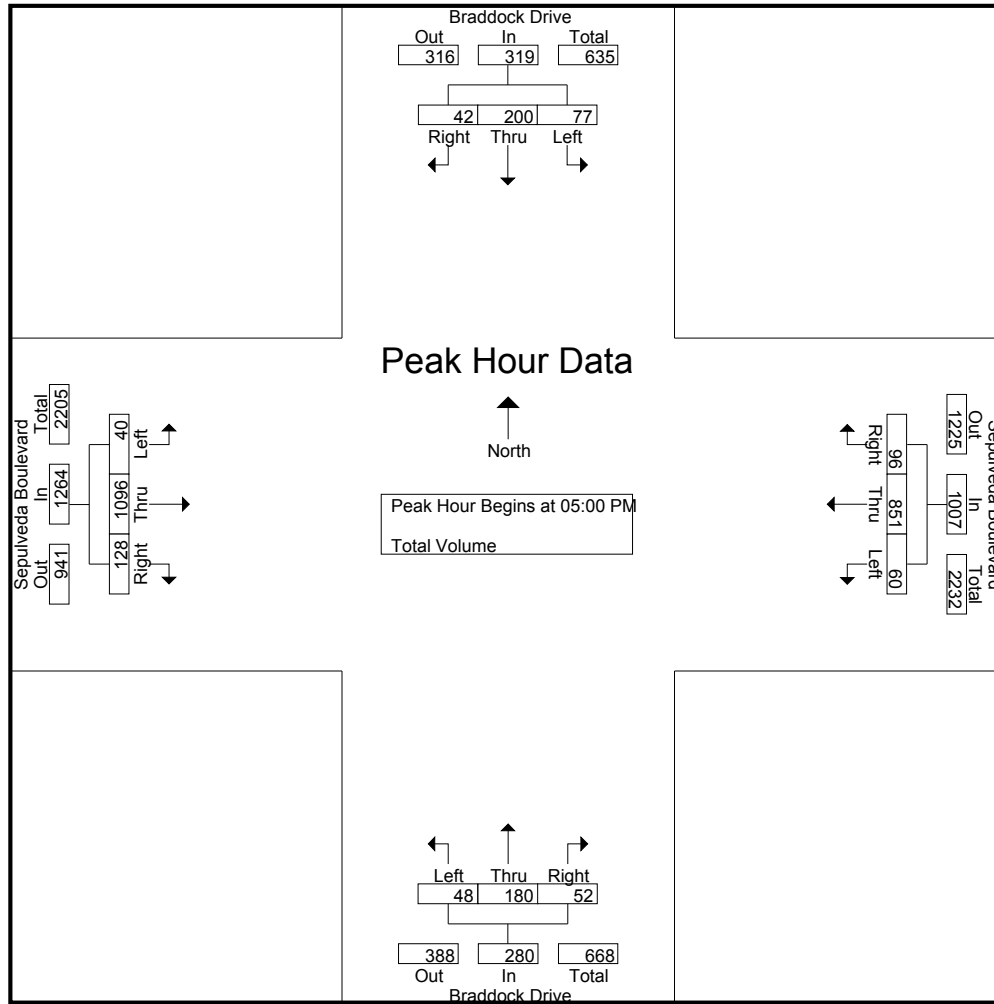
Groups Printed- Total Volume

	Braddock Drive Southbound				Sepulveda Boulevard Westbound				Braddock Drive Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	16	11	53	11	189	11	211	6	27	16	49	6	261	34	301	614
04:15 PM	13	33	10	56	11	190	13	214	4	20	15	39	12	251	27	290	599
04:30 PM	10	42	13	65	20	183	14	217	12	29	9	50	8	278	34	320	652
04:45 PM	19	45	7	71	12	188	17	217	8	23	20	51	14	263	33	310	649
Total	68	136	41	245	54	750	55	859	30	99	60	189	40	1053	128	1221	2514
05:00 PM	16	56	10	82	14	224	18	256	15	27	9	51	7	280	29	316	705
05:15 PM	23	36	11	70	17	208	19	244	13	39	21	73	9	279	35	323	710
05:30 PM	15	59	8	82	14	220	32	266	9	60	12	81	11	265	32	308	737
05:45 PM	23	49	13	85	15	199	27	241	11	54	10	75	13	272	32	317	718
Total	77	200	42	319	60	851	96	1007	48	180	52	280	40	1096	128	1264	2870
Grand Total	145	336	83	564	114	1601	151	1866	78	279	112	469	80	2149	256	2485	5384
Apprch %	25.7	59.6	14.7		6.1	85.8	8.1		16.6	59.5	23.9		3.2	86.5	10.3		
Total %	2.7	6.2	1.5	10.5	2.1	29.7	2.8	34.7	1.4	5.2	2.1	8.7	1.5	39.9	4.8	46.2	

	Braddock Drive Southbound				Sepulveda Boulevard Westbound				Braddock Drive Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	56	10	82	14	224	18	256	15	27	9	51	7	280	29	316	705
05:15 PM	23	36	11	70	17	208	19	244	13	39	21	73	9	279	35	323	710
05:30 PM	15	59	8	82	14	220	32	266	9	60	12	81	11	265	32	308	737
05:45 PM	23	49	13	85	15	199	27	241	11	54	10	75	13	272	32	317	718
Total Volume	77	200	42	319	60	851	96	1007	48	180	52	280	40	1096	128	1264	2870
% App. Total	24.1	62.7	13.2		6	84.5	9.5		17.1	64.3	18.6		3.2	86.7	10.1		
PHF	.837	.847	.808	.938	.882	.950	.750	.946	.800	.750	.619	.864	.769	.979	.914	.978	.974

City of Culver City
N/S: Braddock Drive
E/W: Sepulveda Boulevard
Weather: Clear

File Name : CVCGRSEPM
Site Code : 00000006
Start Date : 9/16/2015
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	16	56	10	82	14	224	18	256	15	27	9	51	8	278	34	320
+15 mins.	23	36	11	70	17	208	19	244	13	39	21	73	14	263	33	310
+30 mins.	15	59	8	82	14	220	32	266	9	60	12	81	7	280	29	316
+45 mins.	23	49	13	85	15	199	27	241	11	54	10	75	9	279	35	323
Total Volume	77	200	42	319	60	851	96	1007	48	180	52	280	38	1100	131	1269
% App. Total	24.1	62.7	13.2		6	84.5	9.5		17.1	64.3	18.6		3	86.7	10.3	
PHF	.837	.847	.808	.938	.882	.950	.750	.946	.800	.750	.619	.864	.679	.982	.936	.982

Project: Harbor Freight TIA (Existing + Project)

DOT Case Number:

Year of counts: 2015

Project buildout: 2015

Ambient growth: 1.0% per year

Filename:

K:\LD1_TIP\0118128001 - Harbor Freight
Culver City\Analysis\CMACalc
Forms\CMACalc_Harbor Freight Ex_Post School
- Conv.xls

Project Trip Generation		Adjacent to Project			Not Adjacent		
		In	Out	Total	In	Out	Total
Trip Gen	AM Peak	16	13	29			
	PM Peak	45	51	96			

Level of Service and Volume to Capacity Ratio Summary

No.	Intersection	Peak Hour	Existing (2015)		Cumulative Base		Existing with project		Project Impact		After mitigation		
			v/c	LOS	v/c	LOS	v/c	LOS	Δ v/c	significant?	v/c	Δ v/c	mitigated?
3	Braddock Drive &	AM	0.664	B	0.664	B	0.669	B	0.005	NO	--	--	N/A
	Sepulveda Boulevard	PM	0.625	B	0.625	B	0.646	B	0.021	NO	--	--	N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 3			2015, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT					2015, WITH TRAFFIC MITIGATION				
North/South Street:			Critical Phases: 2			Ambient Growth		Critical Phases: 2			☒ Adjacent		In Out Total			Critical Phases: 2				
Braddock Drive			Capacity: 1500			from: 2015		Capacity: 1500			Trip	AM	16	13	29	Capacity: 1500				
East/West Street:			Signal System: 2			to: 2015		Signal System: 2			Gen 1	PM	45	51	96	☐ Use Dist 2: Signal System: 2				
Sepulveda Boulevard			v/c reduction: 7%			at: 1.0%		v/c reduction: 7%			Trip	AM	0	0	0	v/c reduction: 7%				
Analysis Date: 09/17/2015			Opposed Phasing: 0					Opposed Phasing: 0			Gen 2	PM	0	0	0	Opposed Phasing: 0				
AM Peak: 8:00 AM			Counts		Lane	+ Amb.	+ Area	= Total		Lane	+ Project		= Total		Lane	Adjusted	Total		Lane	
			Volume	Lanes	Volume	Growth	Projects	Volume	Lanes	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Northbound	↖ Left		38	0	38	0		38	0	38	0%	0	38	0	38	0	38	0	38	
	↖ Lt-Th	N/B RTOR:		0	0			0	0	0	0%			0	0		0	0	0	
	↖ Thru	Existing: 50%	176	0	0	0		176	0	0	0%	0	176	0	0	0	176	0	0	
	↖ Th-Rt	Projected: 50%		0	0				0	0	0%			0	0		0	0	0	
	↖ Right	Mitigated: 50%	55	0	55	0		55	0	55	15%	2	57	0	57	0	57	0	57	
↖ Shared				1	269			1	269		15%	2	57	1	271	0	57	1	271	
Southbound	↗ Left		73	0	73	0		73	0	73	20%	3	76	0	76	0	76	0	76	
	↗ Lt-Th	S/B RTOR:		0	0			0	0	0	20%			0	0		0	0	0	
	↗ Thru	Existing: 50%	221	0	0	0		221	0	0	0%	0	221	0	0	0	221	0	0	
	↗ Th-Rt	Projected: 50%		0	0				0	0	0%			0	0		0	0	0	
	↗ Right	Mitigated: 50%	46	0	46	0		46	0	46	0%	0	46	0	46	0	46	0	46	
↗ Shared				1	340			1	340		0%	0	46	1	343	0	46	1	343	
Eastbound	↖ Left		29	1	29	0		29	1	29	0%	0	29	1	29	0	29	1	29	
	↖ Lt-Th	E/B RTOR:		0	0			0	0	0	0%			0	0		0	0	0	
	↖ Thru	Existing: 0%	492	1	296	0		492	1	296	30%	5	497	1	298	0	497	1	298	
	↖ Th-Rt	Projected: 0%		1	296				1	296	30%			1	298			1	298	
	↖ Right	Mitigated: 0%	99	0	0	0		99	0	0	0%	0	99	0	0	0	99	0	0	
↖ Shared				0	0			0	0		0%	0	99	0	0	0	0	0	0	
Westbound	↗ Left		66	1	66	0		66	1	66	(15%)	2	68	1	68	0	68	1	68	
	↗ Lt-Th	W/B RTOR:		0	0			0	0	0	(15%)			0	0		0	0	0	
	↗ Thru	Existing: 0%	1212	1	677	0		1212	1	677	(30%)	4	1216	1	680	0	1216	1	680	
	↗ Th-Rt	Projected: 0%		1	677				1	677	(30%)			1	680			1	680	
	↗ Right	Mitigated: 0%	141	0	0	0		141	0	0	(20%)	2	143	0	0	0	143	0	0	
↗ Shared				0	0			0	0		(20%)	2	143	0	0	0	0	0	0	
Critical Volumes:			North-South: 395					North-South: 395					North-South: 400				North-South: 400			
			East-West: 706					East-West: 706					East-West: 709				East-West: 709			
			Total: 1101					Total: 1101					Total: 1109				Total: 1109			
Volume/capacity (v/c) ratio:			0.734					0.734					0.739				0.739			
v/c less ATSAC adjustment:			0.664					0.664					0.669				0.669			
Level of Service (LOS):			B					B					B				B			

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight Ex_Post School -
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.005
Significantly impacted? NO
Δv/c after mitigation: 0.005
Fully mitigated? N/A

CMACalc - Critical Movement Analysis Calculator

Harbor Freight TIA (Existing + Project)

Intersection No. 3				2015, EXISTING				2015, PROJECTED CUMULATIVE BASE				2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION			
North/South Street:				Critical Phases: 2				Critical Phases: 2				Critical Phases: 2				Critical Phases: 2			
Braddock Drive				Capacity: 1500				Capacity: 1500				Capacity: 1500				Capacity: 1500			
East/West Street:				Signal System: 2				Signal System: 2				Signal System: 2				Signal System: 2			
Sepulveda Boulevard				v/c reduction: 7 %				v/c reduction: 7 %				v/c reduction: 7 %				v/c reduction: 7 %			
Analysis Date: 09/17/2015				Opposed Phasing: 0				Opposed Phasing: 0				Opposed Phasing: 0				Opposed Phasing: 0			
PM Peak: 5:00 PM																			
				Counts	Lanes	Lane		+ Amb.	+ Area	= Total	Lanes	Lane				Adjusted	Total	Lanes	Lane
				Volume		Volume		Growth	Projects	Volume		Volume		+ Project	Total	Volume	Volume		Volume
Northbound	Left			48	0	48		0		48	0	48	0%	0	48	0	48	0	48
	Lt-Th	N/B RTOR:			0	0					0	0	0%	0		0		0	0
	Thru	Existing: 50%		180	0	0		0		180	0	0	0%	0	180	0	180	0	0
	Th-Rt	Projected: 50%			0	0					0	0	0%	0		0		0	0
	Right	Mitigated: 50%		52	0	52		0		52	0	52	15%	7	59	0	59	0	59
	Shared				1	280					1	280	15%			1	287		
Southbound	Left			77	0	77		0		77	0	77	20%	9	86	0	86	0	86
	Lt-Th	S/B RTOR:			0	0					0	0	20%			0		0	0
	Thru	Existing: 50%		200	0	0		0		200	0	0	0%	0	200	0	200	0	0
	Th-Rt	Projected: 50%			0	0					0	0	0%			0		0	0
	Right	Mitigated: 50%		42	0	42		0		42	0	42	0%	0	42	0	42	0	42
	Shared				1	319					1	319	0%			1	328		
Eastbound	Left			40	1	40		0		40	1	40	0%	0	40	1	40	1	40
	Lt-Th	E/B RTOR:			0	0					0	0	0%			0		0	0
	Thru	Existing: 50%		1096	1	612		0		1096	1	612	30%	13	1109	1	619	1	619
	Th-Rt	Projected: 50%			1	612					1	612	30%			1	619	1	619
	Right	Mitigated: 50%		128	0	0		0		128	0	0	0%	0	128	0	128	0	0
	Shared				0	0					0	0	0%			0		0	0
Westbound	Left			60	1	60		0		60	1	60	(15%)	8	68	1	68	1	68
	Lt-Th	W/B RTOR:			0	0					0	0	(15%)			0		0	0
	Thru	Existing: 50%		851	1	474		0		851	1	474	(30%)	15	866	1	486	1	486
	Th-Rt	Projected: 50%			1	474					1	474	(30%)			1	486	1	486
	Right	Mitigated: 50%		96	0	0		0		96	0	0	(20%)	10	106	0	106	0	0
	Shared				0	0					0	0	(20%)			0		0	0
Critical Volumes:				North-South: 371				North-South: 371				North-South: 387				North-South: 387			
				East-West: 672				East-West: 672				East-West: 687				East-West: 687			
				Total: 1043				Total: 1043				Total: 1074				Total: 1074			
Volume/capacity (v/c) ratio:				0.695				0.695				0.716				0.716			
v/c less ATSAC adjustment:				0.625				0.625				0.646				0.646			
Level of Service (LOS):				B				B				B				B			

