



Culver CITY

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

**PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, MARCH 14, 2012
7:00 P.M.**

PUBLIC COMMENT

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

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

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

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

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

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

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

CELL PHONES AND OTHER DISTRACTIONS

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

City Council/Agency/Commission meetings can be viewed live on Channel 35 by Time Warner subscribers. Meetings are also broadcast on the City's Radio Station AM 1690. To view the Planning Commission meetings on line please visit <http://www.culvercity.org/webcast>

ALD

Assisted Listening Devices are available through the Secretary.



Agendas are available on the web at:
www.culvercity.org

AGENDA
Planning Commission
Wednesday, March 14, 2012
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

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

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

PUBLIC HEARINGS

PH-1

Administrative Site Plan Review

ASPR P-2011127 to allow the development of a one story retail building with 2,500 square feet of floor area and 12 on-site parking spaces located at 4436 Sepulveda Boulevard. Recommended Action: **Approve.**

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

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

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

Upcoming Public Meeting Schedule –Tentative – 2012

Date	Day	Time	Location
<i>City Council</i>			
March 26	Monday	7:00PM	Council Chambers
<i>Civil Service Commission</i>			
April 4	Wednesday	7:00PM	Council Chambers
<i>Cultural Affairs Commission</i>			
April 10	Tuesday	7:00PM	Council Chambers
<i>Parks & Recreation Commission</i>			
April 3	Wednesday	7:00PM	Patacchia Room
<i>Planning Commission</i>			
March 28	Wednesday	7:00PM	Council Chambers

Meetings may be added or changed.

City of Culver City, California
Planning Commission Agenda Item Report

Meeting Date: March 14, 2012		Item Number: PH-1	
AGENDA ITEM: Administrative Site Plan Review to allow the development of a one story retail building with 2,500 square feet of floor area and 12 on-site parking spaces located at 4436 Sepulveda Boulevard			
Contact Person/Dept.: Joshua Williams, Associate Planner		Phone Number: (310) 253-5706	
Public Hearing: ☒		Action Item: ☐ Attachments: ☒	
Public Notification: On January 18, 2012, a notice was mailed to all the property owners and occupants within a 1000-foot radius of the site and emailed to the Master Notification List. On February 2, 2012 a revised notice announcing the continuation of the item to March 14, 2012 was mailed to all the property owners and occupants within a 1000-foot radius of the site and emailed to the Master Notification List.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Community Development Director	
<u>RECOMMENDATION:</u> That the Planning Commission: 1. Approve Administrative Site Plan Review, ASPR P-2011127 subject to the Conditions of Approval as stated in Resolution No. 2012-P003 (Attachment No. 5). <u>PROCEDURES:</u> 1. Chair calls on staff for a staff report and Commission poses questions to staff as desired. 2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public. 3. Chair seeks a motion to close the public hearing after all testimony has been presented. 4. Commission discusses the matter and arrives at its decision. <u>BACKGROUND:</u> <u>General Information</u> See Attachment No. 1, Project Summary			

City of Culver City, California
Planning Commission Agenda Item Report

Existing Conditions

The project site, comprised of four lots totaling approximately 12,600 square feet in area, is located on four contiguous parcels on the southeast corner of Sepulveda Boulevard and Braddock Drive (see Area Map - Attachment No. 2); the site is in the Commercial General (CG) zone. The project site is surrounded by commercial retail and restaurant uses to the north and west; and a commercial office use to the south in the CG zone. Single family residential uses are located to the east in the Single-Family Residential (R1) zone. Abutting the property to the east, separating it from the adjacent residential uses, is a 20-foot wide alley, which terminates at the parking area of the southerly abutting commercial office use.

The subject property is occupied by a vacant gas station that has remained unused since December 1998. The gas station is comprised of one small structure and two stand-alone canopy structures. A “no further action” letter was issued by the California Regional Water Quality Control Board in October 2009, indicating the conclusion of investigation and corrective actions on the site related to the underground storage tanks formerly located on the site.

Project Description

The project consists of construction of a new 2,500 square foot one story retail commercial building intended to be occupied by a 7-Eleven convenience store. A total of 12 on-site parking spaces will be provided, one more than the Zoning Code-required 11 on-site parking spaces. The parking area will be located along the southerly side of the store, with access provided via two two-way driveways – one off of Sepulveda Boulevard and one off of Braddock Drive. Bicycle parking will be provided adjacent to the building’s entrance, close to Sepulveda Boulevard.

Based on staff and community comments, the project has changed significantly since the original submittal in 2010. Staff has recommended relocating the parking area from the front to the side of the building, orienting the building to Sepulveda Boulevard and rotating the building to create additional frontage to accommodate a secondary retail use along Sepulveda Boulevard as a means to activate the pedestrian environment. The kinds of recommended uses for the secondary retail area include a flower vendor, coffee vendor cart or newsstand integrated with the primary use. The secondary retail use area is a paved area of approximately 10 feet in depth and 35 feet wide and will be required to incorporate water supply, electrical stub and lighting from the 7-11 canopy above to allow for these uses.

City of Culver City, California
Planning Commission Agenda Item Report

The site has been landscaped along all frontages with tall columnar trees that complement the street tree planting on Sepulveda Boulevard. A planting berm has been included along Braddock Avenue frontage and a large planter has been included along the alley to provide a visual screen from residential neighbors to the east.

Other changes include varied building materials and colors, the location of an on-street loading zone on Sepulveda Boulevard, and extensive use of landscaping around the property. The Applicant has included all changes to the site plan as requested by staff. The Applicant has withdrawn its request for an Administrative Use Permit for the sale of alcoholic beverages.

The City Attorney's Office has determined that there is a rational basis to impose a project condition of approval requiring the inclusion of a secondary pedestrian serving retail use in addition to the 7-Eleven convenience store, based upon the City's expressed intent to create a pedestrian oriented commercial corridor as outlined in the Commercial Zero Setback Overlay Zone which is intended to preserve and reinforce a traditional city streetscape and create a more pedestrian oriented environment and through the significant capital improvements on Sepulveda Boulevard through the Area Improvement Plan, which is discussed in further detail later in this report.

The secondary retail use is intended to provide a complimentary retail service to 7-Eleven, providing goods not otherwise emphasized by the 7-Eleven store. As an example of a similar comingling of uses, the 7-Eleven store located at 630 Wilshire Boulevard in Santa Monica provides space outside the store for an open air flower stand. The flower stand is open between 8 AM and 8 PM daily and is operated separately from the 7-Eleven store. The outside space occupied by the flower stand is provided through an agreement with the store owner.

Entitlement Request and Applicable Zoning Code Sections

The proposed entitlement request is an Administrative Site Plan Review to allow the development of a one story retail commercial building comprised of 2,500 square feet of floor area and providing 12 on-site parking spaces. The intended use of the proposed building is a 7-Eleven convenience store.

Zoning Code Section 17.540.010.A.2 requires a Site Plan Review for new non-residential buildings of 5,000 gross square feet or more. The proposed 2,500 square foot commercial building does not meet the threshold to require a site plan review and would otherwise be permitted without any discretionary approval. However, pursuant to Zoning Code Section 17.540.010.A.3 a change of use or

City of Culver City, California
Planning Commission Agenda Item Report

intensification of a use that is not similar to the previous use requires a Site Plan Review. The previous use was a gas station and therefore the proposed commercial building is subject to a Site Plan Review. As the building does not exceed 15,000 square feet, pursuant to Zoning Code Section 17.540.015.C, it qualifies for an Administrative Site Plan Review subject to approval by the Director. Under the provisions of Zoning Code Section 17.630.010.D an Administrative Site Plan Review requires mailed notice to adjacent property owners and occupants 15 days prior to the anticipated date of the decision by the Director. Generally there would not be a public hearing on the Project other than community meetings.

There have been three community meetings¹ on the proposed project. Due to the high level of public interest and in order to provide an opportunity for local residents to provide comments on the project in a public hearing setting, the matter was referred to the Planning Commission for review and decision pursuant to Zoning Code Section 17.540.015.D, "Referral to the Planning Commission". Further, due to the high level of interest in the proposed Project by local residents pursuant to Zoning Code Section 17.630.010.E, the public notice for the Project was extended beyond the required adjacent property owners and occupants to property owners and occupants within a 1000 foot radius of the Project site.

Required Findings

The following provides the required findings to approve the subject application. Staff believes such findings can be made as outlined in the attached Resolution No. 2012-P003 (Attachment No. 5)

Zoning Code Chapter 17.540 – "Site Plan Review" outlines procedures and standards for the comprehensive review of proposed development projects including the required findings that must be made in order to approve the Site Plan Review as listed below:

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

B. The architectural design of the structure(s) and their 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

City of Culver City, California
Planning Commission Agenda Item Report

Chapter, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.

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.

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.

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.

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

As mentioned above, the intended use of the proposed commercial building is a 7-Eleven convenience store. A convenience store is listed as a permitted or “by-right” use in the subject Commercial General (CG) zone as outlined in Table 2-5 – Allowable Uses and Permit Requirements for Commercial Zoning Districts.

Based on the above outlined Zoning Code provisions, review of the Project is limited to the Site Plan Review findings including: the proposed site plan layout the architectural design; the landscaping; the general compatibility of the Project with surrounding uses and development; and the best interest of the public health, safety and general welfare.

Staff has received numerous comments from the public by phone and email (refer to Attachment No. 4). Comments in opposition to the project cite issues previously stated during the three community meetings, including concerns regarding traffic, an overconcentration of 7-Eleven stores in the community, negative impacts on property values, transients, traffic, and hours of operation. Comments in favor of the project cite the redevelopment of an abandoned gas station and the removal of a blighted property at that intersection.

City of Culver City, California
Planning Commission Agenda Item Report

To the extent feasible, Staff has sought to address issues related to the site design and compatibility of the project with adjacent properties. The Applicant has worked closely with staff to modify the building's architecture and the site plan. In addition, the Applicant has volunteered changes to the site plan and conditions of approval to address some of the neighbor's concerns, including the relocation of late night/early morning loading to an on-street location on Sepulveda Boulevard, trash pick-up by 7-Eleven staff at multiple times during the day on and around the property location, and the placement of dense landscaping around the perimeter of the property.

ANALYSIS:

Site Plan and Architectural Design

The project has been designed to conform to all applicable provisions of the Commercial Zero Setback Overlay, Commercial General (CG) Zone, and all other applicable City development standards. The Applicant has worked with staff to develop a design that enhances the visual appeal of the store while also improving compatibility with surrounding commercial and residential uses.

Preliminary development plans for the project presented to staff in 2010 showed a standard convenience store site plan, with parking in front of the building directly off of Sepulveda Boulevard and a typical, but unremarkable, 7-Eleven convenience store design. Staff worked with the Applicant to modify the site plan to bring the building to the front of the property, consistent with other commercial structures on Sepulveda Boulevard. Staff and the Applicant worked through multiple iterations of the site and building design based on comments from the community and internal review by Community Development, Public Works and Transportation staff.

The proposed site layout has oriented the building toward the corner of Sepulveda Boulevard and Braddock Drive. The building's entry is located along the southwest corner of the building, providing access from the parking lot and for pedestrians via Sepulveda Boulevard. The building façade is well articulated by incorporating structural canopies and varying materials. The project's mechanical equipment and refuse containers have been designed to be concealed from the street, public places and neighboring properties. The 20-foot high, one-story tall building is well below the 56-foot height limit permitted by the Zoning Code.

City of Culver City, California
Planning Commission Agenda Item Report

Parking

A total of 12 parking spaces are provided on site to serve the commercial retail use, in excess of the 11 parking spaces required pursuant to the Zoning Code. One van accessible handicap parking space is included. Bicycle parking is also provided on-site near the entrance to the building.

Traffic and Circulation

Access to the parking lot will be provided through two two-way (entry and exit) driveways, one on Sepulveda Boulevard and one on Braddock Drive. An early iteration of the site plan provided only one access driveway off of Sepulveda Boulevard. This was later revised to include a one-way exit-only driveway on Braddock Drive. Following further review by the City's Traffic Engineers it was determined that a second two-way driveway would provide the safest method to access the site for vehicles traveling south on Sepulveda Boulevard. The traffic engineers have further proposed a condition of approval to only allow right turns into and out of the Sepulveda Boulevard driveway in order to avoid potential conflicts of vehicles having to cross multiple lanes of traffic in close proximity to the intersection of Sepulveda Boulevard and Braddock Drive.

A traffic impact analysis prepared for the proposed project, dated February 1, 2012, by RK Engineering Group, was reviewed and accepted by the City's Traffic Engineer (Attachment No. 3). The traffic analysis estimated that the project will generate 1,384 net new daily vehicle trips, including 126 net vehicles per hour during the AM peak hour, and 98 total vehicles per hour during the PM peak hour. The traffic analysis evaluated the existing (year 2011) and forecast future (year 2013) conditions at four intersections (Sepulveda Boulevard and Culver Boulevard, Sepulveda Boulevard and Braddock Drive, Sepulveda Boulevard and the project access driveway 1, and Braddock Drive and the project access driveway 2) in the immediate vicinity during the most congested periods of the day, the AM and PM peak hours. The traffic study also evaluated the project's impact on Braddock Drive, east and west of Sepulveda Boulevard.

The traffic study identified the future levels of service at the four intersections for both "with" and "without" the new development. According to the traffic study the four intersections will not exceed the intersection thresholds and therefore will not result in a significant impact. The traffic study also determined that the project will not have a significant impact on any portion of Braddock Drive.

The 8-foot high wall along the rear of the property will extend to within five feet of the Braddock Drive property line. Vehicles entering and exiting the driveway at

City of Culver City, California
Planning Commission Agenda Item Report

this location are provided with adequate visibility of vehicles and pedestrians exiting the abutting driveway serving the Pacific Alarms building and the residential use at 11172 Braddock Drive. In addition, in order to prevent vehicle maneuvers between the two driveways, a 6 inch curb will be extended to the property line and the two abutting driveways will be separated to provide further protection to pedestrians and vehicles. Site distance and driver visibility of oncoming vehicles at the site exits are also acceptable. Any landscaping at driveway locations will not exceed “eye height” of exiting drivers, and site lines will not be affected.

Addressing the concerns of the neighbors regarding late night and early morning deliveries, the Applicant has worked with Public Works/Engineering to identify an on-street loading area on Sepulveda Boulevard that can be restricted for loading only during certain hours. The designated on-street loading zone is proposed to be on-street in front of the Pacific Alarms building (4444 Sepulveda Boulevard), located to the south of the subject property, and will restrict on-street parking between 9 PM and 5 AM daily. Deliveries for the retail use are expected to be serviced by freight vehicles between 20 and 53 feet (trailer) in length. A proposed condition of approval requires the applicant to process the curbside loading request through the Engineering Division and to make necessary curbside demarcations/improvements as required by the City Engineer/Public Works Director.

Offsite/Streetscape Improvements

The Transportation Department has proposed a condition that the Culver City bus stop located on the southwest corner of Sepulveda Boulevard and Braddock Drive be relocated to the southeast corner, adjacent to the project site. In its current location, the bus stop is identified by a sign post. The relocated bus stop will include a 13-foot bus shelter with a four foot bench with back and arm rests. The bus shelter will also be outfitted with a trash receptacle and transit information display.

Public Works/Engineering will also require the installation of one street tree on the south side of Braddock Drive in conformity with the City’s approved Street Tree Master Plan including tree wells and irrigation. The new street tree will be located between the proposed bus shelter and the corner of Sepulveda Boulevard and Braddock Drive.

The project will also include a dedication and improvement requirement for the sidewalk corner cut-off area at the intersection of Sepulveda Boulevard and Braddock Drive. The dedicated corner cut-off will be reconstructed for sidewalk purposes.

City of Culver City, California
Planning Commission Agenda Item Report

During the preliminary design phase of the project, staff identified a lack of pedestrian friendliness in the proposed project as the use was wholly insular to the building and was not in conformance with the City's goals of creating a pedestrian oriented streetscape along Sepulveda Boulevard. The City is spending approximately \$1 million as part of the Sepulveda Boulevard Area Improvement Plan (AIP) for design, engineering and installation of improvements on Sepulveda Boulevard between Culver Boulevard to the north and the City boundary with Los Angeles to the south. The AIP includes pedestrian and bikeway improvements intended to support the ongoing revitalization of the Sepulveda Corridor, which has seen improvements to commercial facades and the introduction of new businesses that have provided pedestrian amenities such as outdoor dining, bicycle racks, and planter boxes. As part of the AIP program, improvements include the placement of new street trees and feather grass planters in the parkway, installation of new benches and trash receptacles, repairs to damaged sidewalks, installation of enhanced crosswalks providing for high-visibility pedestrian crossings, and installation of new street lights. Other proposed improvements in the AIP area include bicycle sharrows on Sepulveda Boulevard and inter-locking concrete pavers at crosswalk locations. The design of any new development on Sepulveda Boulevard should reflect the emphasis on connectivity with the pedestrian that is being emphasized in the AIP program.

CONCLUSION:

Staff has worked closely with the Applicant from the project inception to guide its design in order to meet Zoning Code requirements, address community concerns to the extent feasible, provide a more visually interesting building and create a more pedestrian friendly project. The Applicant has responded to staff's recommendations but is also guided by corporate concerns. Furthermore, the project is a permitted use in the zone and consistent with the General Plan. Therefore based on the analysis contained herein staff believes the findings for an Administrative Site Plan Review can be made as outlined in proposed Resolution No. 2012-P003 (Attachment No. 5) and recommends project approval.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines, initial review of the project by staff established that there are no potentially significant impacts on the environment and the project has been determined to be

City of Culver City, California
Planning Commission Agenda Item Report

Categorically Exempt pursuant to Section 15303, Class 3, New Construction as it will not result in a structure exceeding 2,500 square feet of floor area nor will it involve the use of significant amounts of hazardous substances; and Section 15332, Class 32, In-Fill Development Projects as the project is consistent with the General Corridor General Plan designation and applicable General Plan policies and regulations as well as with the Commercial General (CG) zoning and Commercial Zero Setback Overlay. Furthermore, the project site is substantially surrounded by urbanized and commercially developed uses and so it has minimal potential as a habitat for endangered, rare or threatened species. Also, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services.

.

ALTERNATIVE OPTIONS:

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

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

ATTACHMENTS:

1. Project Summary
2. Area Map
3. Traffic Study
4. Written Comments or Correspondence Regarding the Project.
5. Draft Resolution No. 2012-P003 (ASPR P-2011162)
6. Development Plans, stamped received January 31, 2012

City of Culver City, California
Planning Commission Agenda Item Report

NOTES:

1. Community Meetings: Prior to application submittal, the Applicant held two community meetings. The first community meeting was held on October 14, 2010. Notification of the meeting was sent out to property owners and occupants within a 500-foot radius. Community members in attendance voiced concerns regarding the sale of beer and wine for offsite consumption; the proximity of schools to the store and the potential for students to buy alcohol or cigarettes; increased traffic congestion at the intersection of Sepulveda and Braddock; the 24-hour, 7 days a week operation of the store being incompatible with surrounding residential uses; the overconcentration of 7-Eleven's in the community; the potential increase in transients; an increase in trash in the neighborhood; and the store will negatively impact the uniqueness of the neighborhood and mom and pop businesses.

The second community meeting was held on June 30, 2011. Notification of the meeting was sent out to property owners and occupants within a 1,000-foot radius. The Applicant increased the notification radius to 1,000 feet at the request of Staff due to the considerable interest from neighbors outside the original 500-foot radius. Community members in attendance continued to voice concerns regarding the overconcentration of 7-Eleven's in the community, transients, hours of operation, access to alcohol by minors, crime, trash, and traffic. Other concerns expressed by the community included late night/early morning deliveries that would impact the neighbors, unhealthy food being sold to children, noise from cars in the 7-Eleven parking lot, and few jobs being added to the community by the new store.

A third community meeting was held after submittal of the project application, on November 8, 2011. Notification of the meeting was sent to property owners and occupants within a 1,000-foot radius. Attendees at the meeting continued to express opposition due to concerns about traffic, transients, hours of operation, and the impact of the 7-Eleven on neighboring businesses and home values. Several attendees stated that they would consider supporting the 7-Eleven if the Applicant agreed to never apply for alcohol. The property owner also addressed questions from attendees about alternative uses on the site, including other small retailers, a parking lot for neighboring businesses, or an office building.

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:		
Administrative Site Plan Review, ASPR P-2011127, to allow the development of a one story retail building with 2,500 square feet of floor area and 12 on-site parking spaces located at 4436 Sepulveda Boulevard at 4436 Sepulveda Boulevard in the Commercial General (CG) Zone.		
PROJECT ADDRESS/LOCATION:		APPLICANT INFORMATION:
4436 Sepulveda Boulevard Culver City, CA 90230		7-Eleven, Inc. 330 E. Lambert Rd., Brea, CA 92821; 562-217-0526
PERMIT/APPLICATION TYPE:		
☐ Administrative Use Permit ☐ Conditional Use Permit ☒ Administrative Site Plan Review ☐ Site Plan Review ☐ Administrative Modification ☐ 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 3: New Construction ☐ 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: 1/18/12	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 500' foot radius ☐ w/in 500' foot radius / Extended ☒ Other: 1,000 foot radius
Posting Date: N/A	☐ Onsite ☐ Offsite	☐ Other:
Publication Date: N/A	☐ Culver City News	☐ Other:
Courtesy Date: 11/23/11	☒ City Council ☐ Cable Crawler ☒ Commissions ☒ Master Notification List ☐ Culver City Website	☐ Press Release ☐ HOA /Neighborhood Groups ☐ Culver City Organizations ☐ Other: Chamber of Commerce
GENERAL INFORMATION:		
General Plan: General Corridor		Zoning: Commercial General (CG)
Redevelopment Plan: Area #4		Overlay Zone/District: 0-Setback Overlay (CZ) Zone
Legal Description Lots 12, 13, 14, 15 of Tract No. 9111		Existing Land Use A vacant gas station; vacant since 1998.

PROJECT SUMMARY

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>
North:	CG	Single story restaurant uses, Taco Bell and Abbots Pizza
South:	CG	Commercial office use for Pacific Alarm Systems; and further south Culver Palms United Methodist Church
East:	R1	Single family residential neighborhood, separated from subject property by 20-foot alley
West:	CG	One- and two-story commercial businesses, including Green Peas restaurant and Bronze Buns tanning salon

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Lot Area	12,600 S.F.	no change	N/A
Building Coverage:	1,120 S.F.	2,500 S.F.	N/A

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Parking:			
Convenience Store	0	12	11
Handicapped (Part of Total)	0	1	1
Total:	0	12	11

Building Height:	estimated 15 ft	20 ft	56 ft
-------------------------	-----------------	-------	-------

Building Setbacks:

Front (Sepulveda)	10 ft	0' or setback with amenities
Rear	35.74 ft	2 ft off of alley
Side (North-Braddock)	Between 5 and 6 ft	0' or setback with amenities
Side (South)	71 ft	None Required

ESTIMATED FEES:

☒ New Development Impact: <u>TBD</u>	☐ School District:	☒ Plan Check: <u>TBD</u>
☐ In Lieu Parkland:	☒ Art: <u>TBD</u>	☒ Sewer: <u>TBD</u>