PROJECT IMPACT

Filename: K:\LDT_TPTO\118128001 - Harbor Freight Culver City\Analysis\CMACalc Forms\CMACalc_Harbor Freight Ex_Post School -
Developed 2005-2007 by Ken Aitchison

Change in v/c due to project: 0.021 Δv/c after mitigation: 0.021
Significantly impacted? NO Fully mitigated? N/A

Intersection												
Intersection Delay, s/veh	14.3											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	7	40	52	0	58	98	63	0	114	226	30
Future Vol, veh/h	0	7	40	52	0	58	98	63	0	114	226	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	43	57	0	63	107	68	0	124	246	33
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	10.5				12.8				16.9			
HCM LOS	B				B				C			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	31%	26%	7%	10%								
Vol Thru, %	61%	45%	40%	81%								
Vol Right, %	8%	29%	53%	9%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	370	219	99	271								
LT Vol	114	58	7	28								
Through Vol	226	98	40	219								
RT Vol	30	63	52	24								
Lane Flow Rate	402	238	108	295								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.612	0.392	0.181	0.459								
Departure Headway (Hd)	5.482	5.924	6.052	5.607								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	656	602	588	639								
Service Time	3.55	4.002	4.147	3.68								
HCM Lane V/C Ratio	0.613	0.395	0.184	0.462								
HCM Control Delay	16.9	12.8	10.5	13.4								
HCM Lane LOS	C	B	B	B								
HCM 95th-tile Q	4.2	1.9	0.7	2.4								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	28	219	24
Future Vol, veh/h	0	28	219	24
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	238	26
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	13.4
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	12											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	12	48	41	0	30	20	69	0	23	248	35
Future Vol, veh/h	0	12	48	41	0	30	20	69	0	23	248	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	52	45	0	33	22	75	0	25	270	38
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	9.9				10				12.5			
HCM LOS	A				A				B			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	8%	25%	12%	20%								
Vol Thru, %	81%	17%	48%	77%								
Vol Right, %	11%	58%	41%	3%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	306	119	101	316								
LT Vol	23	30	12	63								
Through Vol	248	20	48	243								
RT Vol	35	69	41	10								
Lane Flow Rate	333	129	110	343								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.467	0.2	0.173	0.488								
Departure Headway (Hd)	5.055	5.555	5.672	5.11								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	712	644	631	704								
Service Time	3.089	3.6	3.719	3.143								
HCM Lane V/C Ratio	0.468	0.2	0.174	0.487								
HCM Control Delay	12.5	10	9.9	12.9								
HCM Lane LOS	B	A	A	B								
HCM 95th-tile Q	2.5	0.7	0.6	2.7								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	63	243	10
Future Vol, veh/h	0	63	243	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	68	264	11
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	12.9
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	14.4											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	7	40	53	0	58	98	63	0	114	228	30
Future Vol, veh/h	0	7	40	53	0	58	98	63	0	114	228	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	43	58	0	63	107	68	0	124	248	33
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	10.5				12.9				17.1			
HCM LOS	B				B				C			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	31%	26%	7%	10%								
Vol Thru, %	61%	45%	40%	81%								
Vol Right, %	8%	29%	53%	9%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	372	219	100	273								
LT Vol	114	58	7	28								
Through Vol	228	98	40	221								
RT Vol	30	63	53	24								
Lane Flow Rate	404	238	109	297								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.617	0.393	0.183	0.463								
Departure Headway (Hd)	5.495	5.941	6.067	5.62								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	655	602	586	638								
Service Time	3.561	4.021	4.163	3.693								
HCM Lane V/C Ratio	0.617	0.395	0.186	0.466								
HCM Control Delay	17.1	12.9	10.5	13.5								
HCM Lane LOS	C	B	B	B								
HCM 95th-tile Q	4.3	1.9	0.7	2.4								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	28	221	24
Future Vol, veh/h	0	28	221	24
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	240	26
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	13.5
HCM LOS	B

Lane

Intersection												
Intersection Delay, s/veh	12.3											
Intersection LOS	B											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Traffic Vol, veh/h	0	12	48	43	0	30	20	69	0	25	256	35
Future Vol, veh/h	0	12	48	43	0	30	20	69	0	25	256	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	52	47	0	33	22	75	0	27	278	38
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach	SE				NW				NE			
Opposing Approach	NW				SE				SW			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SW				NE				SE			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NE				SW				NW			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	10				10.1				12.8			
HCM LOS	A				B				B			
Lane	NELn1	NWLn1	SELn1	SWLn1								
Vol Left, %	8%	25%	12%	20%								
Vol Thru, %	81%	17%	47%	77%								
Vol Right, %	11%	58%	42%	3%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	316	119	103	323								
LT Vol	25	30	12	63								
Through Vol	256	20	48	250								
RT Vol	35	69	43	10								
Lane Flow Rate	343	129	112	351								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.485	0.202	0.178	0.501								
Departure Headway (Hd)	5.086	5.616	5.722	5.141								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	708	638	626	702								
Service Time	3.121	3.663	3.77	3.176								
HCM Lane V/C Ratio	0.484	0.202	0.179	0.5								
HCM Control Delay	12.8	10.1	10	13.3								
HCM Lane LOS	B	B	A	B								
HCM 95th-tile Q	2.7	0.8	0.6	2.8								

Intersection

Intersection Delay, s/veh

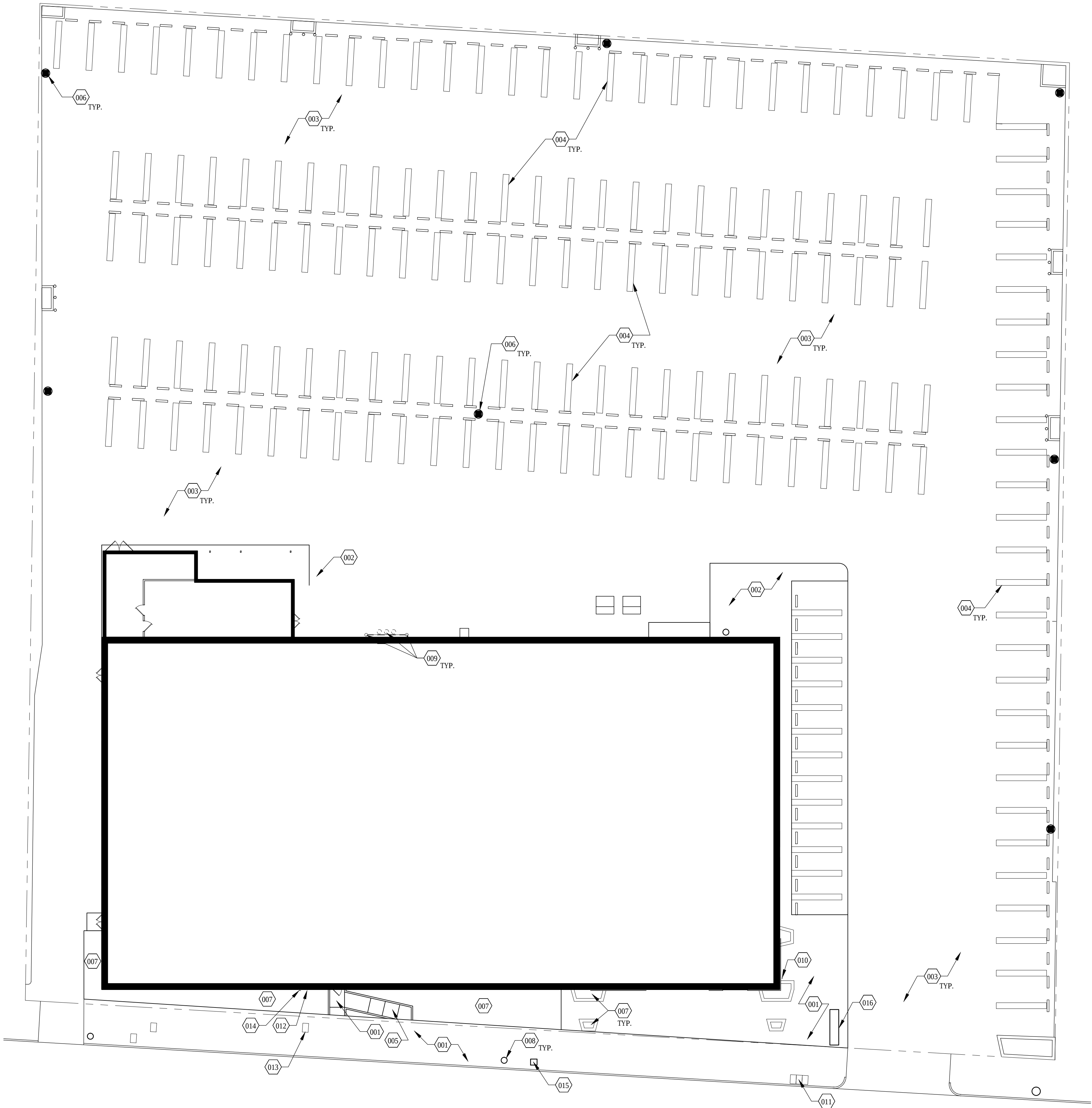
Intersection LOS

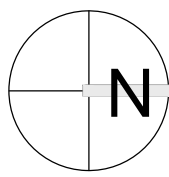
Movement	SWU	SWL	SWT	SWR
Traffic Vol, veh/h	0	63	250	10
Future Vol, veh/h	0	63	250	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	68	272	11
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	13.3
HCM LOS	B

Lane



 **SITE PLAN**
SCALE 1" = 20'-0"

001 SERIES FLOOR PLAN KEY NOTES

1. EXISTING CONCRETE SIDEWALK.
2. EXISTING CONCRETE PAD.
3. EXISTING ASPHALT PARKING LOT AND DRIVES TO BE CLEARED OF VEGETATION AND CRACK SEALED.
4. EXISTING PARKING SPACE STRIPING TO BE RE-STRIPED.
5. EXISTING CONCRETE RAMP TO GRADE.
6. EXISTING SITE LIGHTING SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
7. EXISTING LANDSCAPING PLANTERS.
8. EXISTING POWER POLES.
9. EXISTING POWER POLES WITH TRANSFORMERS.
10. EXISTING GAS LINE TO ROOF.
11. EXISTING GAS SERVICE/ METER IN UNDERGROUND VAULT.
12. EXISTING WATER SERVICE LINE.
13. EXISTING WATER SERVICE/ METER IN UNDERGROUND VAULT.
14. EXISTING FIRE DEPT. CONNECTION.
15. EXISTING PARKING METER/ PAY STATION.
16. EXISTING PYLON SIGN TO REMAIN.

Attachment No. 7

HARBOR FREIGHT TOOLS

4545 SEPULVEDA BLVD. CULVER CITY, CA 90230

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REVISIONS

#	DATE	TYPE
1	06/22/15	2ND PPR COMMENTS
2	08/03/15	REVIEW COMMITTEE MTG.
3		
4		
5		
6		
7		
8		
9		
10		

EXISTING SITE PLAN

DATE 10/02/14

JOB NO. 14292

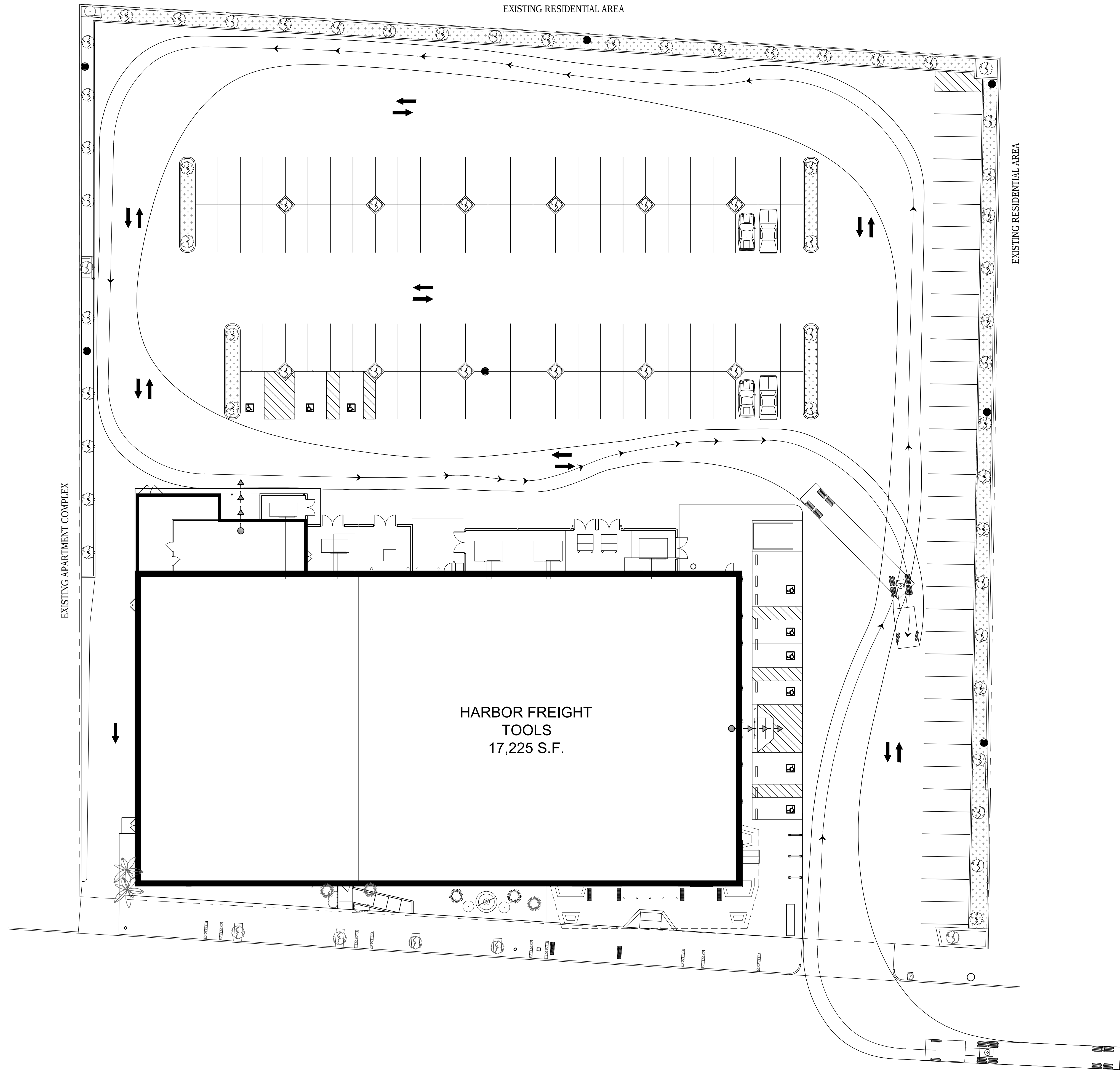
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SHEET NO.