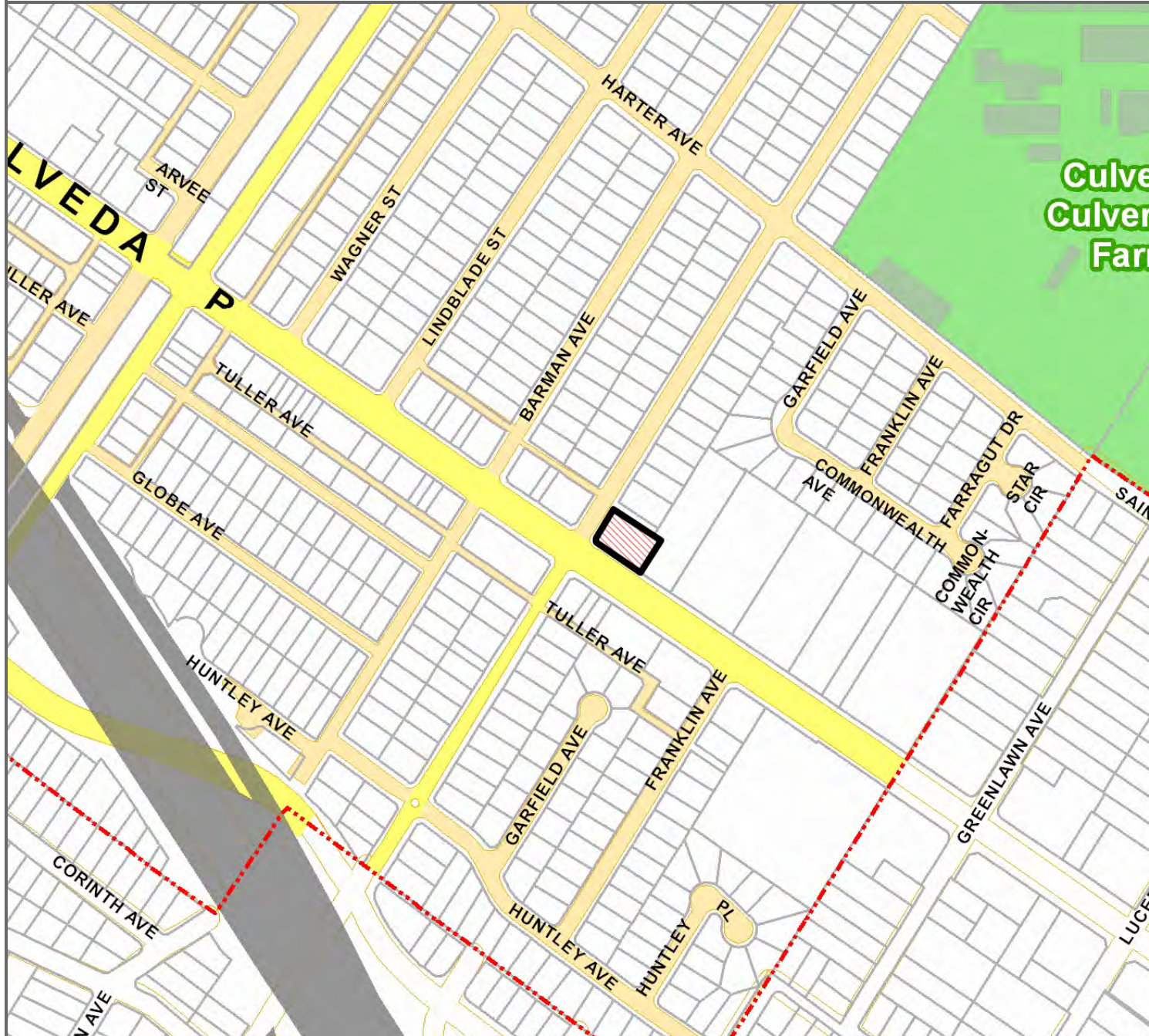
INTERDEPARTMENTAL REVIEW:

Planning, Engineering/Traffic, Building & Safety, Fire Prevention, Police, and Transportation reviewed the project. Comments have been incorporated into the plans or where made part of the recommended conditions of approval.

ART IN PUBLIC PLACES:

Applies to Project - In lieu fee TBD

Attachment No. 2
4436 SEPULVEDA BOULEVARD



Source: Planning Division
Map Created: 02/02/2012
Meeting Date: February 8, 2012

Administrative Site Plan Review,
ASPR P-2011127



**THE CITY OF
CULVER CITY**



INFORMATION TECHNOLOGY DEPARTMENT
GEOGRAPHIC INFORMATION SYSTEMS

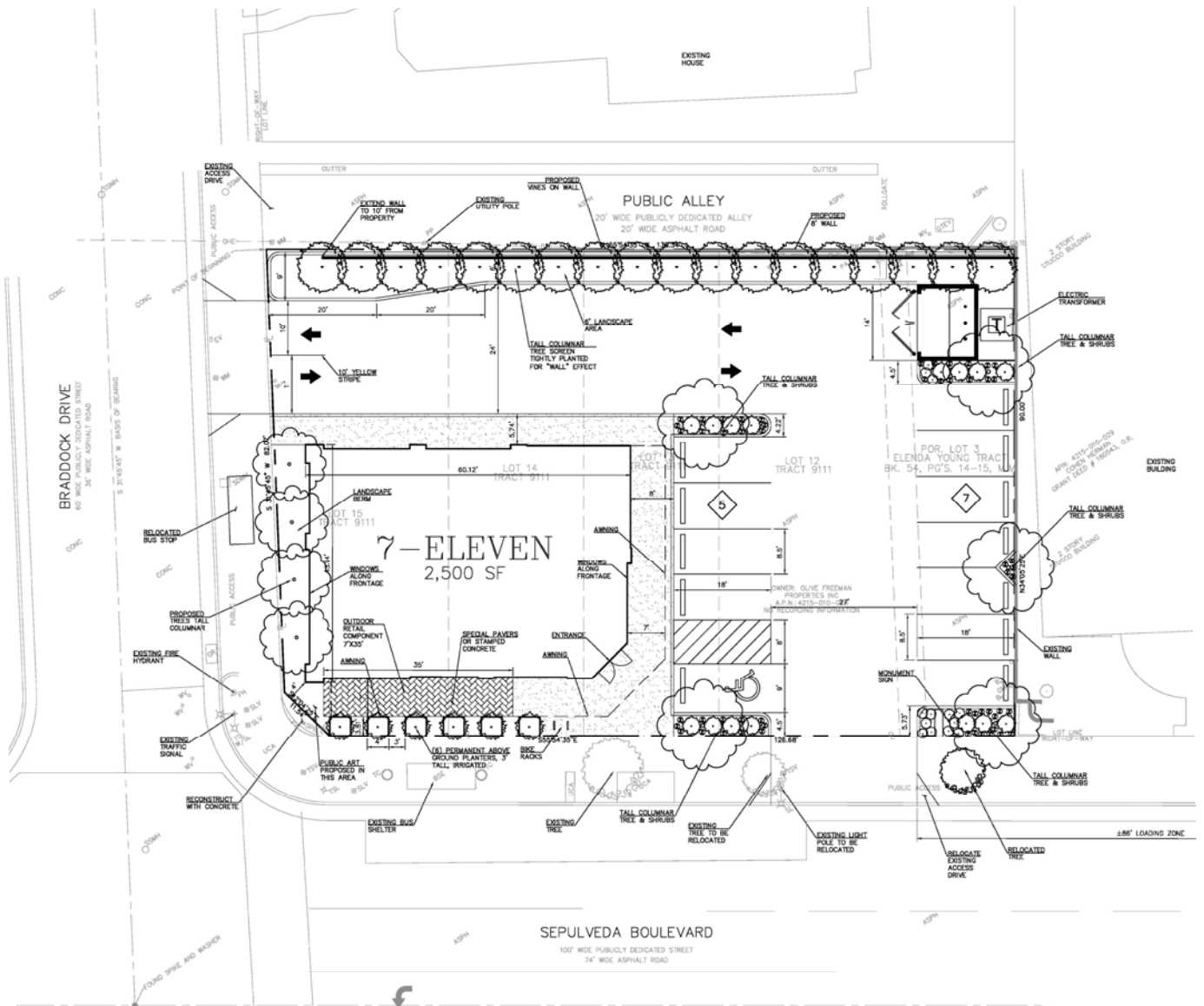
9770 CULVER BLVD
CULVER CITY, CA 90232
TEL: 310-253-5976

Scale: 1:4,249



0 177.03 354.1 Feet

7-ELEVEN 24-HOUR CONVENIENCE MARKET TRAFFIC IMPACT STUDY (UPDATED 02/01/12) City of Culver City, California



February 1, 2012

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

**Subject: 7-Eleven 24-Hour Convenience Market Traffic Impact Study, Culver City
(Updated 02/01/12)**

Dear Ms. Reeder:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this updated traffic impact study for the proposed 7-Eleven 24-hour Convenience Market, to be located at the southeast corner of Sepulveda Boulevard and Braddock Drive in Culver City, as shown in Exhibit A. The proposed 7-Eleven would occupy a parcel of land previously occupied by a gas service that has been vacant since 1998. The proposed 7-Eleven is expected to be 2,500 square feet. One (1) full access driveway is provided on Braddock Drive and one (1) restricted access (right-in/right-out only) driveway is provided on Sepulveda Boulevard.

The purpose of this traffic impact study is to review existing and future conditions with and without the proposed future development. Project Buildout conditions will include area-wide growth and Year 2013 conditions.

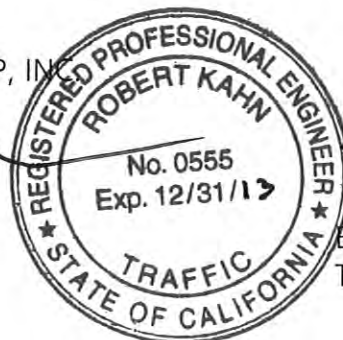
Based upon our analysis of existing and future traffic volumes, the proposed project can be accommodated in the City of Culver City with the recommendations included within this report. The project will not have a significant impact to the study area intersections or roadways.

RK is pleased to provide this traffic study for the 7-Eleven 24-hour Convenience Market. If you have any questions regarding this study, please do not hesitate to call our office at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

Robert Kahn

Robert Kahn, P.E.
Principal



Bryan Estrada

Bryan Estrada
Transportation Planner

**7-ELEVEN 24 HOUR CONVENIENCE MARKET
TRAFFIC IMPACT STUDY (UPDATED 02/01/12)
Culver City, California**

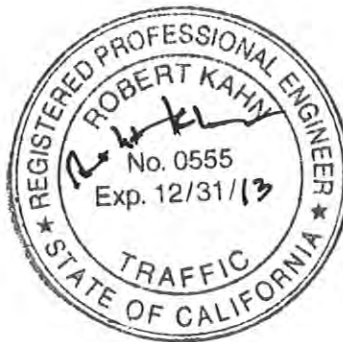
Prepared for:

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

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

**Robert Kahn, P.E.
Bryan Estrada**



February 1, 2012

Table of Contents

Section	Page
1.0 Introduction.....	1-1
2.0 Existing Conditions.....	2-1
3.0 Intersection Analysis.....	3-1
3.1 ICU Methodology	3-1
3.2 HCM Methodology	3-3
3.3 Thresholds of Significance	3-3
3.4 Existing Level of Service	3-4
4.0 Trip Generation.....	4-1
5.0 Trip Distribution	5-1
6.0 Trip Assignment.....	6-1
7.0 Traffic Impact Analysis	7-1
7.1 Existing Plus Project Conditions	7-1
7.2 Existing Plus Ambient Growth (Year 2013) Plus Related Projects Conditions	7-1
7.3 Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project Conditions	7-2
8.0 Residential Streets Segment Analysis.....	8-1
9.0 Recommendations.....	9-1
10.0 Conclusions.....	9-1

List of Attachments

Exhibits

Location Map	A
Site Plan	B
Existing Lane Geometry and Intersection Controls.....	C
City of Culver City General Plan Circulation Element.....	D
Existing Peak Hour Traffic Volumes.....	E
Project Outbound Trip Distribution.....	F-1
Project Inbound Trip Distribution	F-2
Project Peak Hour Traffic Volumes.....	G
Existing Plus Project Peak Hour Traffic Volumes	H
Related Projects Location Map	I
Related Projects Peak Hour Traffic Volumes	J
Existing Plus Ambient Growth (Year 2013) Plus Related Projects Peak Hour Traffic Volumes	K
Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project Peak Hour Traffic Volumes.....	L
Recommendations.....	M

Tables

Intersection Analysis for Existing Conditions	1
Trip Generation Rates	2
Project Trip Generation Comparison	3
Intersection Analysis for Existing Plus Project Conditions	4
Related Projects Trip Generation.....	5
Intersection Analysis for Project Buildout (Year 2013) Plus Related Projects Conditions	6
Intersection Analysis for Project Buildout (Year 2013) Plus Related Projects Plus Project Conditions.....	7
Summary Intersection Analysis	8
Residential Streets Segment Analysis	9
Project Fair-Share Intersection Contribution.....	10

Appendices

Traffic Count Worksheets	A
Existing Level of Service Analysis Worksheets	B
Existing Plus Project Level of Service Analysis Worksheets.....	C
Related Projects Data	D
Existing Plus Ambient Growth (Year 2013) Plus Related Projects Conditions Level of Service Analysis Worksheets	E
Existing Plus Ambient Growth (Year 2013) Plus Related Projects and Project Conditions Level of Service Analysis Worksheets	F
City of Culver City Thresholds of Significance for Traffic Impacts	G
Memorandum of Understanding (MOU)	H

1.0 Introduction

The proposed 7-Eleven 24-hour Convenience Market will be located at the southeast corner of Sepulveda Boulevard and Braddock Drive in the City of Culver City, as shown in Exhibit A. The proposed project would consist of approximately 2,500 square feet of 24-hour convenience market. The site was previously occupied by a gas service station but has been vacant since 1998. No vehicle trip credit has been taken for a previously existing land use. A site plan is available in Exhibit B. The project's anticipated buildout year is 2013.