ARCHITECTS, INC.
17710 Detroit Avenue Lakewood, Ohio 44107
Phone (216) 521-5134 Fax (216) 521-4824
www.adaarchitects.cc

SHEET NO.

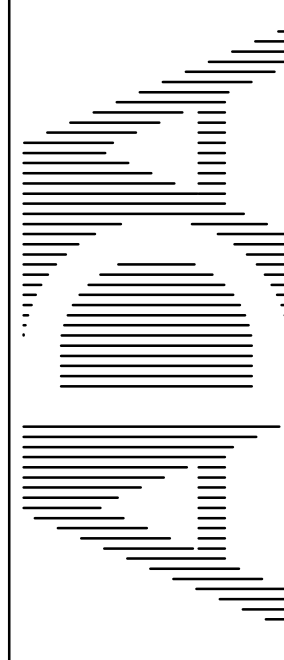


SITE PLAN - TRUCK PATH - WB-65
SCALE 1" = 20'-0"

HARBOR FREIGHT TOOLS

4545 SEPULVEDA BLVD.

CULVER CITY, CA 90230



ARCHITECTS, INC.
17710 Detroit Avenue Lakewood, Ohio 44107
Phone (216) 521-5134 Fax (216) 521-4824
www.adaarchitects.cc

REVISIONS

#	DATE	TYPE
1	05/04/15	2ND PLANNING SUBMITTAL
2	06/22/15	2ND PPR COMMENTS
3	08/03/15	REVIEW COMMITTEE MTG.
4		
5		
6		
7		
8		
9		
10		

SITE PLAN - TRUCK PATH

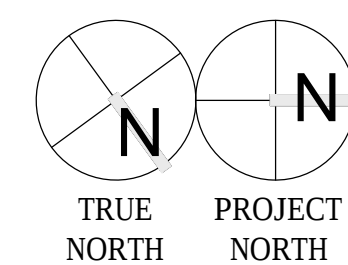
DATE 10/02/14

JOB NO. 14292

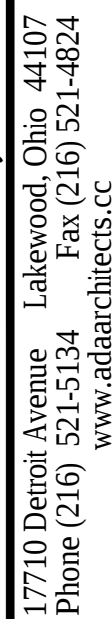
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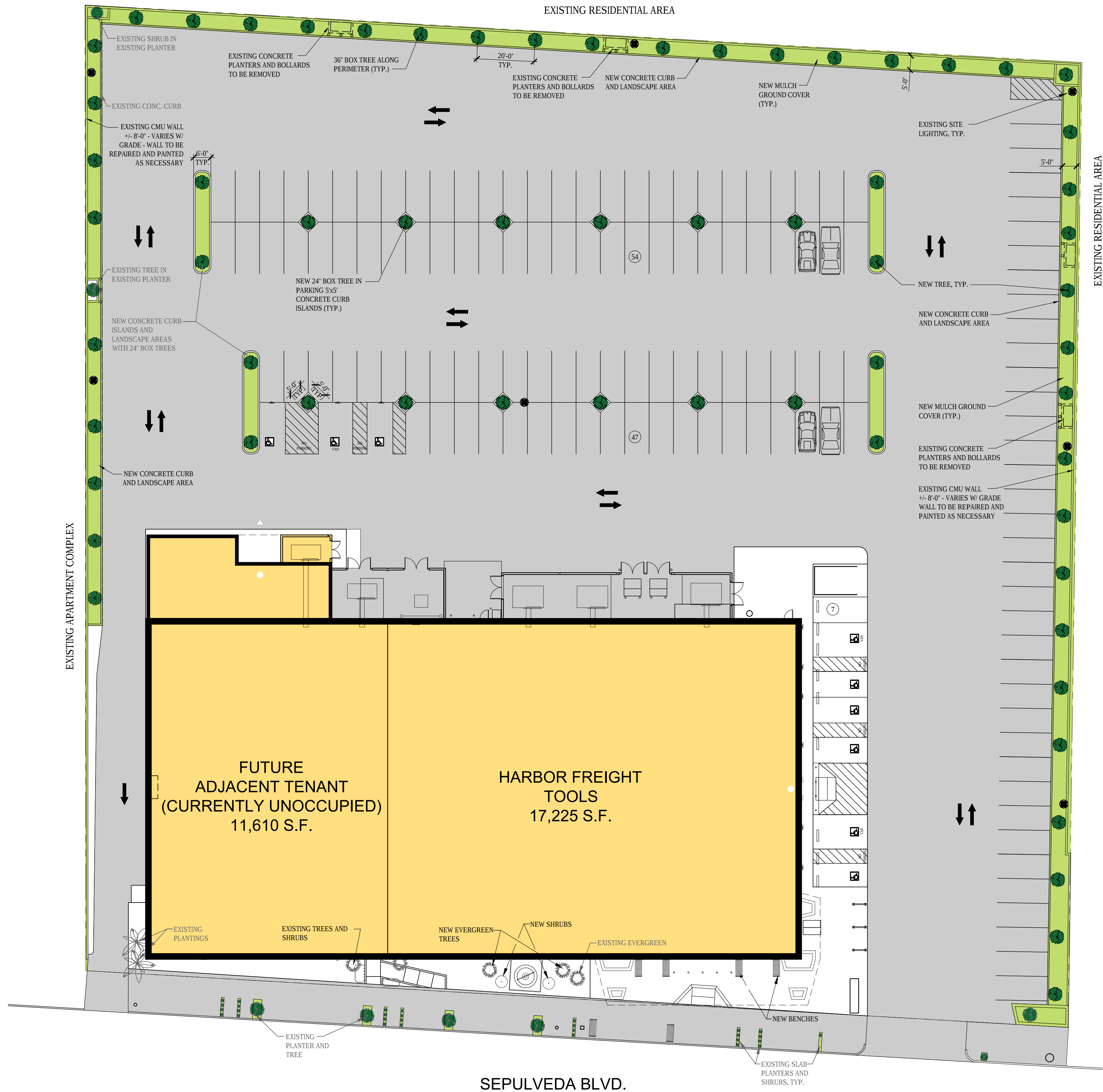
SCALE 1" = 40'-0"

SHEET NO.

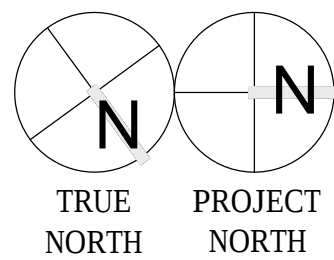
HARBOR FREIGHT TOOLS

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CULVER CITY, CA 90230

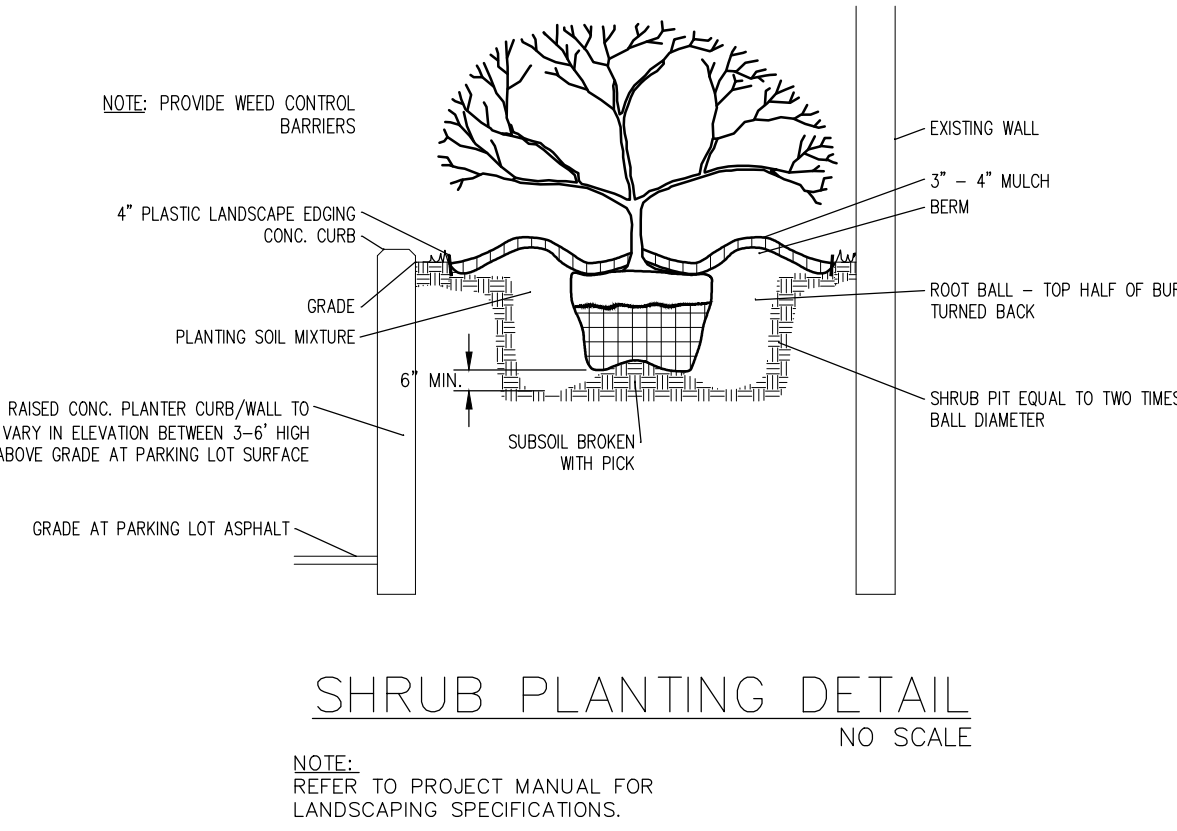
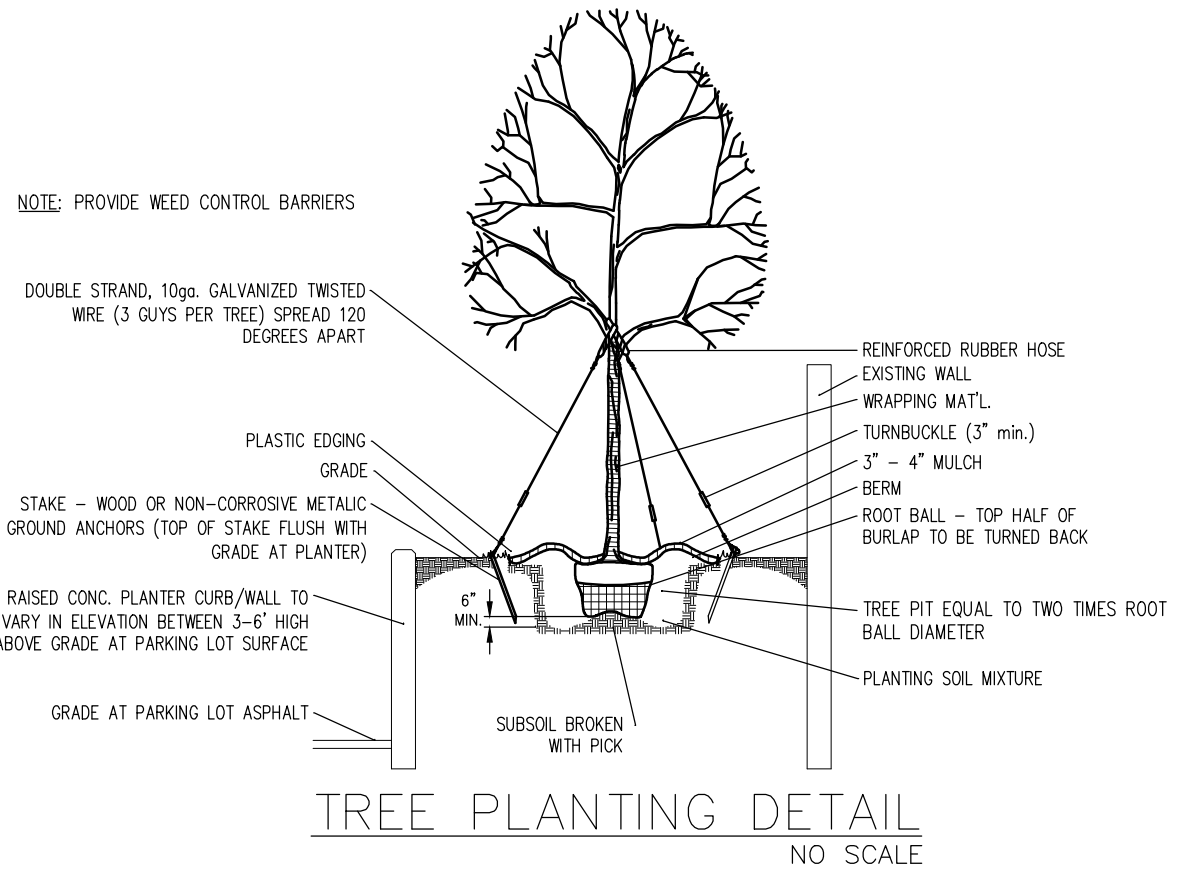
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SEPULVEDA BLVD.