The project site would be served by one (1) right-in/right-out access point on Sepulveda Boulevard and one full access point on Braddock Drive.

The City of Culver City has specified that RK analyze the following area-wide intersections from a traffic standpoint:

North-South Street	East-West Street
Sepulveda Boulevard	Culver Boulevard
Sepulveda Boulevard	Braddock Drive
Sepulveda Boulevard	Project Access 1
Project Access 2	Braddock Drive

The purpose of this traffic impact study is to review (1) Existing conditions; (2) Existing Plus Project Conditions; (3) Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions; and (4) Existing Plus Ambient Growth (Year 2013) Plus Related Projects and Project conditions. The traffic impact study will determine any recommendations necessary to accommodate the project. This traffic impact study utilized AM and PM peak hour traffic data provided by the City.

RK has been in frequent contact with the City of Culver City regarding this 7-Eleven Project, and has included the necessary requirements and specifications for this analysis. The scoping for the project and all study assumptions were discussed with the City staff during the preparation of the traffic impact study.

2.0 Existing Conditions

Exhibit C identifies the existing roadway conditions, number of through traffic lanes and the intersection controls for the study area roadways, and Exhibit D shows the City of Culver City General Plan Circulation Element for the area adjacent to the project location.

Existing traffic volumes throughout the study area are shown on Exhibit E. These volumes are based upon traffic data provided by the City and were conducted in September 2011. Traffic count worksheets are included in Appendix A.

THIS PAGE INTENTIONALLY LEFT BLANK

3.0 Intersection Analysis

The methodology used to assess the operation of the signalized study area intersections is Intersection Capacity Utilization (ICU). To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

Research has determined that signalized intersections connected by an Automated Traffic Surveillance and Control (ATSAC)-type advanced traffic signal synchronization system experience an approximate seven percent increase in capacity as compared to signalized intersections without such advanced traffic signal synchronization. Therefore, per Culver City policy, and as approved by the City Traffic Engineer, the level of service values using the ICU methodology for the signalized intersections analyzed were reduced by 0.070

3.1. ICU Methodology

1. Intersection Capacity Utilization (ICU) methodology was used to analyze signalized study area intersections.
2. Saturation Flow Rate:
Saturation flow value of 1,600 vehicles per lane per hour;
2,880 vehicles per lane per hour for dual left-turn lanes.
3. Clearance Interval and Cycle Time:
A clearance interval factor of 10% (0.10) is applied to the ICU calculations. The cycle time is 90 seconds for ICU analysis purposes.
4. Level of Service Ranges:

LOS	CRITICAL VOLUME TO CAPACITY RATIO
A	0.00 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	>1.00

5. Peak-Periods:

Weekday peak-hour analysis periods are defined as follows:

7:00 AM to 9:00 AM

4:00 PM to 6:00 PM

6. Peak-Hour:

The highest one-hour period in the AM and PM peak periods, as determined by four (4) consecutive 15-minute count periods are used in the ICU calculations. AM and PM peak hours are studied. No peak hour factor is applied to the traffic volumes for ICU methodology.

7. Peak-Hour Data Consistency:

Variations in peak-hour volumes can affect LOS calculations because they vary from day-to-day. To minimize these variations, no counts are taken on Mondays, Fridays or holidays. The traffic count worksheets for this study are included in Appendix A.

8. Right Turn Movements:

If the distance from the edge of the outside through lane is at least 22 feet and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this "unofficial" right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g., northbound right turns during westbound left turn phase), as well as non-conflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios that are greater than the normal through/left turn critical movements.

3.2 HCM Methodology

Study area intersections that are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized intersection methodology of the Highway Capacity Manual (HCM 2000). For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at these locations, the level of service has been calculated. The level of service is determined based on the worst individual movement or movements sharing a single lane. The relationship between the level of service and delay is different than for signalized intersections.

The level of service is defined for the various analysis methodologies as follows:

LOS	Average Control Delay Per Vehicle (Seconds)
	Unsignalized
A	0.0 - 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	>50.1

3.3 Thresholds of Significance

In Culver City, the impact of a project on a signalized intersection is considered significant if the project related increase in the V/C ratio equals or exceeds the thresholds shown below:

<Table shown on following page>

SIGNALIZED INTERSECTIONS		
Pre-project		Project Related Increase in V/C Ratio
LOS	V/C	
A	0.600 or less	No Significant Impact
B	0.601 – 0.700	No Significant Impact
C	0.701 – 0.800	Equal or greater than 0.05
D	0.801 - 0.900	Equal or greater than 0.04
E	0.901 – 1.000	Equal or greater than 0.02
F	1.00 or more	Equal or greater than 0.02

Based on the analysis, the proposed 7-Eleven is not expected to exceed the intersection thresholds and therefore does not create a significant impact.

3.4 Existing Level of Service

Table 1 shows the existing intersection levels of service. Currently, the intersection of Sepulveda Boulevard (NS) at Braddock Drive (EW) is operating at a LOS D in both the weekday AM and PM peak hours. The levels of service worksheets for existing conditions are included in Appendix B.

4.0 Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development. The traffic generation for the proposed project is based upon the specific land uses which have been planned for the development.

Trip generation rates for the proposed project's land uses are shown in Table 2. These rates were pre-approved by the City of Culver City staff. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE). The ITE description of a convenience market (open 24 hours), ITE Trip Code 851, accurately reflects the operation of the proposed 7-Eleven project. The ITE trip rates are based off of 33 weekday peak hour samples. Based upon these samples, it is justifiable to use ITE Trip Code 851 for this project.

Based on surveys published by ITE, it is generally acceptable to assume a conservative 50% of all vehicles frequenting a convenience market (open 24 hours) are from pass-by traffic. However, in order to be conservative, the City of Culver City has required that a maximum of 25% pass-by trip credits be taken for this project. The net trip generation has been applied to the two (2) signalized study intersections and the full trip generation has been applied to the project driveways.

The proposed development is projected to generate on weekdays approximately 1,384 net trip-ends per day with 168 total net vehicles per hour during the AM peak hour and 98 total vehicles per hour during the PM peak hour. The net trip generation, with a 25% pass-by credit, was utilized when analyzing the proposed project. The net trip generation is calculated by subtracting 25% of the total trips generated by the project. Table 3 provides a detailed summary of the project trip generation.

THIS PAGE INTENTIONALLY LEFT BLANK

5.0 Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment, commercial and recreational opportunities and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community and existing traffic volumes.

The trip distribution for this analysis has been based upon Future (Year 2013) conditions, based upon those highway facilities, which are in place or will be contemplated over the near-term. Outbound and inbound trip distribution patterns for this project are shown on Exhibit F-1 and F-2, respectively. The project trip distribution was pre-approved by the City of Culver City prior to completing the analysis.

THIS PAGE INTENTIONALLY LEFT BLANK

6.0 Trip Assignment

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, existing arterial highway and local street systems. Based on the identified project trip generation and distributions, project related traffic volumes are shown on Exhibit G.

THIS PAGE INTENTIONALLY LEFT BLANK

7.0 Traffic Impact Analysis

Traffic impacts have been projected and analyzed for (1) Existing Plus Project Conditions; (2) Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions; and (3) Existing Plus Ambient Growth (Year 2013) Plus Related Projects and Project conditions. The traffic impact study will determine any recommendations necessary to accommodate the project.

7.1 Existing Plus Project Conditions

Existing Plus Project conditions traffic volumes are determined by adding the project traffic to the existing traffic volumes. These volumes are shown in Exhibit H.

Table 4 shows the intersection analysis for Existing Plus Project conditions. The LOS calculation worksheets are included in Appendix C.

7.2 Existing Plus Ambient Growth (Year 2013) Plus Related Projects Conditions

A list of related projects has been obtained from the City of Culver City staff. Table 5 summarizes the trip generation for each of these projects. Exhibit I shows the related projects locations. Appendix D contains the related projects list provided to RK by the City. The related projects are based upon a report previously submitted to the City. The projected weekday AM and PM peak hour traffic volumes for the related projects are available in Exhibit J.

Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions traffic volumes are determined by adding area wide growth (1% per year) to the existing traffic volumes and adding in the Related Project's traffic volumes. These volumes are shown in Exhibit K.

Table 6 shows the intersection analysis for Existing Plus Ambient Growth Plus (Year 2013) Plus Related Projects conditions.

The LOS calculation worksheets are included in Appendix E.

7.3 Existing Plus Ambient Growth (Year 2013), Plus Related Projects Plus Project Conditions

To assess Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project conditions, traffic for the proposed project was added to the Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions. Weekday AM and PM peak hour traffic volumes for this scenario are shown in Exhibit L.

Table 7 presents the intersection analysis for Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project conditions. The LOS calculation worksheets are included in Appendix F.

Based on the City's thresholds, this project will not significantly impact any the study area intersections or roadway segments. Table 8 shows a level of service summary.

8.0 Residential Streets Segment Analysis

Due to the close proximity of the proposed project to a residential neighborhood, a residential street segment analysis has been performed. Braddock Drive, east and west of Sepulveda Boulevard, is classified as a collector street and the surrounding land uses are zoned residential. To determine a significant impact on the residential streets, the project's average daily traffic (ADT) was compared to the future ADT along the roadway segment for the Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project conditions. This analysis follows the guidelines for determining significant impacts set forth by the City of Culver City.

The following table shows the City of Culver City's significant impact thresholds.

Projected Average Daily Traffic (ADT) with Project	Project-Related Increase in Average Daily Traffic (ADT)
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

Based on the City's thresholds the proposed project will not significantly impact any of the study area roadway segments. Table 9 shows the results of the Residential Street Segment Analysis

THIS PAGE INTENTIONALLY LEFT BLANK

9.0 Recommendations

As aforementioned, based on the City's thresholds, this project will not significantly impact any off-site study area intersection. As such, given the findings of the traffic impact study, RK would make the following recommendations:

1. Complete internal circulation system per City of Culver City standards. This will include constructing the two (2) project driveways to existing City standards.
2. Complete any remaining half-section improvements to Sepulveda Boulevard and Braddock Drive adjacent to the project.
3. In conjunction with the preparation of precise grading and landscape plans, sight distance should be reviewed at project access points per City of Culver City standards.
4. Install stop signs, stop bars and stop legends at the project access points.
5. Participate in any City appropriate Development Impact Fees as they pertain to the project.
6. Recommendations are graphically summarized in Exhibit M.

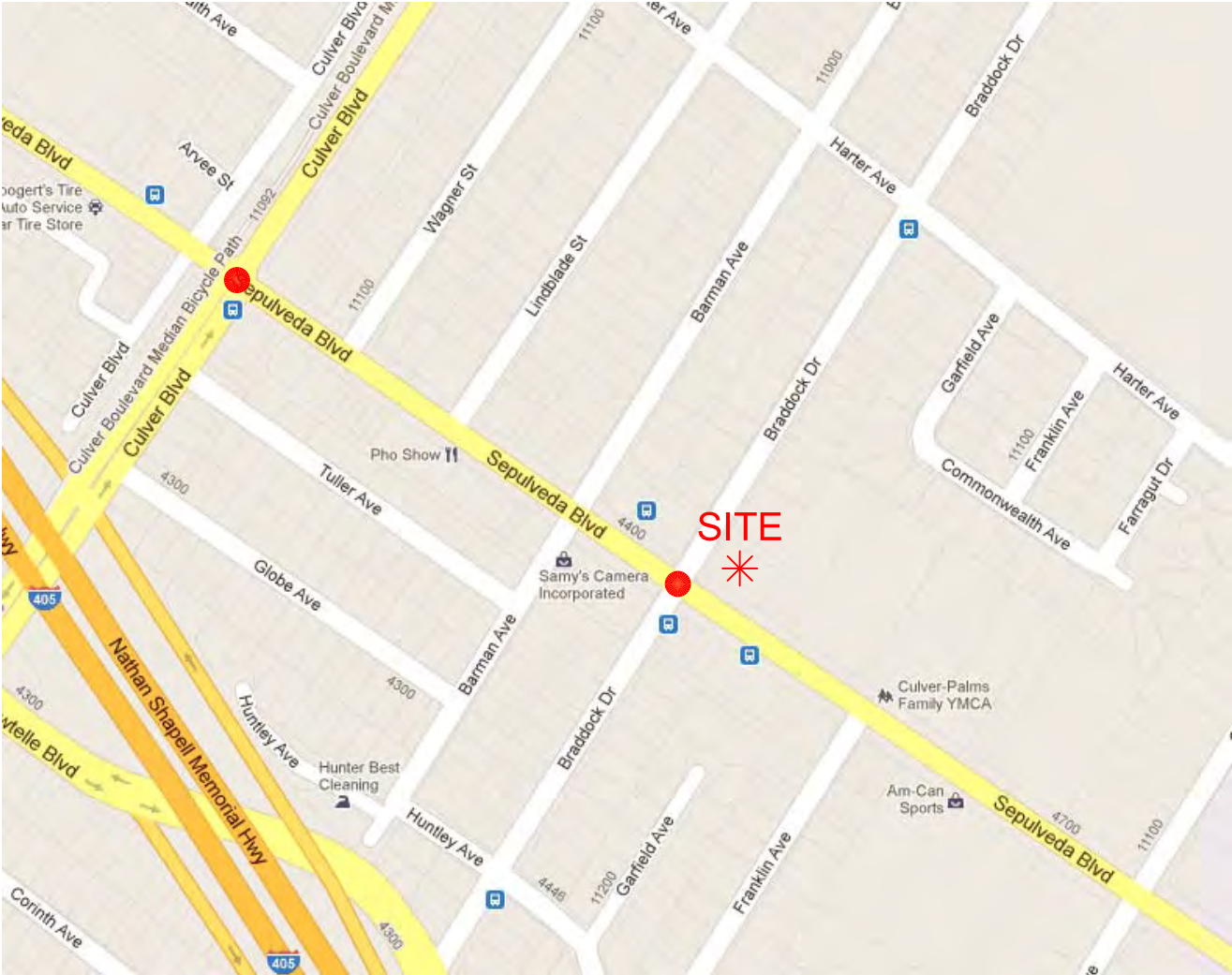
THIS PAGE INTENTIONALLY LEFT BLANK

10.0 Conclusions

Based upon the analysis of Existing and Future (Year 2013) traffic volumes, the proposed 7-Eleven 24-hour Convenience Market can be accommodated within the City of Culver City, with the implementation of the recommendations stated in this report. **The project will not have a significant traffic impact to the City of Culver City.**

THIS PAGE INTENTIONALLY LEFT BLANK

Exhibits

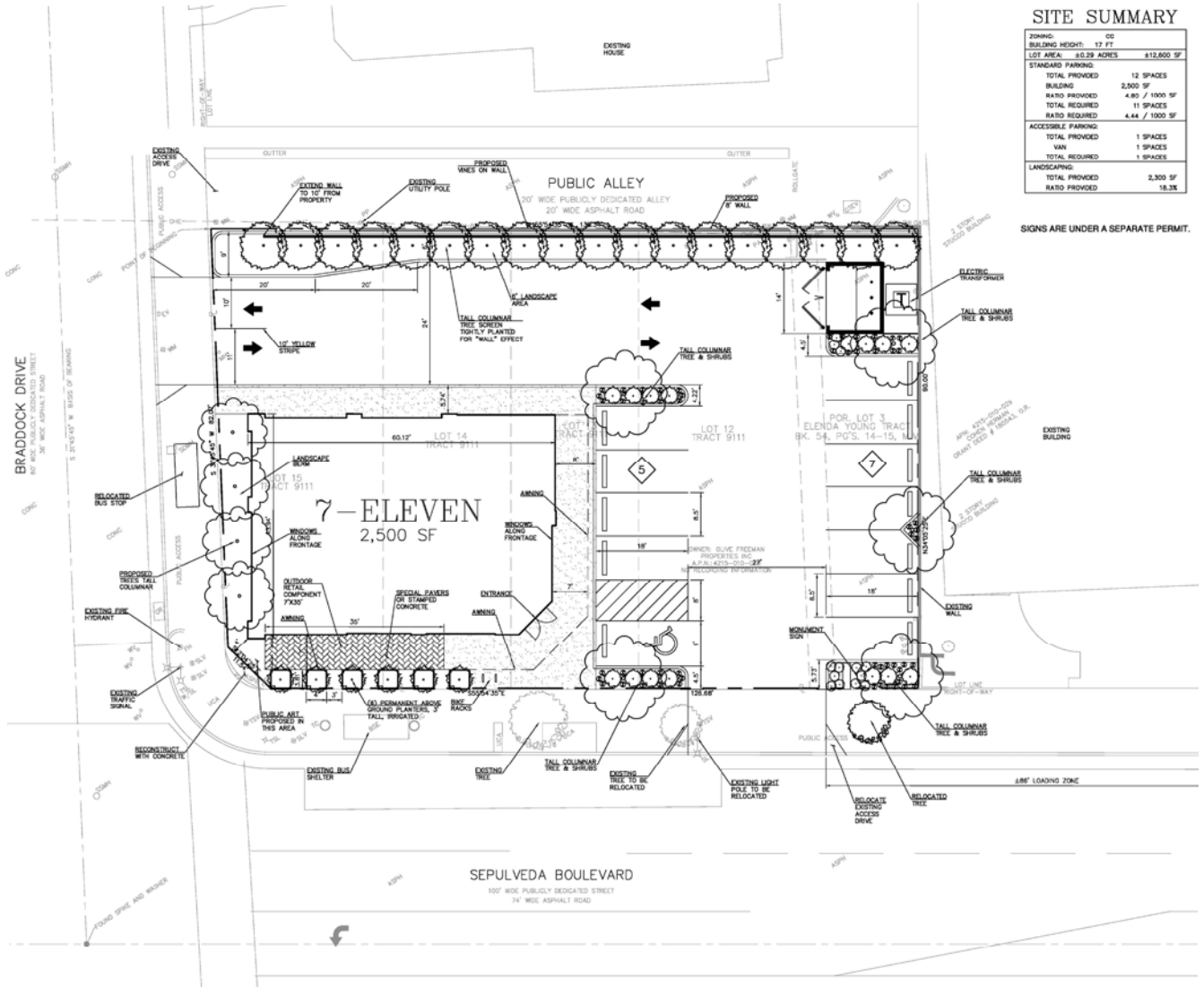


Legend:
● = Study Area Intersection

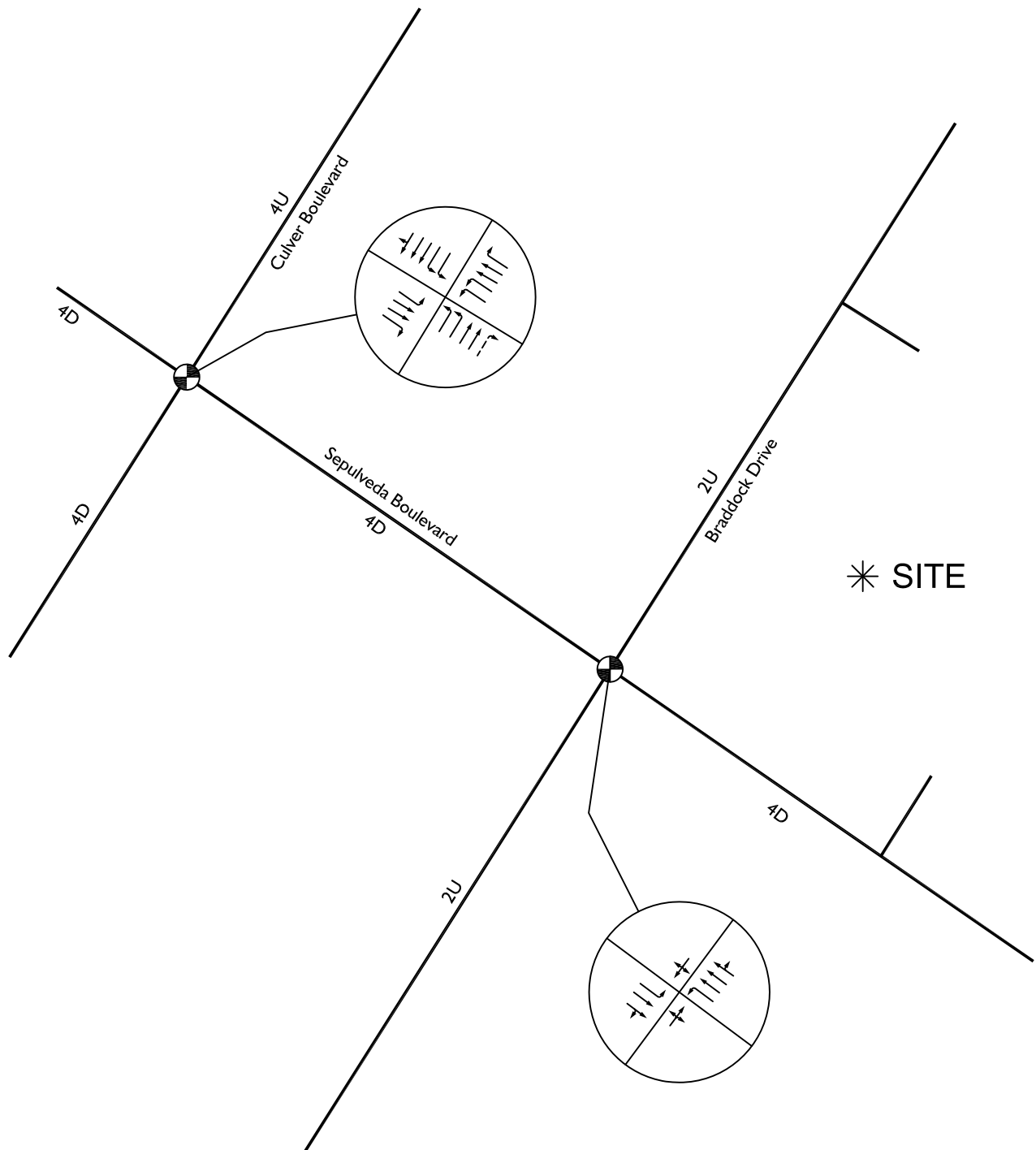


Exhibit B

Site Plan



Existing Lane Geometry and Intersection Controls



Legend:

-  = Traffic Signal
- 4 = Number of Lanes
- D = Divided
- U = Undivided
-  = Defacto Right Turn