PRELIM LANDSCAPE PLAN
SCALE 1" = 20'-0"



1 PLANTER DETAILS
SCALE: N.T.S.

LANDSCAPE AREA ANALYSIS	
EXISTING LANDSCAPE AREA:	1735 S.F.
PROVIDED LANDSCAPE AREA:	6780 S.F. (1620 S.F. EXISTING TO REMAIN)
REQUIRED LANDSCAPE PER CITY OF CULVER ZONING CODE TITLE 17 CHAPTER 17.310 - LANDSCAPING	

HARBOR FREIGHT TOOLS

4545 SEPULVEDA BLVD.
CULVER CITY, CA 90230



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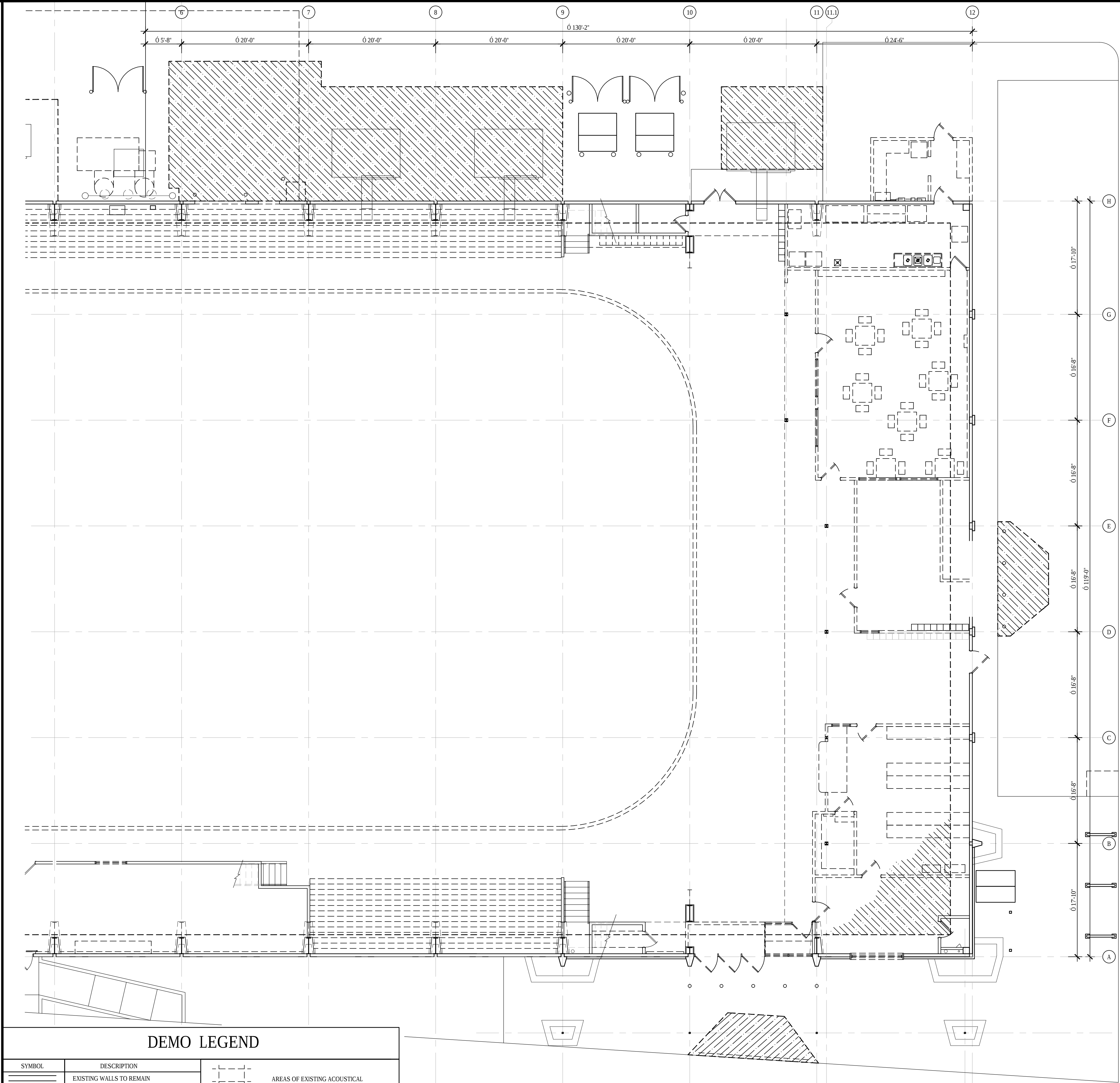
REVISIONS

#	DATE	TYPE
1	06/22/15	2ND PPR COMMENTS
2	08/03/15	REVIEW COMMITTEE MTG.
3		
4		
5		
6		
7		
8		
9		
10		

PRELIMINARY LANDSCAPE PLAN

DATE 10/02/14
JOB NO. 14292

LS1.0
SHEET NO.



DEMO LEGEND		
SYMBOL	DESCRIPTION	
	EXISTING WALLS TO REMAIN	AREAS OF EXISTING ACOUSTICAL CEILING GRID TO BE REMOVED
	EXISTING WALLS TO BE REMOVED	
	EXISTING SOFFITS TO BE REMOVED	
	AREA OF EXISTING CONCRETE OR PAVEMENT TO BE REMOVED	FLUORESCENT LIGHT FIXTURES TO BE REMOVED
THE INFORMATION NOTED ON THIS SHEET IS FOR GENERAL USE BASED ON WHETHER THE GENERAL CONTRACTOR AND/OR HIS/HER SUBCONTRACTORS ARE WORKING FOR THE LANDLORD OR HFT IN THE COMPLETION OF WORK WITHIN THE PREMISES.		

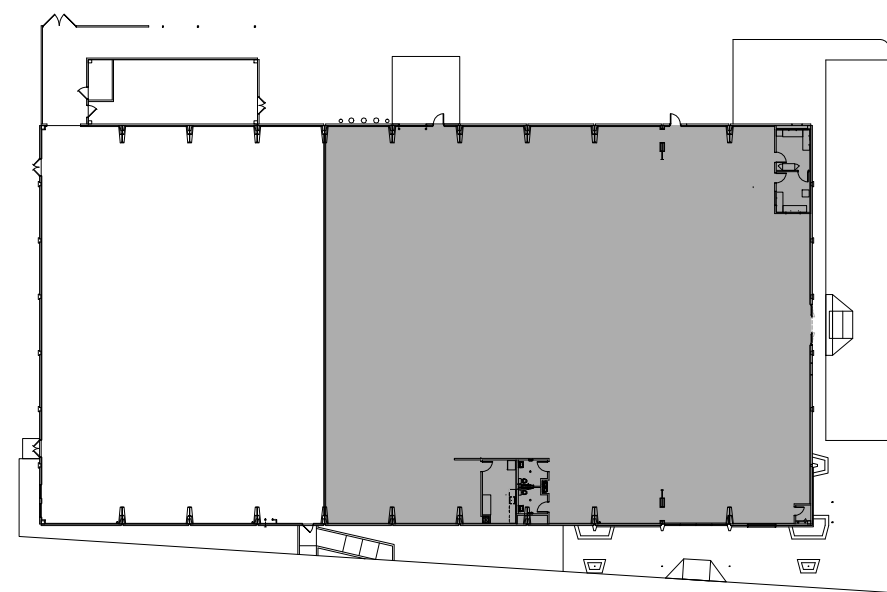
DEMOLITION PLAN
SCALE 1/8" = 1'-0"

GENERAL DEMOLITION NOTES

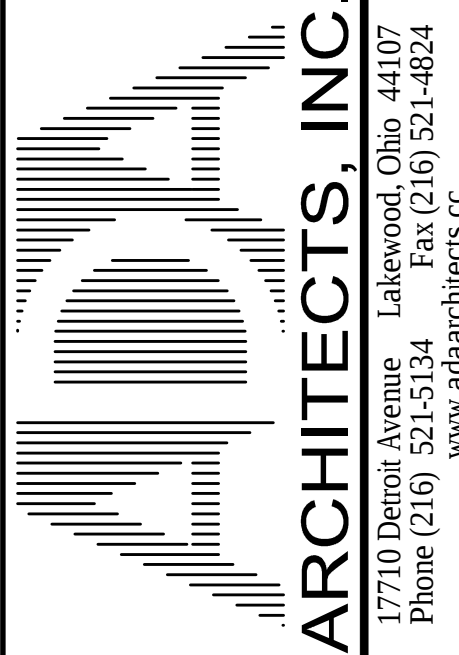
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6. ALL DEBRIS REMOVED FROM THE PROJECT SITE TO BE DUMPED IN ONLY APPROVED DUMPING SITE. ANY ASBESTOS REMOVAL OR DEBRIS DUMPING TO BE COMPLETED BY THIS CONTRACTOR, PER PROPER APPROVALS.
7. GENERAL CONTRACTOR TO CONTACT BUILDING LANDLORD REPRESENTATIVE AND ALL UTILITY COMPANY REPRESENTATIVES HAVING JURISDICTION OVER THIS PROJECT TO ASCERTAIN BUILDING AND UTILITY COMPANY LINES ABOVE, WITHIN, OR BELOW PREMISES TO AVOID ANY POSSIBILITIES OF CUTTING SUCH LINES, CAUSING EXPLOSIONS, ETC.
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12. ALL CUTTING OF SERVICES OR UTILITIES AFFECTING THE BUILDING COMPLEX OR ADJACENT TENANTS INCLUDING SPRINKLER OPERATION TO BE COMPLETED ON 'OFF HOURS'. COORDINATE ALL SHUT DOWNS WITH LANDLORD. A 48 HOUR NOTICE REQUIRED.
13. REFER TO ELECTRICAL DRAWINGS FOR ELECTRICAL DEMOLITION.
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18. ANY LANDLORD COMPONENT THAT IS EXISTING IN THE SPACE MUST REMAIN VISIBLE AND ACCESSIBLE TO THE LANDLORD. (DUCTWORK, CLEANOUTS, ETC.) LABEL CLEARLY IN TENANT SPACE; PROVIDE ACCESS PANELS.
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21. ALL EXISTING CONSTRUCTION NOT SCHEDULED FOR RE-USE OR NOTED TO BE ABANDONED IN PLACE MUST BE COMPLETELY DEMOLISHED AND PROPERLY DISPOSED OF OFF SITE. ALL UTILITIES MUST BE REMOVED TO THEIR POINT OF ORIGIN.

200 SERIES DEMOLITION KEY NOTES

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202. REMOVE PARTIAL STOREFRONT SYSTEM, EXISTING BREAK METAL HEADER, ALUMINUM FRAME, LINTEL AND/ OR SOFFIT STRUCTURE TO REMAIN, PROTECT DURING CONSTRUCTION. SEE EXTERIOR ELEVATIONS ON SHEET A3.0 AND SHEET A1.1 FOR ADDITIONAL INFORMATION.
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206. REMOVE OVERHEAD DOOR AND ASSOCIATED TRACK AND FRAME. SEE FLOOR PLAN ON SHEET A1.1 FOR ADDITIONAL INFORMATION.
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209. REMOVE ALL FLOOR FINISHES. (CARPET FLOORING PRIMARILY OCCURS AS WELL AS VCT), PATCH AND REPAIR ANY DAMAGED SECTION OF CONCRETE SLAB. PREPARE SLAB TO RECEIVE SCHEDULED FINISHES. (TYPICAL THROUGHOUT SPACE UNLESS NOTED OTHERWISE). REFER TO CONCRETE SPECIFICATIONS ON SHEET A0.3 FOR ADDITIONAL INFORMATION.
210. SAWCUT AND REMOVE PORTION OF EXISTING CONCRETE SLAB, (0 156 S.F.) FOR PLUMBING TRENCH. IN-FILL TRENCH WITH CONCRETE TO MATCH AND ALIGN WITH ADJACENT FLOOR SLAB (INCLUDING COLOR MATCH). DOWEL NEW CONCRETE INTO EXISTING SLAB. SEE SLAB IN-FILL DETAIL 7/ A4.2 FOR ADDITIONAL INFORMATION. TROWEL CONCRETE SMOOTH. REFER TO CONCRETE SPECIFICATIONS ON SHEET A0.3 FOR ADDITIONAL INFORMATION.
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213. REMOVE ABANDONED ELECTRICAL EQUIPMENT NOT TO BE RE-USED, INCLUDING BUT NOT LIMITED TO, JUNCTION BOXES, CONDUIT, WIRING, ETC. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL DEMOLITION NOTE (TYPICAL THROUGHOUT SPACE).
214. ALL REMAINING OUTLETS, DRAINS, HOLES, ETC. IN THE FLOOR SHALL BE COMPLETELY CUT OUT AND CONCRETE REPLACED. CONCRETE SLAB INFILL AREAS OVER 12'X12' TO BE DOWELED INTO EXISTING ADJACENT SLAB. REFER TO CONCRETE SPECIFICATIONS ON SHEET A0.3 FOR ADDITIONAL INFORMATION.
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216. SAWCUT AND REMOVE PARTIAL ASPHALT PAVEMENT FOR NEW CONCRETE ACCESSIBLE CURB RAMP. G.C. TO LOCATE AND PROTECT ALL UNDERGROUND UTILITIES PRIOR TO START OF DEMOLITION WORK. SEE SITE PLAN PLAN ON SHEET A5.0 FOR ADDITIONAL INFORMATION.
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223. REMOVE ALL EXISTING INTERIOR LIGHT FIXTURES COMPLETELY, INCLUDING MOUNTING HARDWARE, WIRING AND ABANDONED CONDUIT. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL DEMOLITION NOTES. (TYPICAL THROUGHOUT SPACE).
224. REMOVE HVAC DUCTWORK, DIFFUSERS, RETURN AIR GRILLES, ETC. SEE MECHANICAL DRAWINGS FOR DUCTWORK TO BE REMOVED OR PRESERVED.
225. REMOVE COLUMN ENCLOSURES COMPLETELY.
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229. REMOVE EXTERIOR WALL PACK LIGHTING WITHIN EXTENTS OF HFT LEASE AREA.



KEY PLAN
SCALE N.T.S.



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4545 SEPULVEDA BLVD.

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REVISIONS

#	DATE	TYPE
1	08/22/15	2ND PPR COMMENTS
2	08/23/15	REVIEW COMMITTEE MTG.
3		
4		
5		
6		
7		
8		
9		
10		

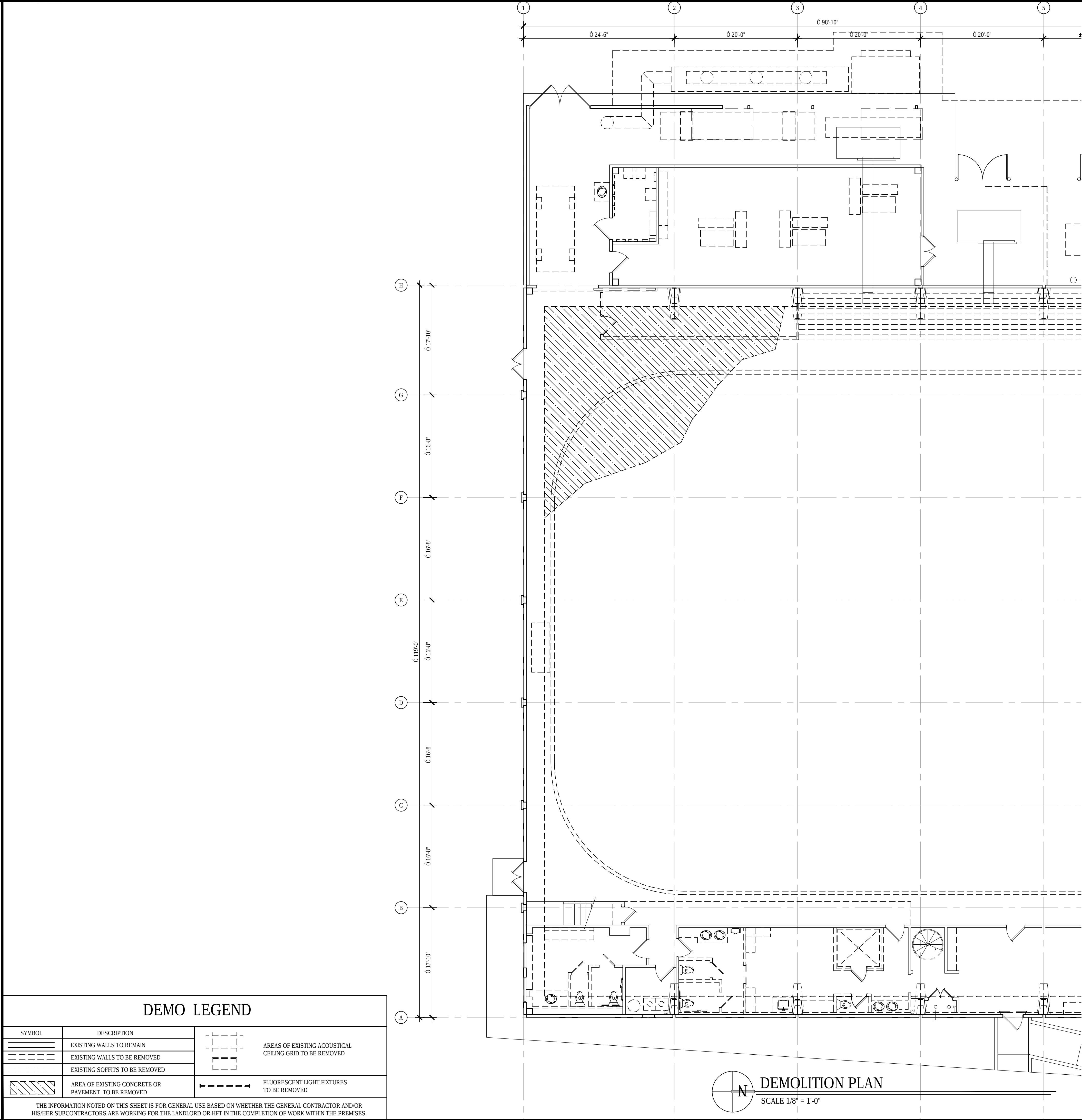
DEMOLITION PLAN

DATE 10/02/14

JOB NO. 14292

D1.0

SHEET NO.

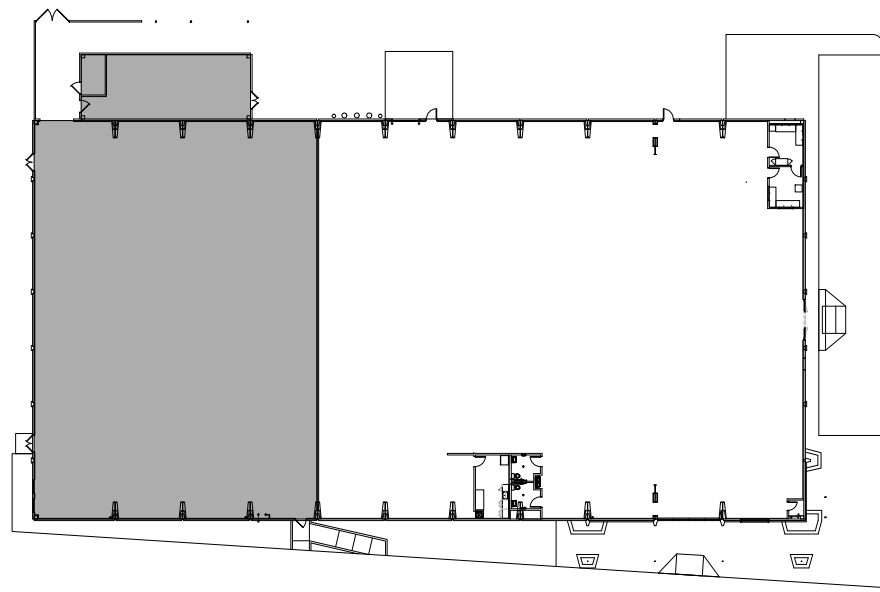


GENERAL DEMOLITION NOTES

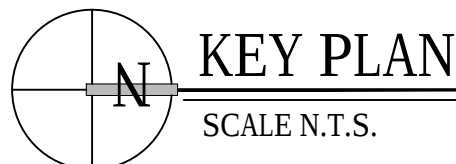
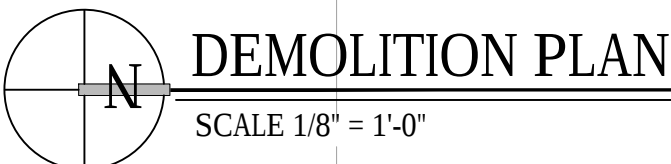
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- 227. REMOVE ELECTRICAL EQUIPMENT. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
- 228. REMOVE ELECTRICAL EQUIPMENT. SEE ELECTRICAL DRAWINGS REGARDING RE-ROUTING EXISTING ELECTRICAL SERVICE CONDUIT FROM THIS LOCATION.
- 229. REMOVE EXTERIOR WALL PACK LIGHTING WITHIN EXTENTS OF HFT LEASE AREA.



DEMO LEGEND		
SYMBOL	DESCRIPTION	
	EXISTING WALLS TO REMAIN	AREAS OF EXISTING ACOUSTICAL CEILING GRID TO BE REMOVED
	EXISTING WALLS TO BE REMOVED	
	EXISTING SOFFITS TO BE REMOVED	
	AREA OF EXISTING CONCRETE OR PAVEMENT TO BE REMOVED	FLUORESCENT LIGHT FIXTURES TO BE REMOVED
THE INFORMATION NOTED ON THIS SHEET IS FOR GENERAL USE BASED ON WHETHER THE GENERAL CONTRACTOR AND/OR HIS/HER SUBCONTRACTORS ARE WORKING FOR THE LANDLORD OR HFT IN THE COMPLETION OF WORK WITHIN THE PREMISES.		



HARBOR FREIGHT TOOLS

CULVER CITY, CA 90230

4545 SEPULVEDA BLVD.

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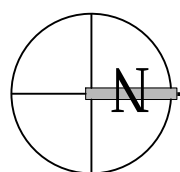
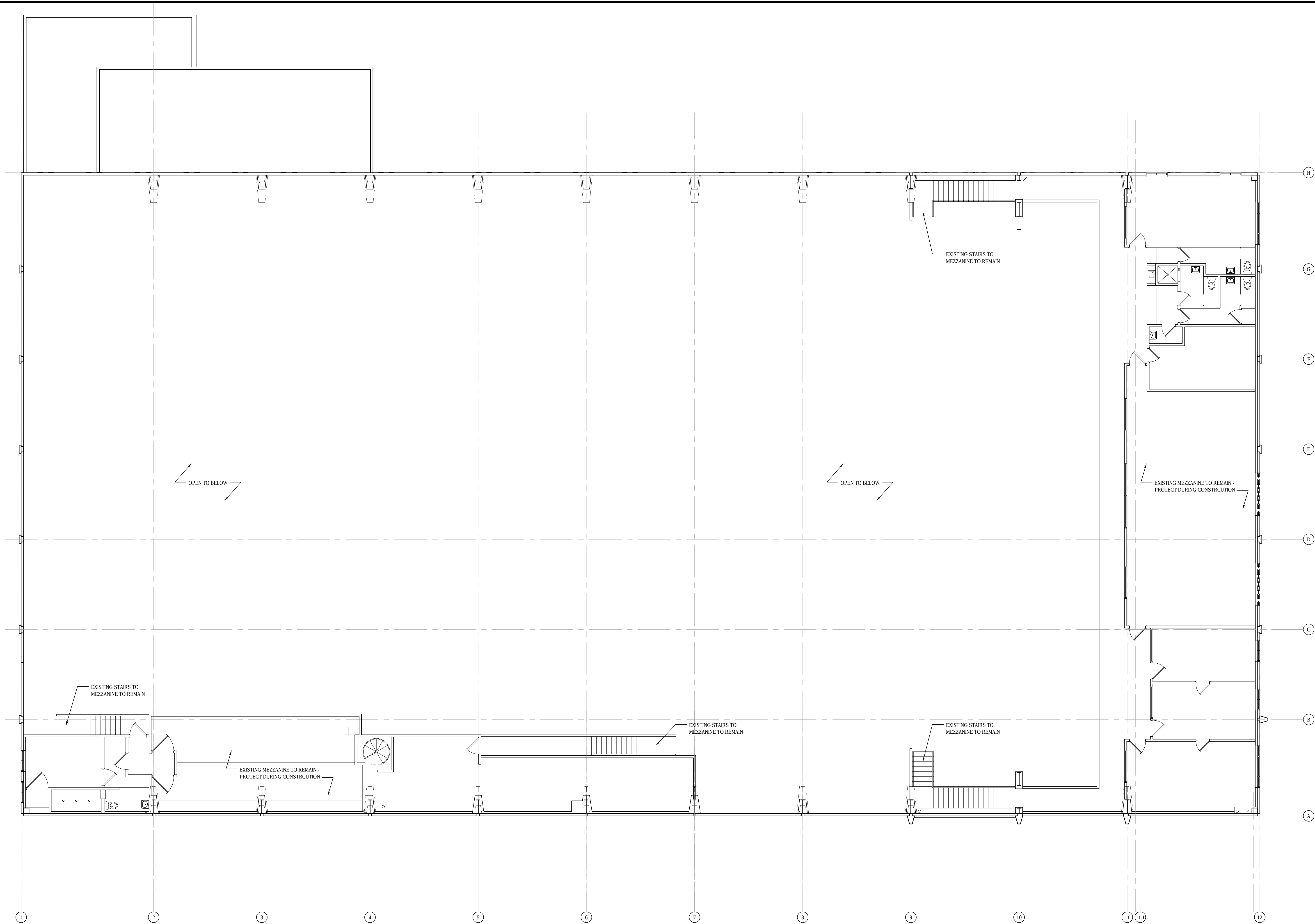
DEMOLITION PLAN

DATE 10/02/14

JOB NO. 14292

D1.1

SHEET NO.



MEZZANINE PRESERVATION PLAN
SCALE 1/8" = 1'-0"



ARCHITECTS, INC.
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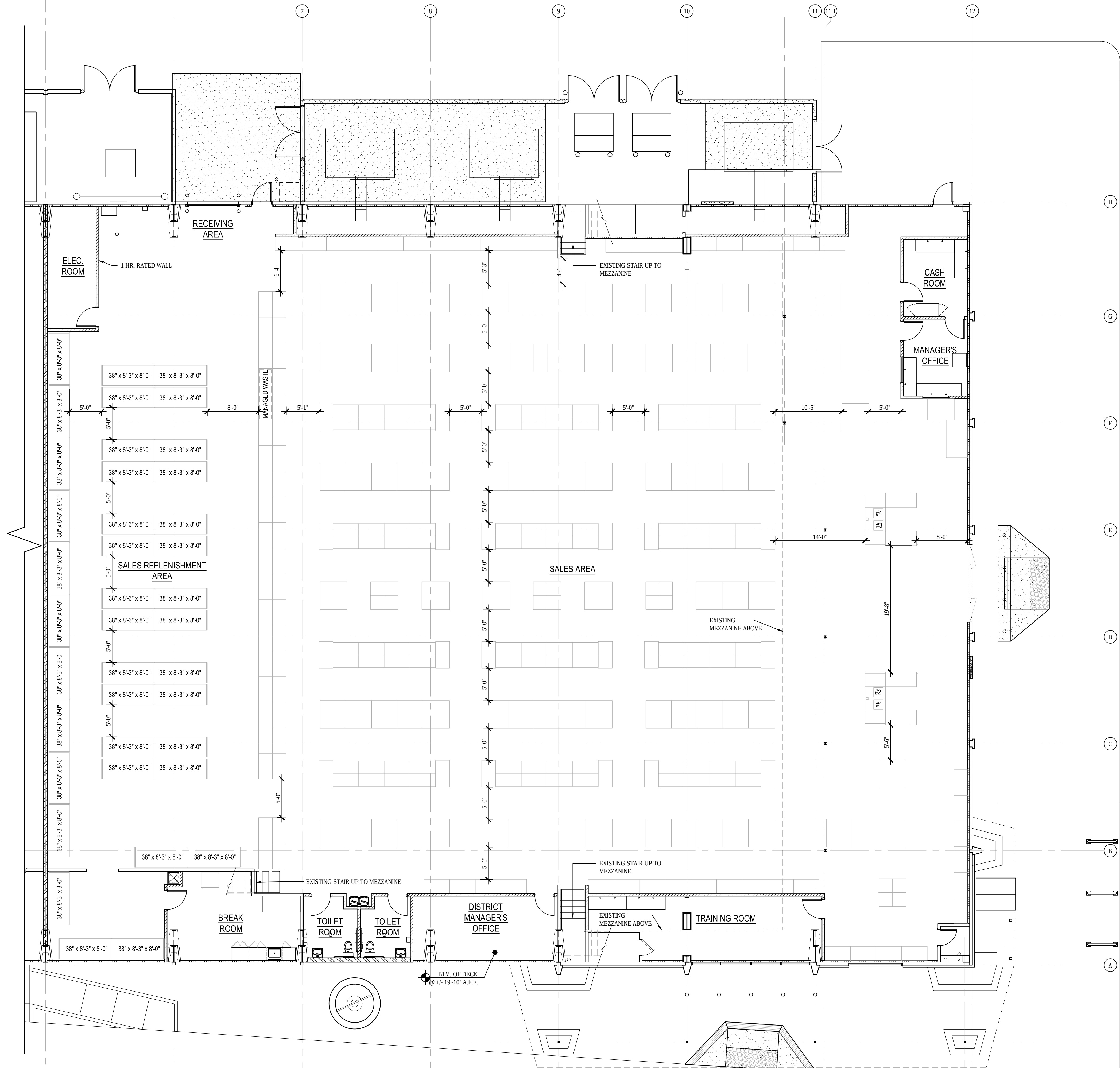
MEZZANINE PRESERVATION PLAN

DATE 10/02/14

JOB NO. 14292

D1.2

SHEET NO.