City of Culver City General Plan Circulation Element

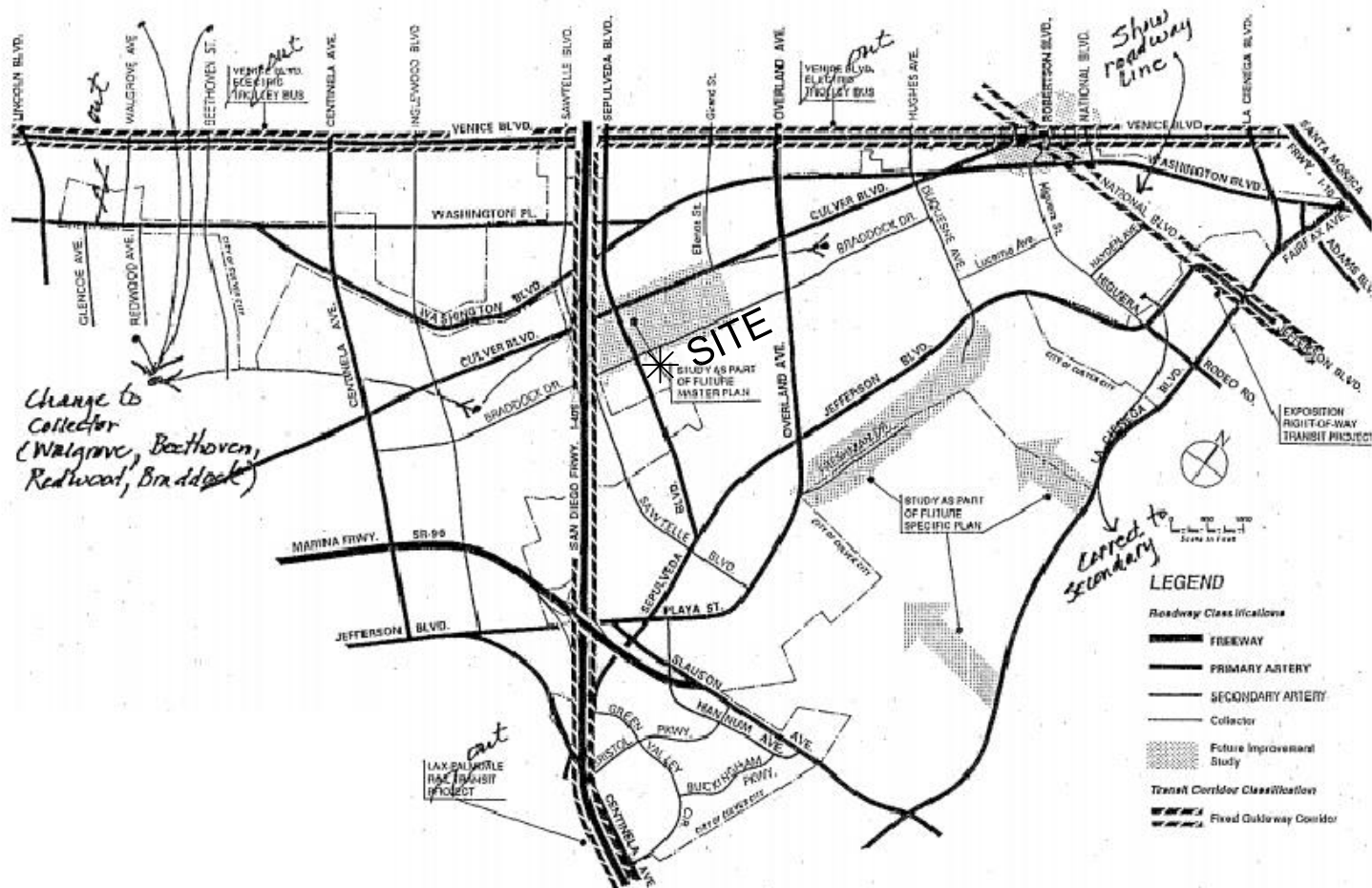
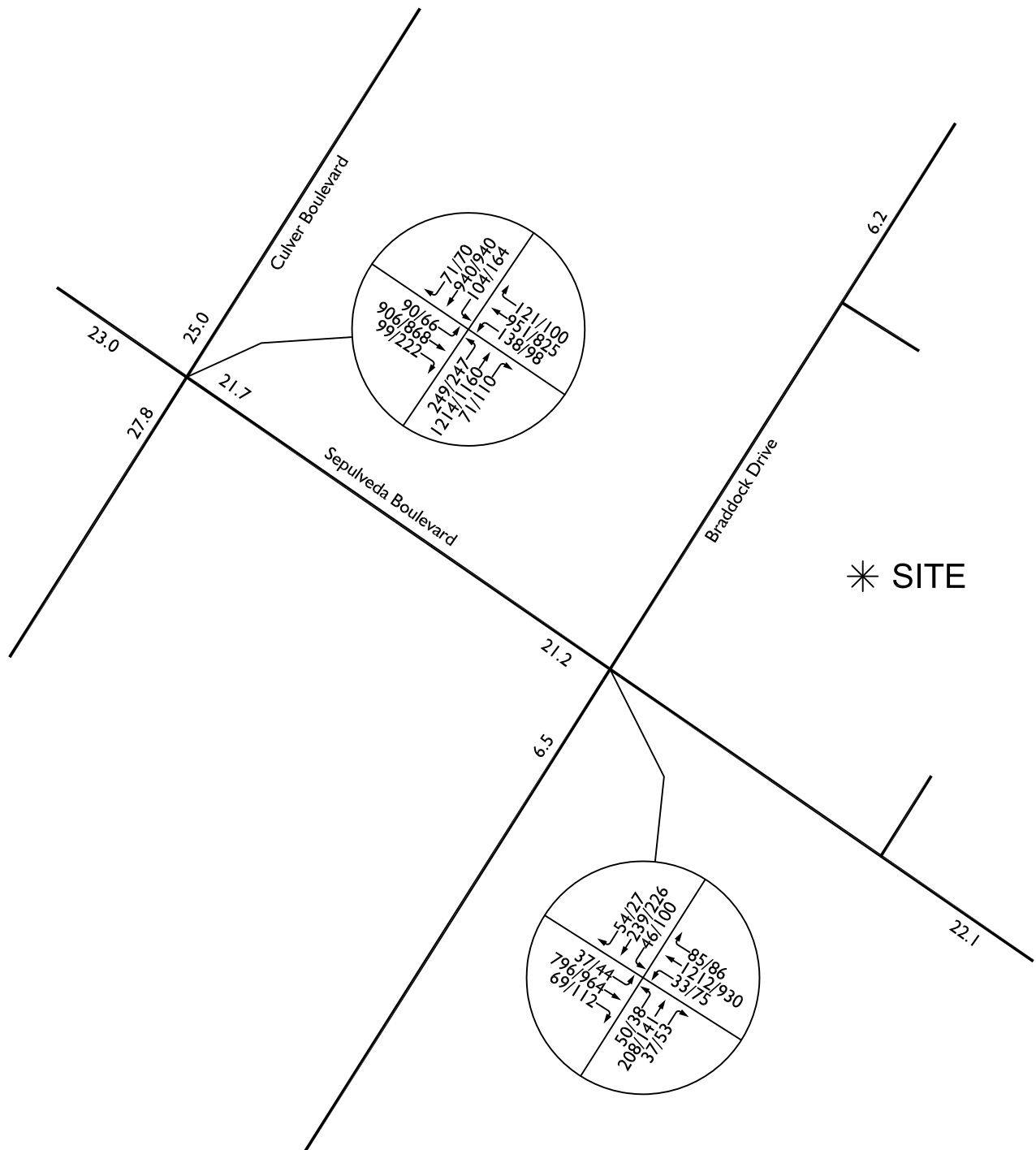
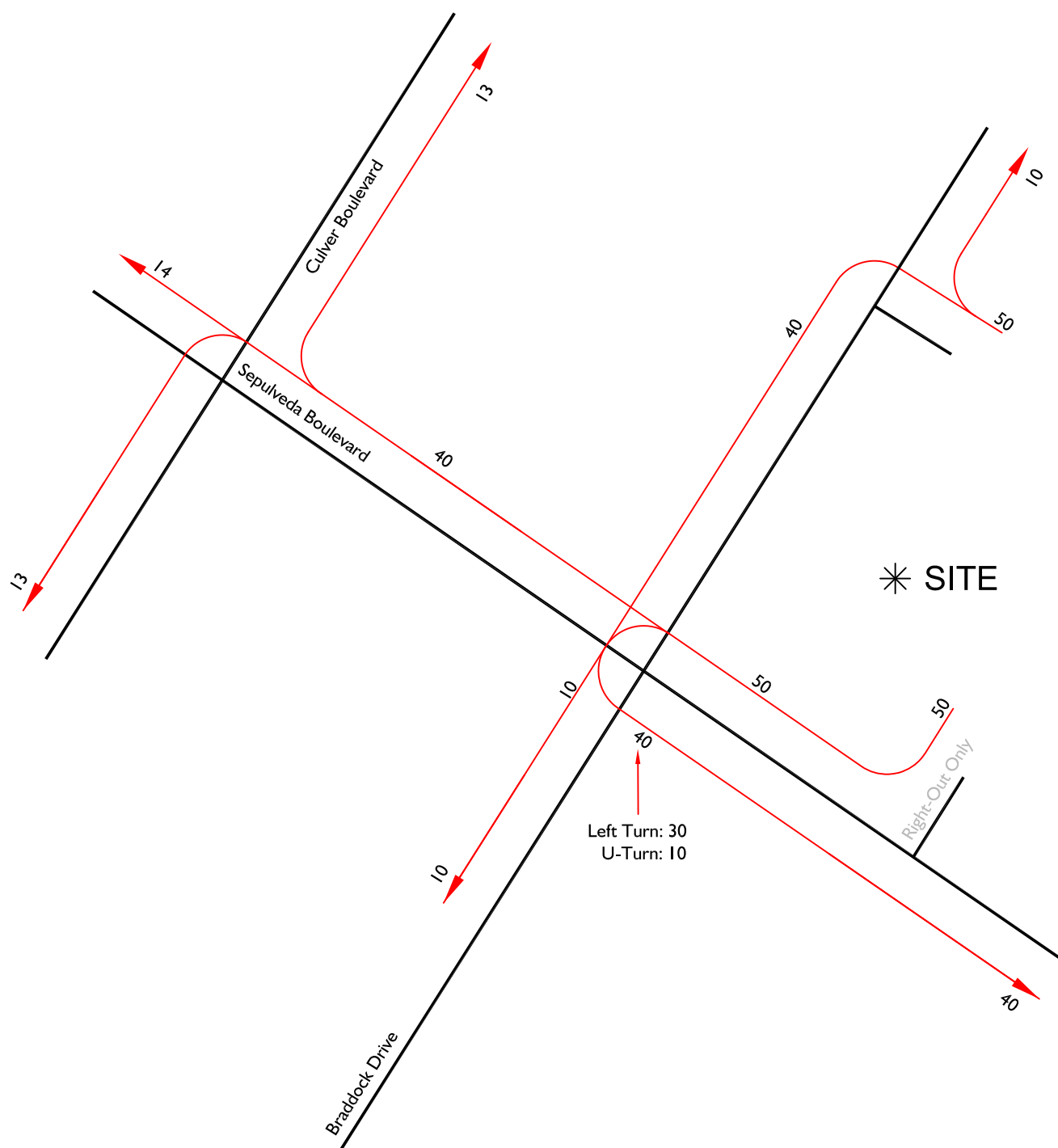