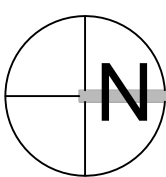
Ceiling Height: Open to Structure
AW = Advertising 4 Way
AF = Advertising Flat
G = Gondola (Consider all unlabeled fixtures to be gondolas)
S = Single Table
D = Double Table
F = Flat
LS = Low Single Table
HS = High Single Table
XP = Extended Peg Panel
PT = Power Tool Display
AT = Air Tool Display
AXE = Axe Rack Display
MPR = Motor/ Pump Rack
B = Box Stock on Display Flat

NOTE: THE SHOPPING CARTS AT THIS LOCATION ARE TO BE STAGED OUTSIDE

Culver City, CA #577 - Fixture Plan 04/01/15

Retail Square Footage = 12,515 S.F.
Retail Replenishment Square Footage = 3,981 S.F.
Office /Toilet /Break Rm Square Footage = 729 S.F.
Total Building area = 17,225 S.F.

- NOTE:
- THIS SITE WILL REQUIRE A NEW 8'-0" x 10'-0" OH DOOR.
 - THIS SITE WILL REQUIRE A NEW 20'-0" x 20'-0" CONCRETE RECEIVING PAD AT GRADE.



HARBOR FREIGHT TOOLS
FIXTURE PLAN

SCALE 1/8" = 1'-0"

HARBOR FREIGHT TOOLS

4545 SEPULVEDA BLVD.

CULVER CITY, CA



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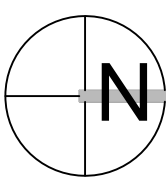
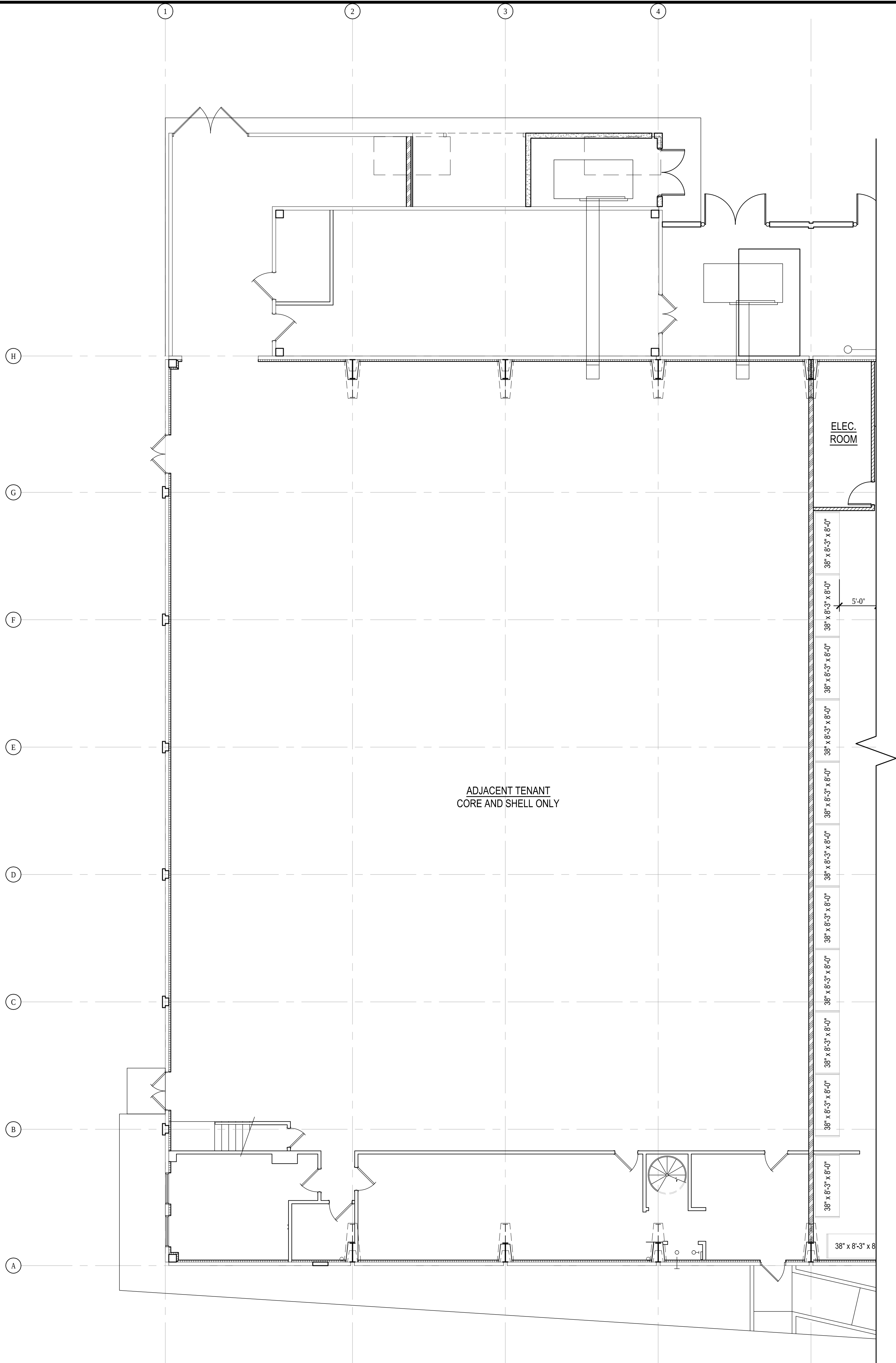
FIXTURE PLAN

DATE 06/19/15

JOB NO. 14292

V1.8

SHEET NO.



ADJACENT TENANT
FIXTURE PLAN

SCALE 1/8" = 1'-0"

HARBOR FREIGHT TOOLS

4545 SEPULVEDA BLVD.

CULVER CITY, CA



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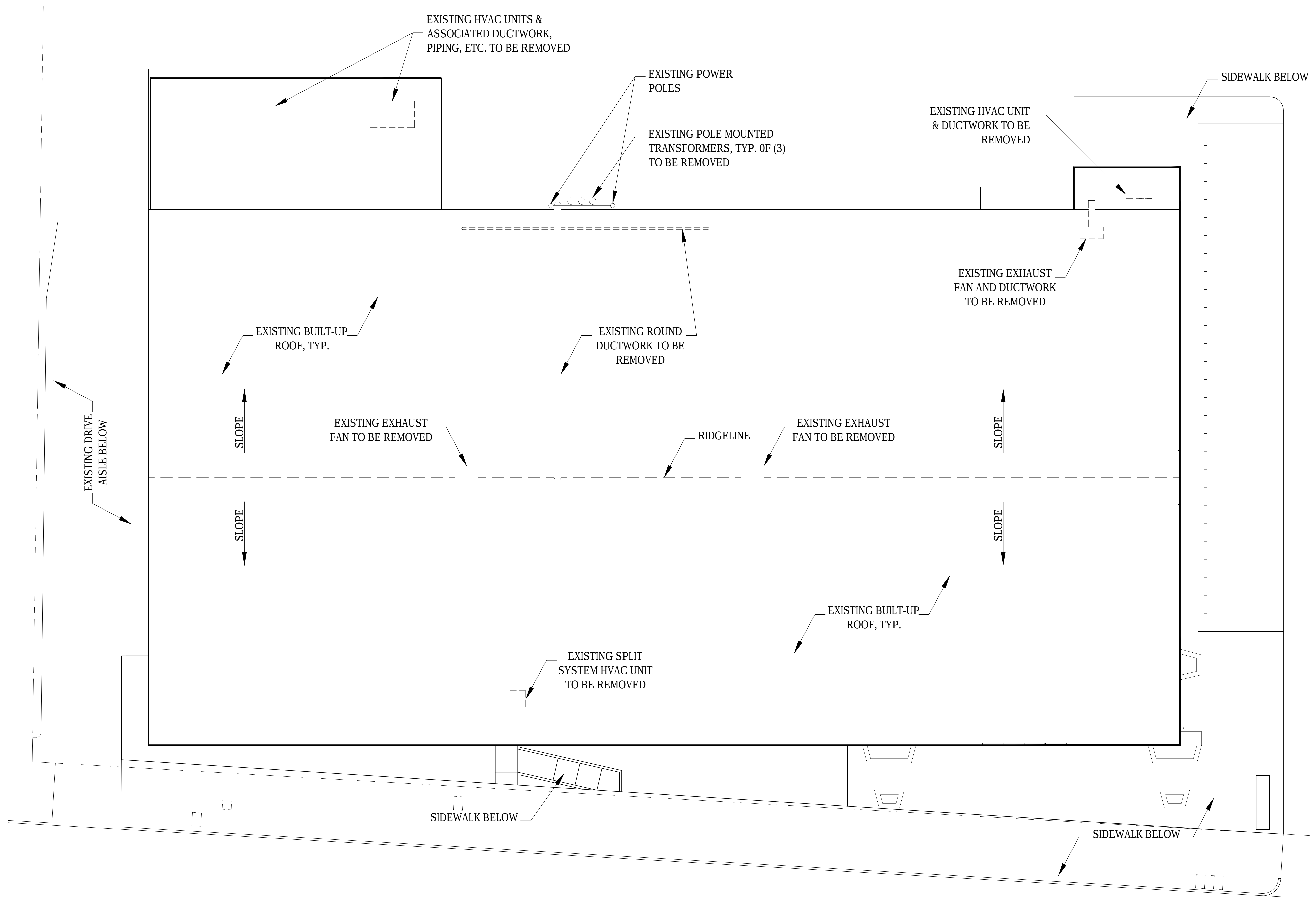
ADJACENT
TENANT PLAN

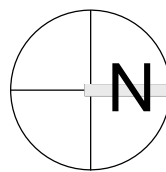
DATE 06/19/15

JOB NO. 14292

V2.8

SHEET NO.



 **ROOF PLAN**
SCALE 3/32" = 1'-0"

HARBOR FREIGHT TOOLS

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CULVER CITY, CA 90230

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EXISTING ROOF PLAN

DATE 10/02/14

JOB NO. 14292

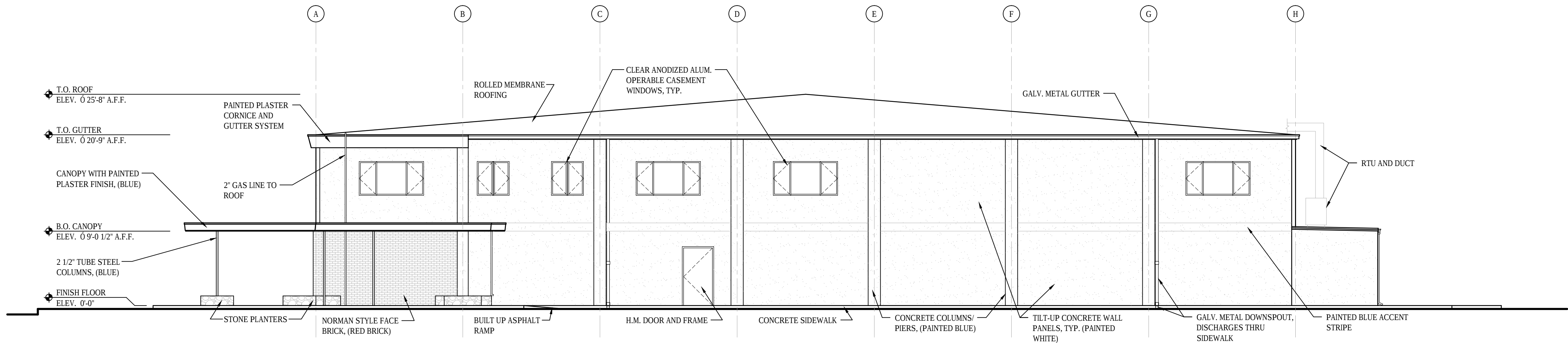
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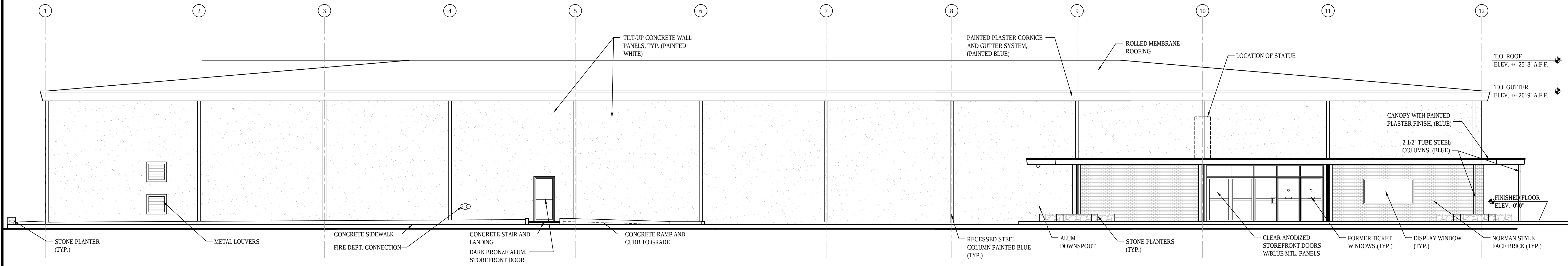


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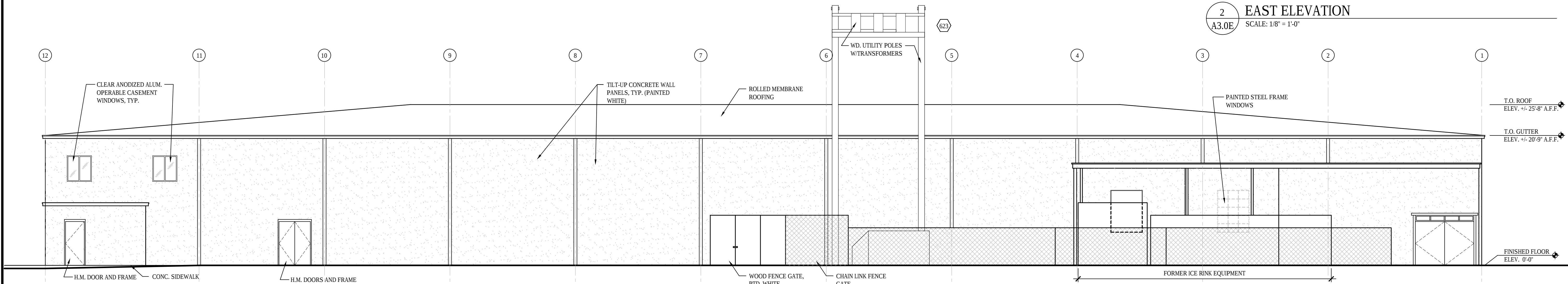
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1 NORTH ELEVATION
A3.0E SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
A3.0E SCALE: 1/8" = 1'-0"



3 WEST ELEVATION
A3.0E SCALE: 1/8" = 1'-0"



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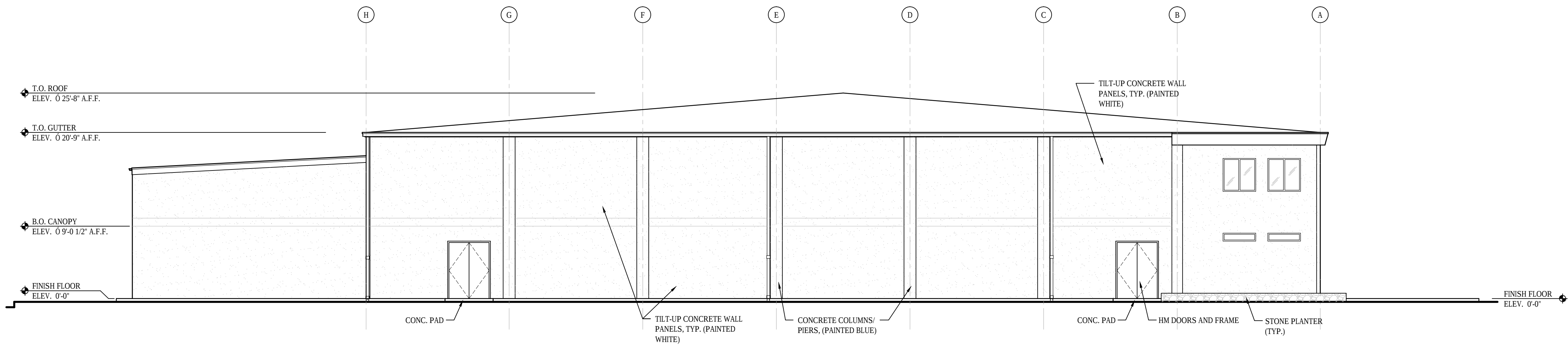
EXISTING EXTERIOR ELEVATIONS

DATE 10/02/14

JOB NO. 14292

A3.0E

SHEET NO.

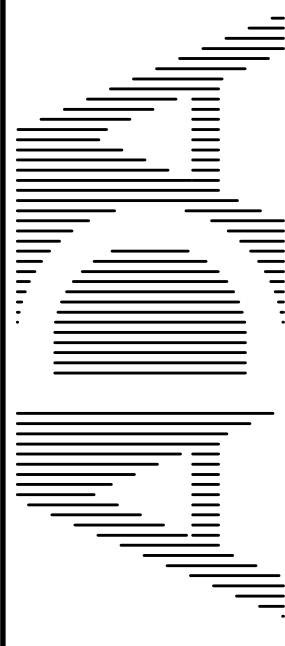


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A3.1E SCALE: 1/8" = 1'-0"

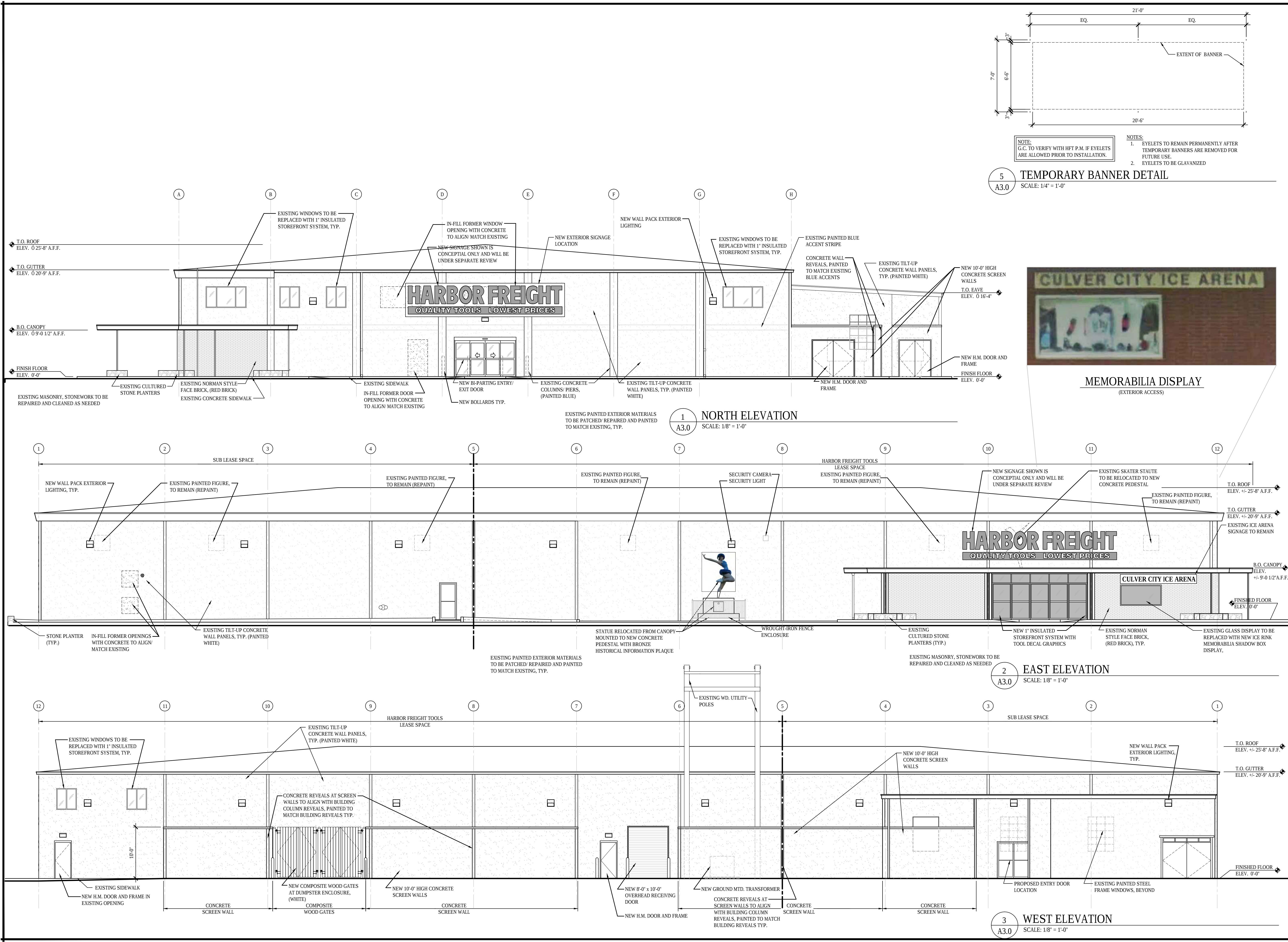
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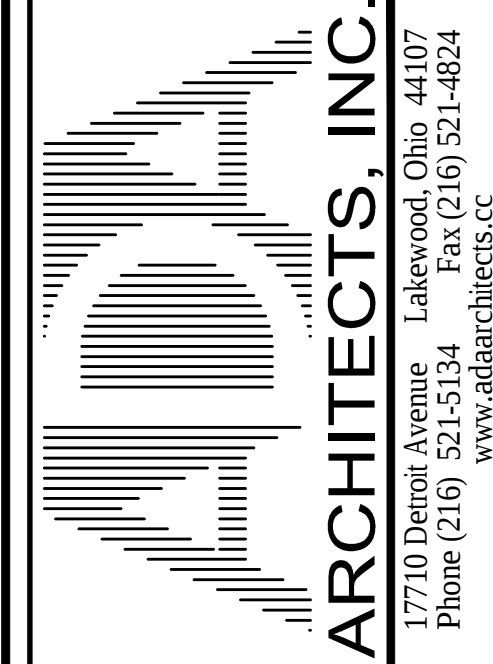
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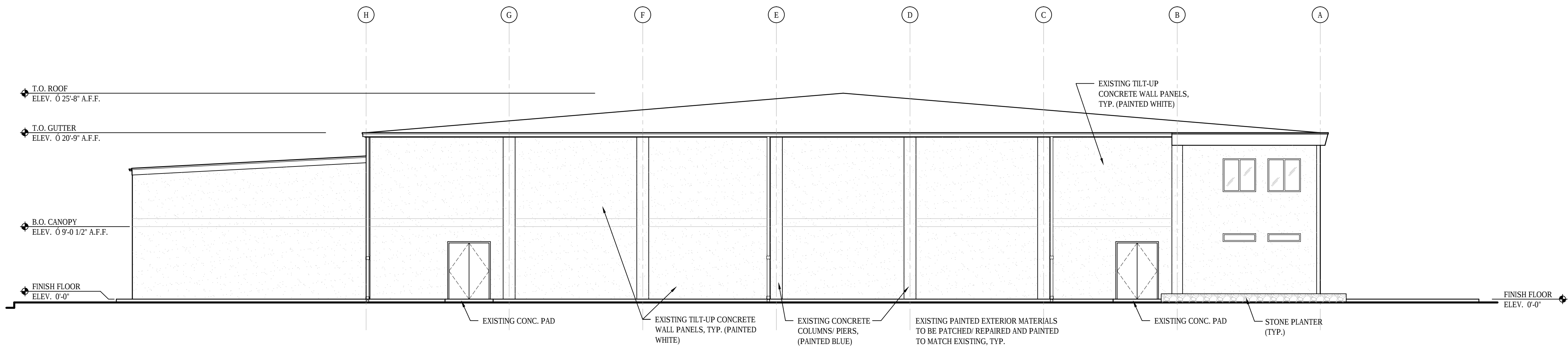
EXTERIOR ELEVATIONS

DATE 10/02/14

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

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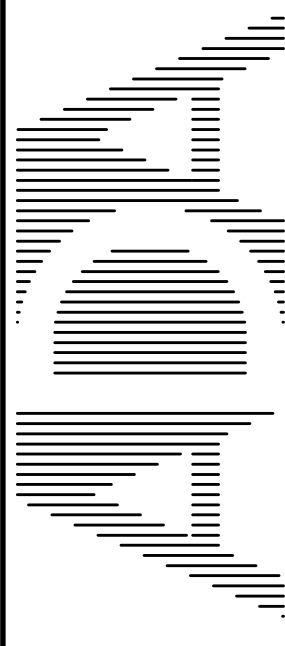
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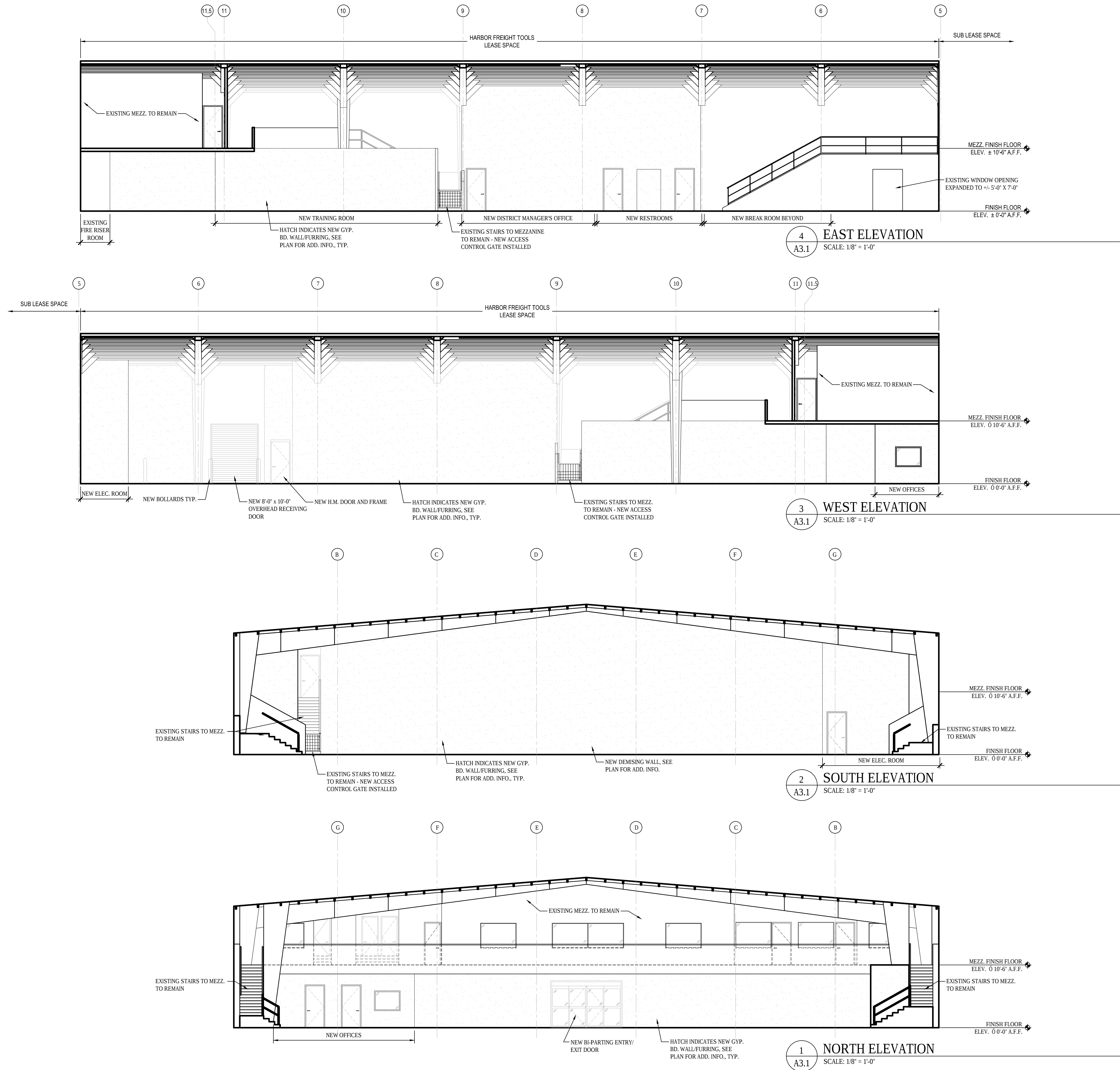
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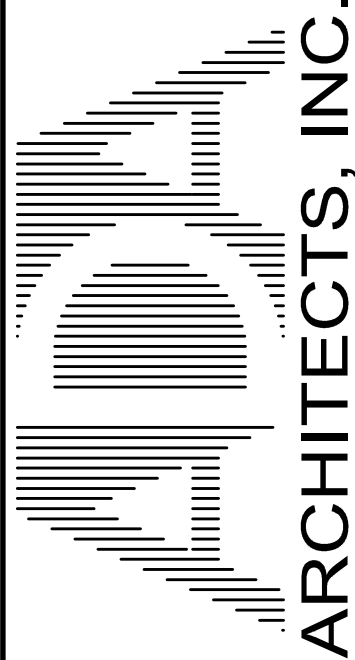
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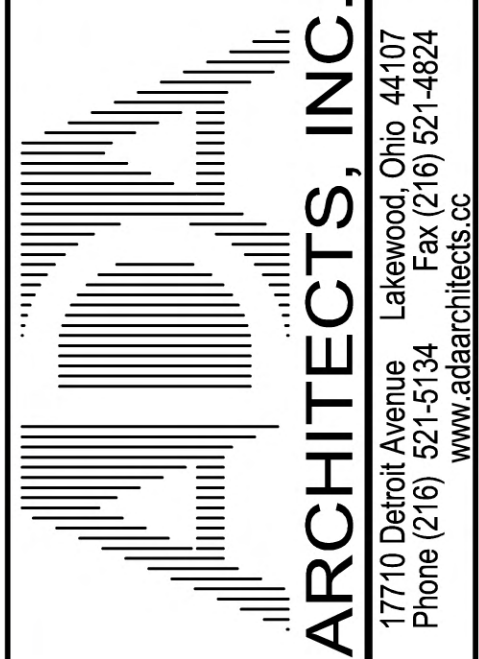
INTERIOR ELEVATIONS

DATE 10/02/14

JOB NO. 14292

A3.2

SHEET NO.



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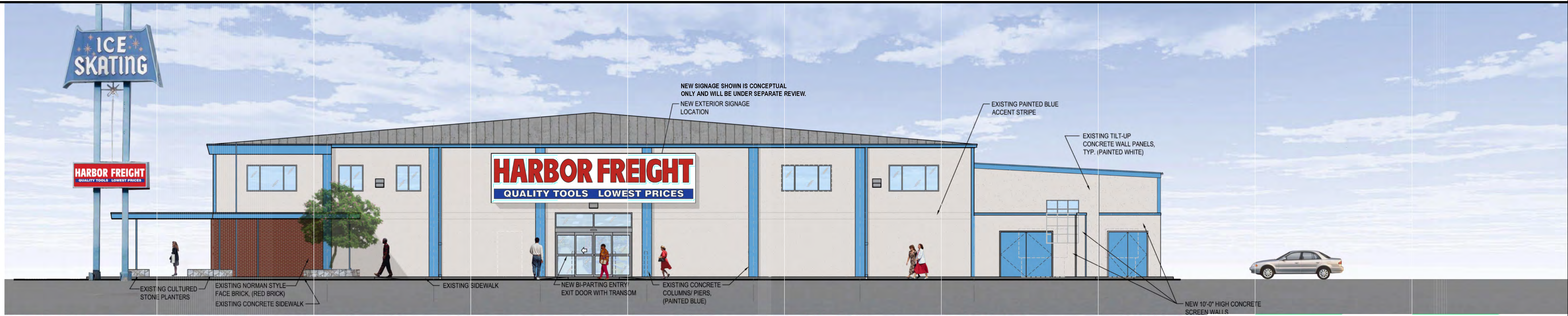
EXTERIOR RENDERINGS

DATE 10/02/14

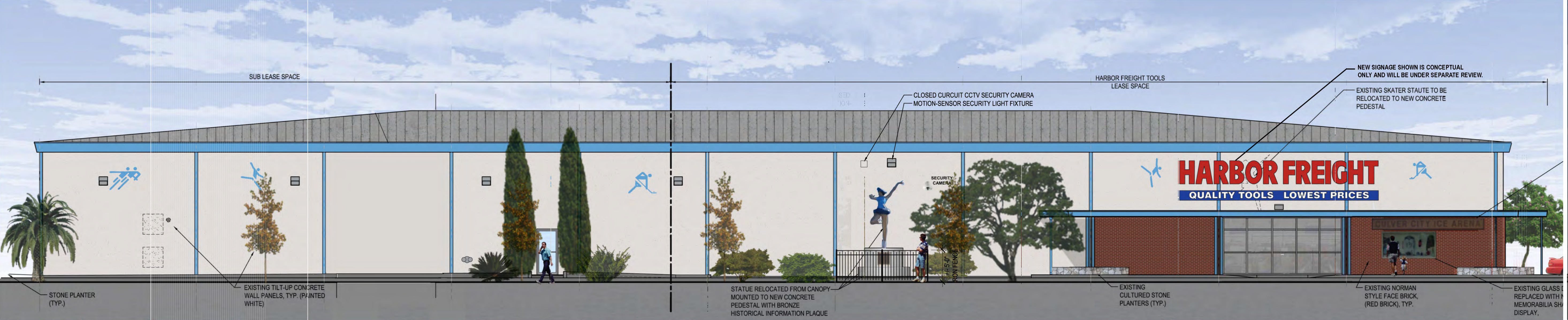
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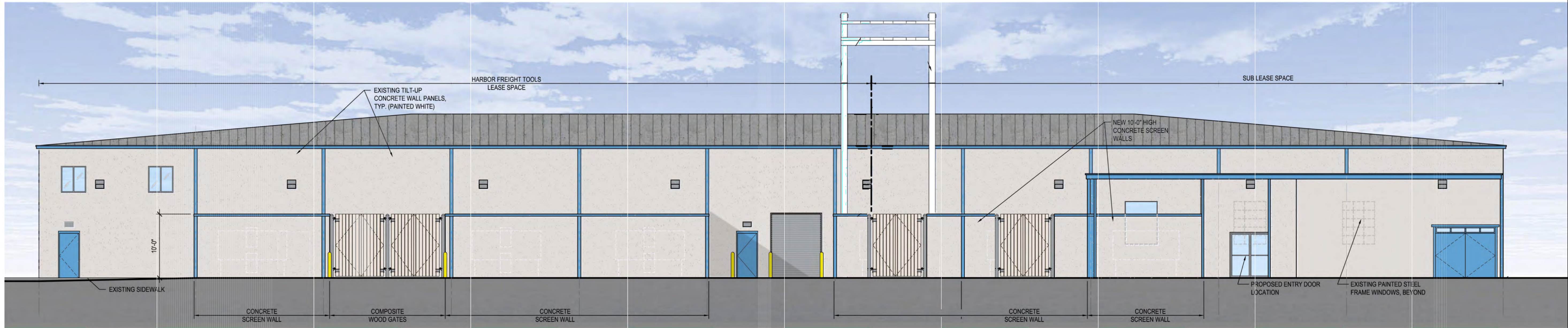
SHEET NO.



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
SCALE: 1/8" = 1'-0"



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

HARBOR FREIGHT TOOLS

CULVER CITY, CA 90230

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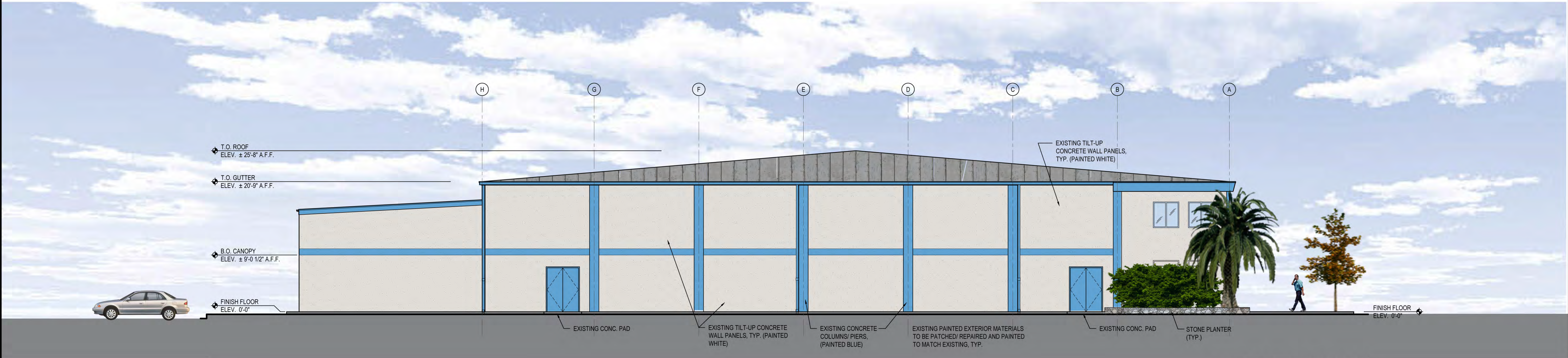
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EXTERIOR RENDERINGS

DATE 10/02/14

JOB NO. 14292

A4.1
SHEET NO.



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

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DATE 10/02/14

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ATTACHMENT NO. 8

PUBLIC COMMENTS

Gorham, Thomas

From: Becky Schreiber <SkiNut395@aol.com>
Sent: October 03, 2015 6:15 PM
To: Gorham, Thomas
Subject: Culver Ice Rink

Dear Mr. Gorham,

I first skated at Culver Ice Rink in 1967 and moved to this great city in 1978. Although I was never much of a skater, I've always loved having this wonderful recreational outlet right here. And I've known people whose kids and grandchildren skated there. I want the rink to return and want it to remain a historical landmark. We're too quick in L.A. to just tear down buildings. I don't know of anyone who wants Harbor Freight at that location and I hope you'll consider saving this lovely landmark.

Thank you for your consideration,
Becky Schreiber
5215 Raintree Circle
Culver City, CA 90230

Sent from my iPad

Gorham, Thomas

From: Naomi Charlotte Danielle Marquardt <kninelives@icloud.com>
Sent: October 03, 2015 6:39 PM
To: Gorham, Thomas
Subject: Culver City Ice Skating Rink

Hello!

Please do not rezone the rink and consider making it a landmark. It is a part of my childhood and many fond memories.

Regards, N Charlotte Marquardt

Sent from my iPhone

Gorham, Thomas

From: Michael Harwood <harwoodmd@hotmail.com>
Sent: October 03, 2015 11:04 PM
To: Gorham, Thomas
Subject: Culver City Ice Rink

Please do not remove the Historical Site designation from Culver City Ice Rink.

Michael Harwood
5105 Raintree Circle
Culver City

Gorham, Thomas

From: Kerri Glickman <kglickman@sbcglobal.net>
Sent: October 05, 2015 7:25 AM
To: Gorham, Thomas
Subject: Re zoning of Culver Ice Arena

Mr. Gorham,

I am a long time resident of Culver a City, my children attend school here, my husband has a business and we are very much a part of the community.

I cannot begin to express how disappointed I am in our city regarding the ice rink. I am completely opposed to the refining of this property to allow a out of town owner put in a tool store (there is one right down the street). The rink is an iconic part of the history of our city and we are fast losing our uniqueness.

Please reconsider keeping the zoning as an ice rink.

Thank you,

Kerri Glickman
3834 Perham Dr
Culver City, Ca 90232

Sent from my iPad

Gorham, Thomas

From: Jolyne <nxdangel@yahoo.com>
Sent: October 05, 2015 8:38 AM
To: Gorham, Thomas
Subject: please save the ice rink

The ice rink is part of our town, please classify it as historical.
Thank you.

Jolyne Chacon
resident and Culver City High Alumn

Gorham, Thomas

From: Yvonne Eguez <scorpiogal27.ye@gmail.com>
Sent: October 05, 2015 12:05 PM
To: Gorham, Thomas
Subject: Ice Skating Rink

Dear Sirs,

The Culver rink has been a special get away for kids and adults for many years. A safe place for friends to gather together and pass the time for a small fee. Taking away the rink has forced kids to not be able to learn skating, enjoy it, or have a supervised gathering forum for them to be. It is imperative that children have a safe place like this to be kids and form memories like I have. I and others have very fond memories going to the rink and spending time with friends and learning to ice skate, which then I turned around years later and shared my love for skating with my own children. Please reflect and remember that the children are the next generation and deserve to have a fun safe haven to co-exist in.

Thank you for your time.

Best,
Yvonne
(former kid)

Gorham, Thomas

From: Raquel <raquelsline@yahoo.com>
Sent: October 05, 2015 8:12 PM
To: Gorham, Thomas
Subject: Rezoning CC ice rink

Dear Mr. Gotham,

I've lived in CC all my life. Now at the age of 41 I realize that there are things that just need to stay part of your town or city somewhere you want to take your kids. A place that holds memories that is good for all the people that go. Whether once a year or everyday this is an option for kids to get off computers, phones, drugs, gangs, the sofa and do something with themselves. Broom ball fundraisers or late night skates are better then house parties and running the streets. Give the kids of our town something to do besides the movies where they just sit. Does no one remember how it is to be a kid. Imploring you to reconsider. Don't rezone keep the rink and let me take my daughter there. She would be a lovely little lady on the ice if you have her that chance. My son had a birthday there before it closed. I could do the same for her. Your our representative then represent our wishes.

Thanks for your time!
Raquel Gallegos
Lifelong CC lover

Gorham, Thomas

From: Adam Braun <adam@braunesquire.com>
Sent: October 07, 2015 11:21 AM
To: Gorham, Thomas
Subject: No Rezone of Culver City Ice Rink

Importance: High

The community allowed a variance from residential to allow for parking lots for the ice rink for a simple reason: an ice rink represented a community resource for families in Culver City and West Los Angeles and thus added to the quality of life of residential communities. Allowing a greedy landlord/property owner and a greedy tool company to use that community benefit variance which was specifically to allow an ice rink for families or the alternative of a rezone to instead use this land for strip mall like parking for a tool and hardware store which is a pure commercial use and does not benefit residential quality of life is simply outrageous. It makes the City of Culver City and the community look like a bunch of suckers. The landlord bought this land subject to those conditions and the only reason they could get a variance to park cars in a residential zone was because the property owner agreed to use it in a way that benefited the community.

Don't allow a rezone or variance. If the owner does not want to use it as an ice rink, he has two choices: (1) He should sell the land to someone who will use it as an ice rink for the community's benefit or (2) if he wants to keep the land, he should be required to use the land as originally zoned, that is the portion of the land zoned residential should be returned to residential use only.

It is a matter of basic fairness. Stand up for fairness and common sense, and don't let yourself get steam-rolled by greedy business owners who do not respect the community.

Thanks,

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