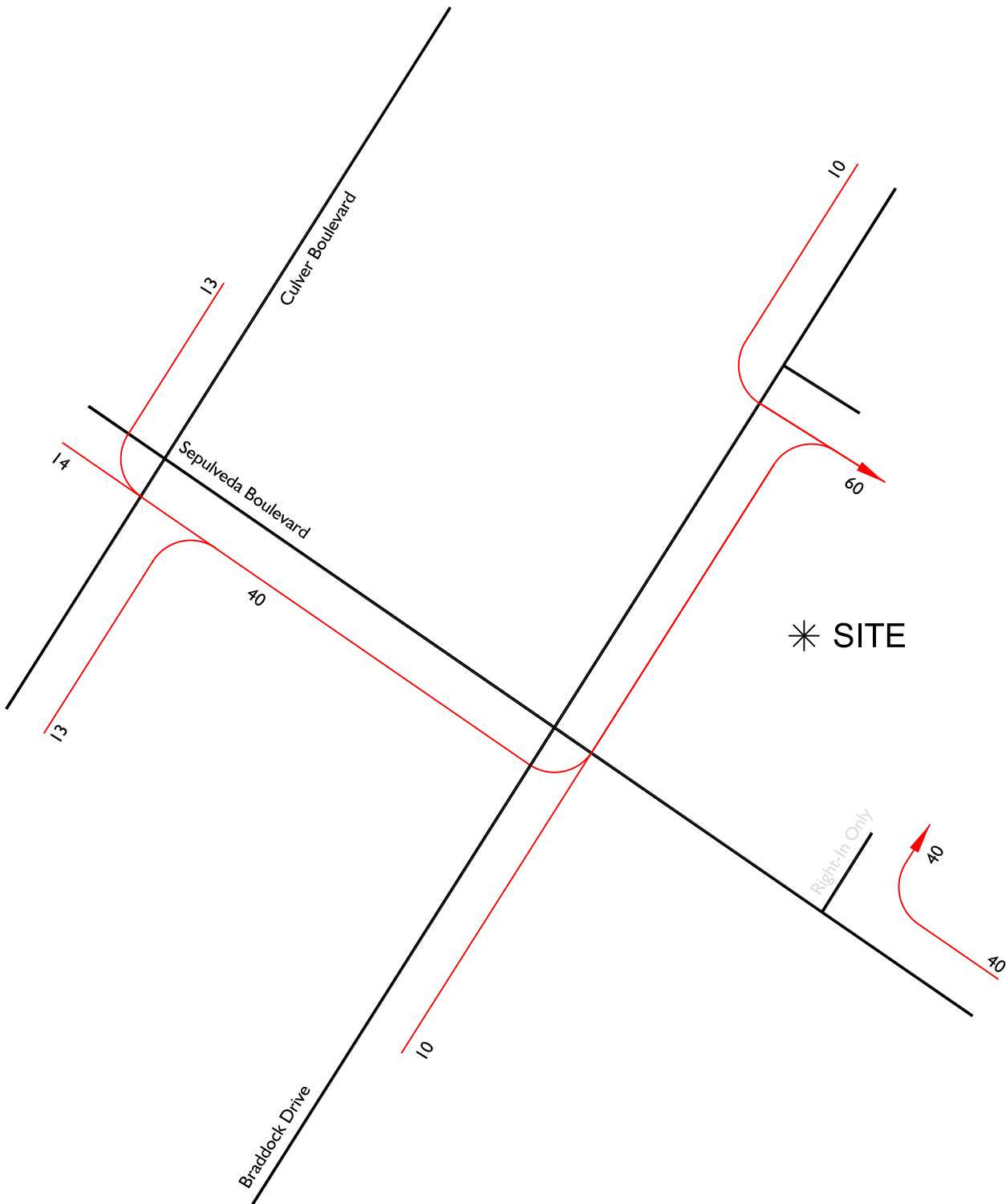
Exhibit E Existing Peak Hour Traffic Volumes



Project Outbound Trip Distribution



Project Inbound Trip Distribution

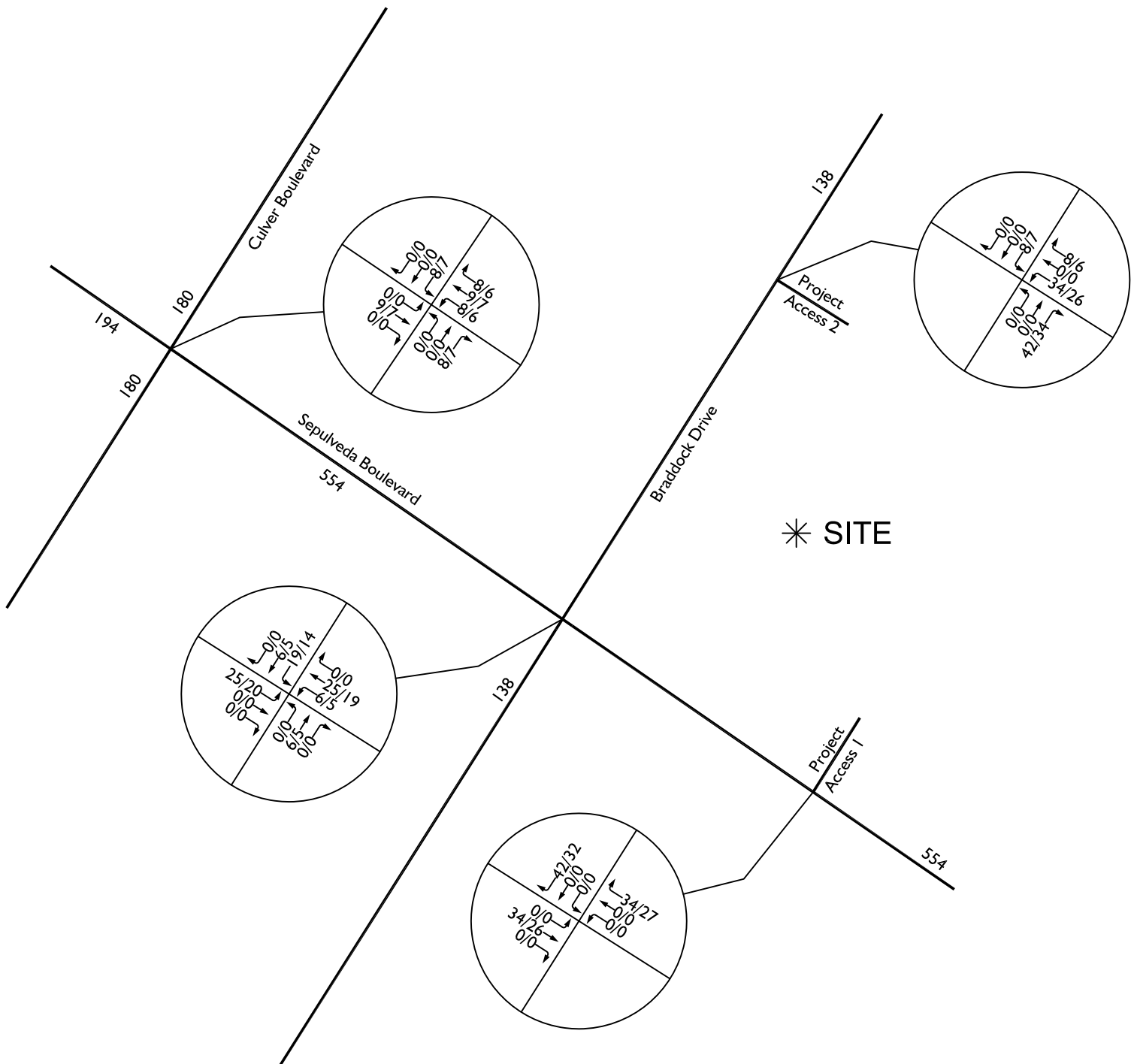


Legend:

10 = Percent to Project



Exhibit G Project Peak Hour Traffic Volumes



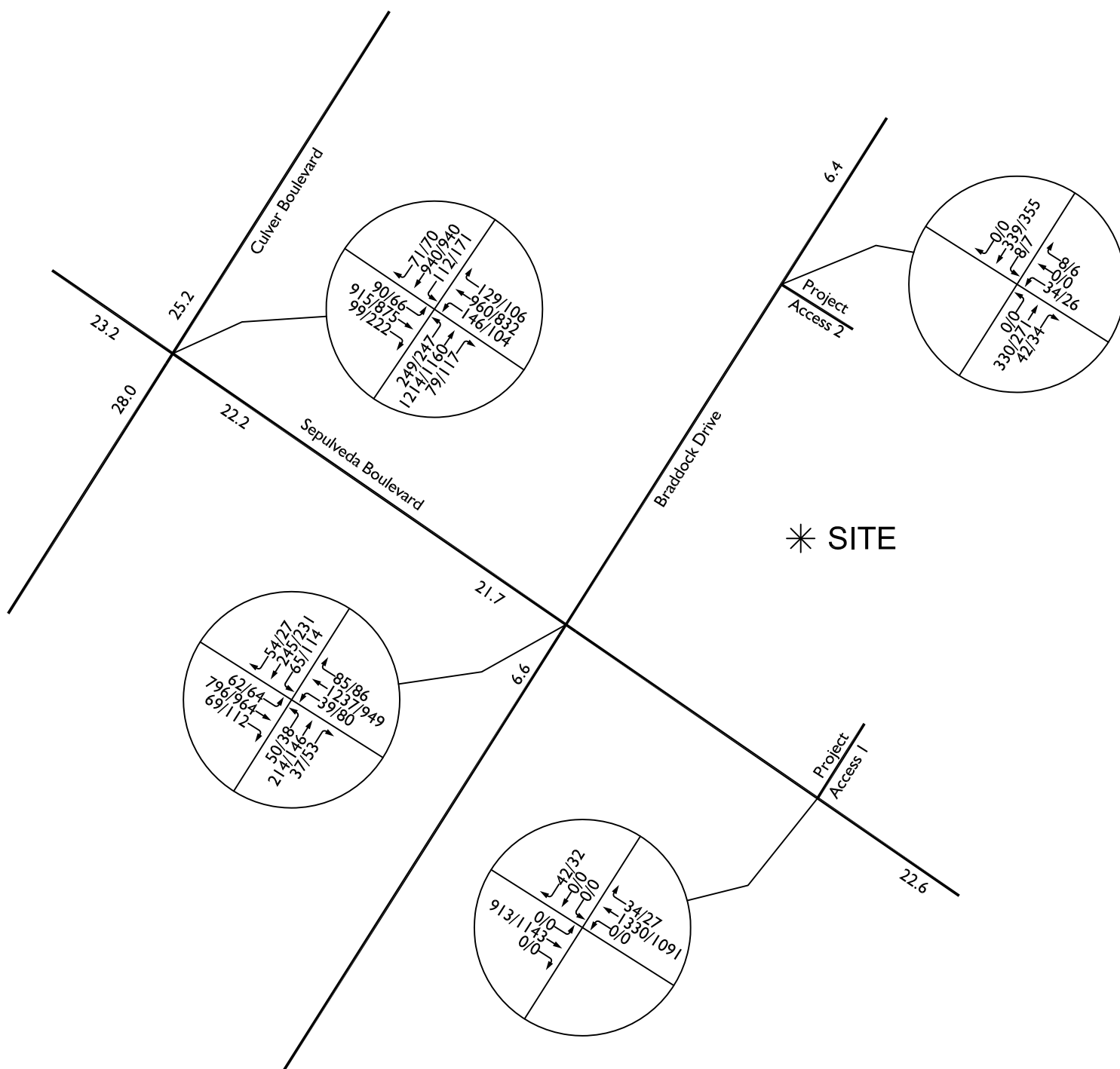
Legend:

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

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



Existing Plus Project Peak Hour Traffic Volumes



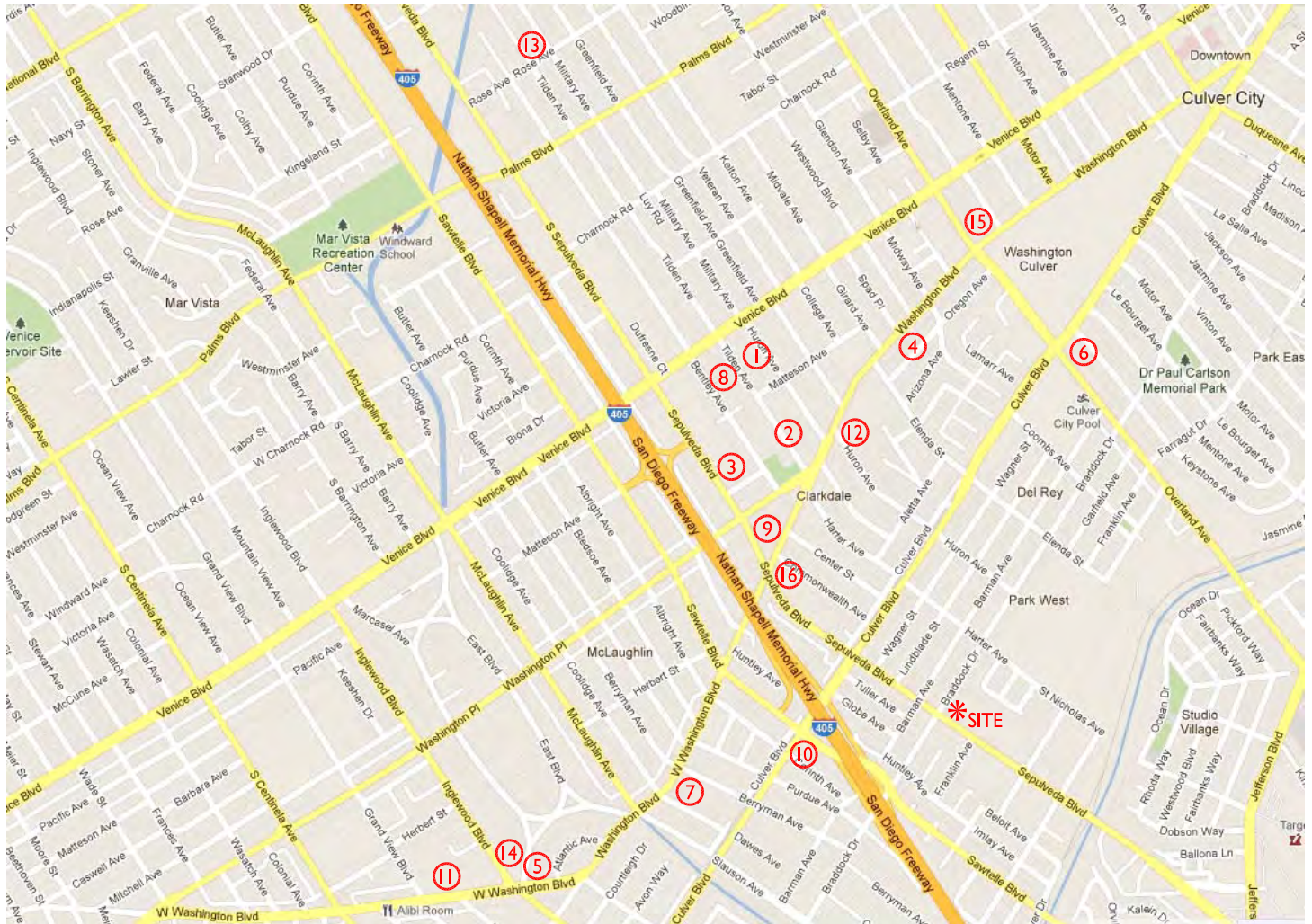
Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000s)

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



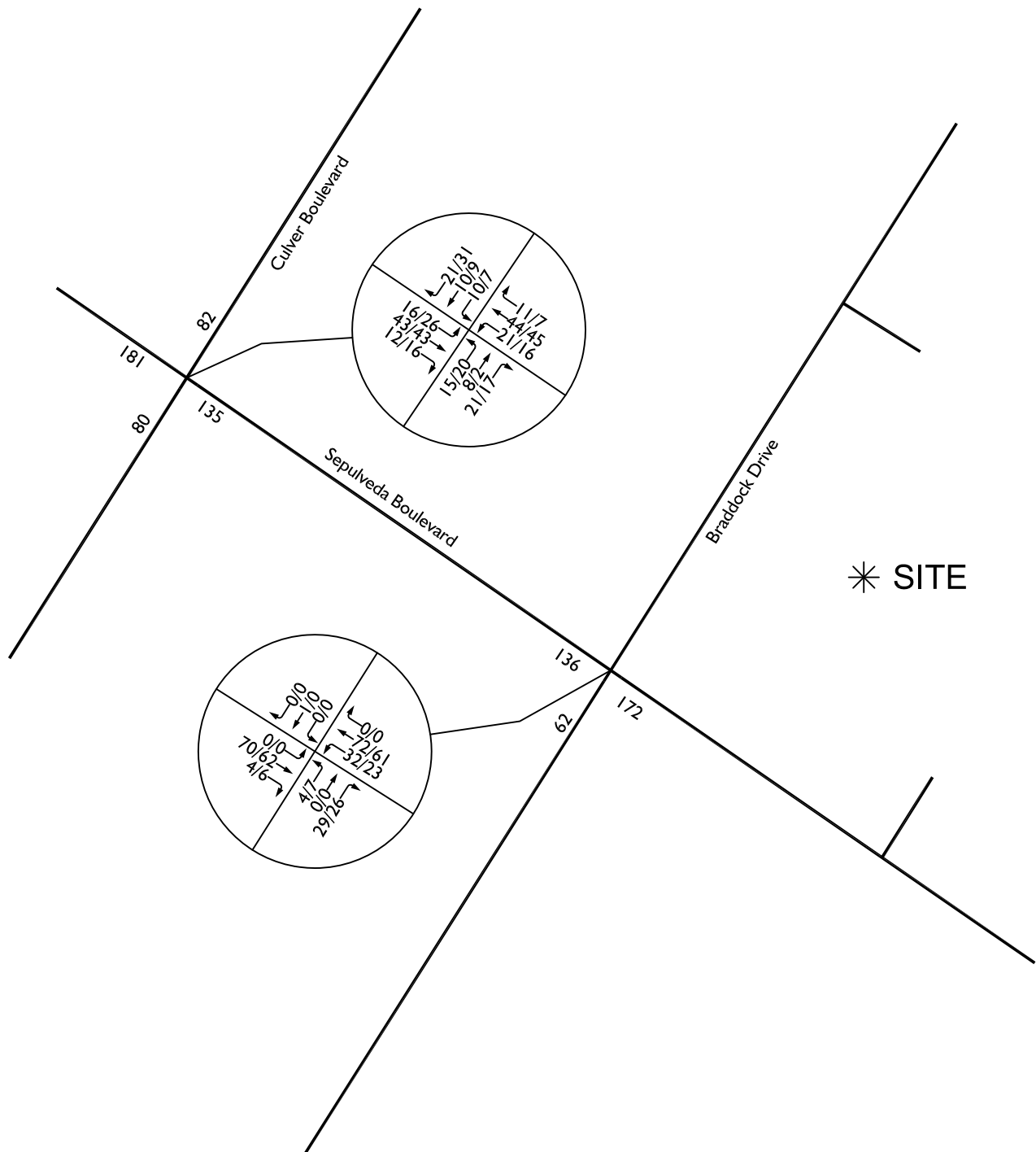
Exhibit I Related Projects Location Map



Legend:

- | | |
|----------------------------------|----------------------------------|
| ① = 3823-3833 Huron Ave. | ⑩ = 11304 Culver Blvd. |
| ② = 3972 Tilden Ave. | ⑪ = 12095-12101 Washington Blvd. |
| ③ = 3954 Sepulveda Blvd. | ⑫ = 11012-11014 Washington Blvd. |
| ④ = 10826-10830 Washington Blvd. | ⑬ = 11042-11056 Tilden Ave. |
| ⑤ = 11957 Washington Blvd. | ⑭ = 11955 Washington Blvd. |
| ⑥ = 10638 Culver Blvd. | ⑮ = 10601 Washington Blvd. |
| ⑦ = 11501-11509 Washington Blvd. | ⑯ = 4114 Sepulveda Blvd. |
| ⑧ = 3846 Bentley Ave. | |
| ⑨ = 11167 Washington Blvd. | |

Related Projects Peak Hour Traffic Volumes



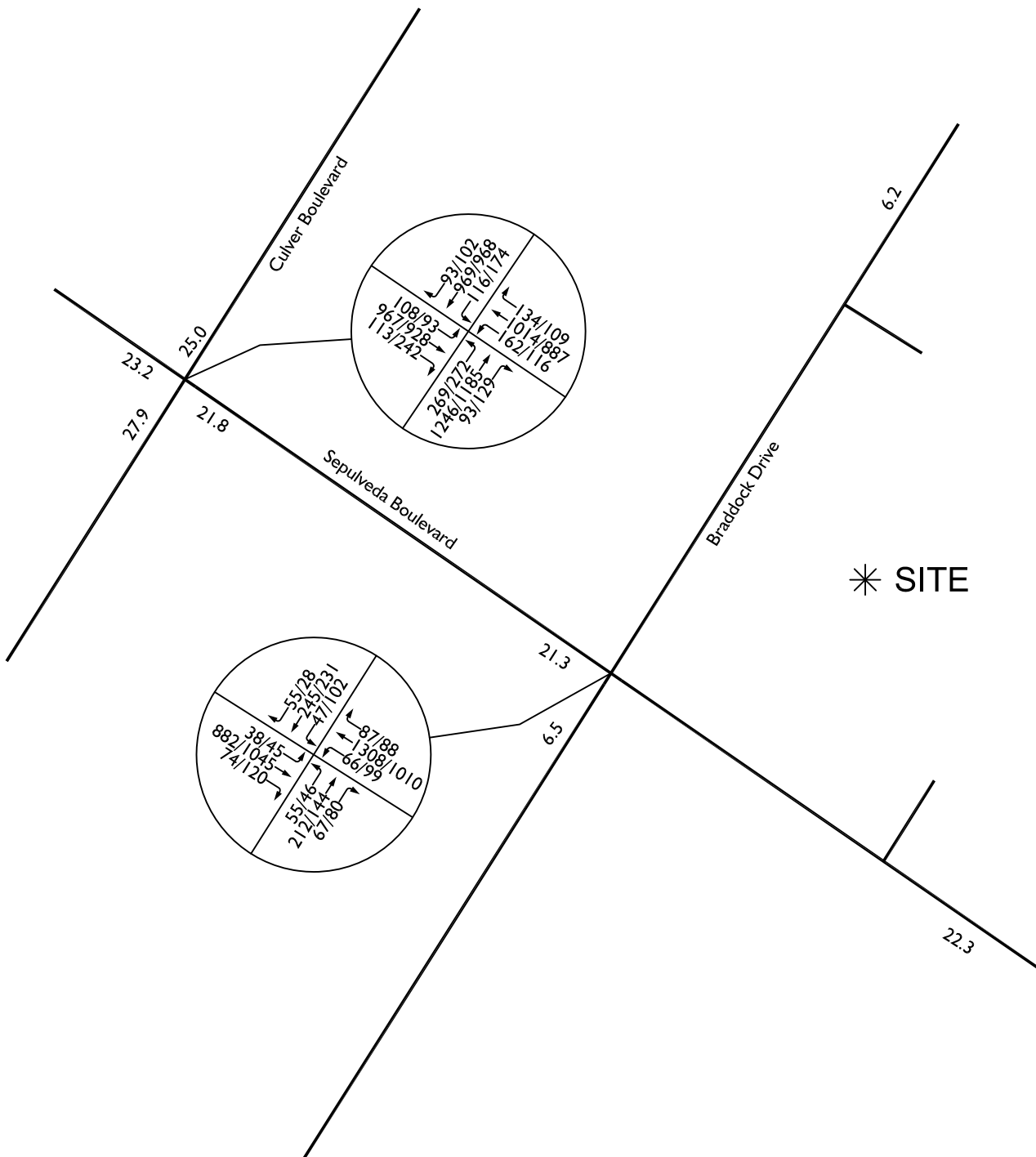
Legend:

10/20 = AM/PM Peak Hour Volumes

10 = Average Daily Traffic



Exisiting Plus Ambient Growth (Year 2013) Plus Related Projects Peak Hour Traffic Volumes

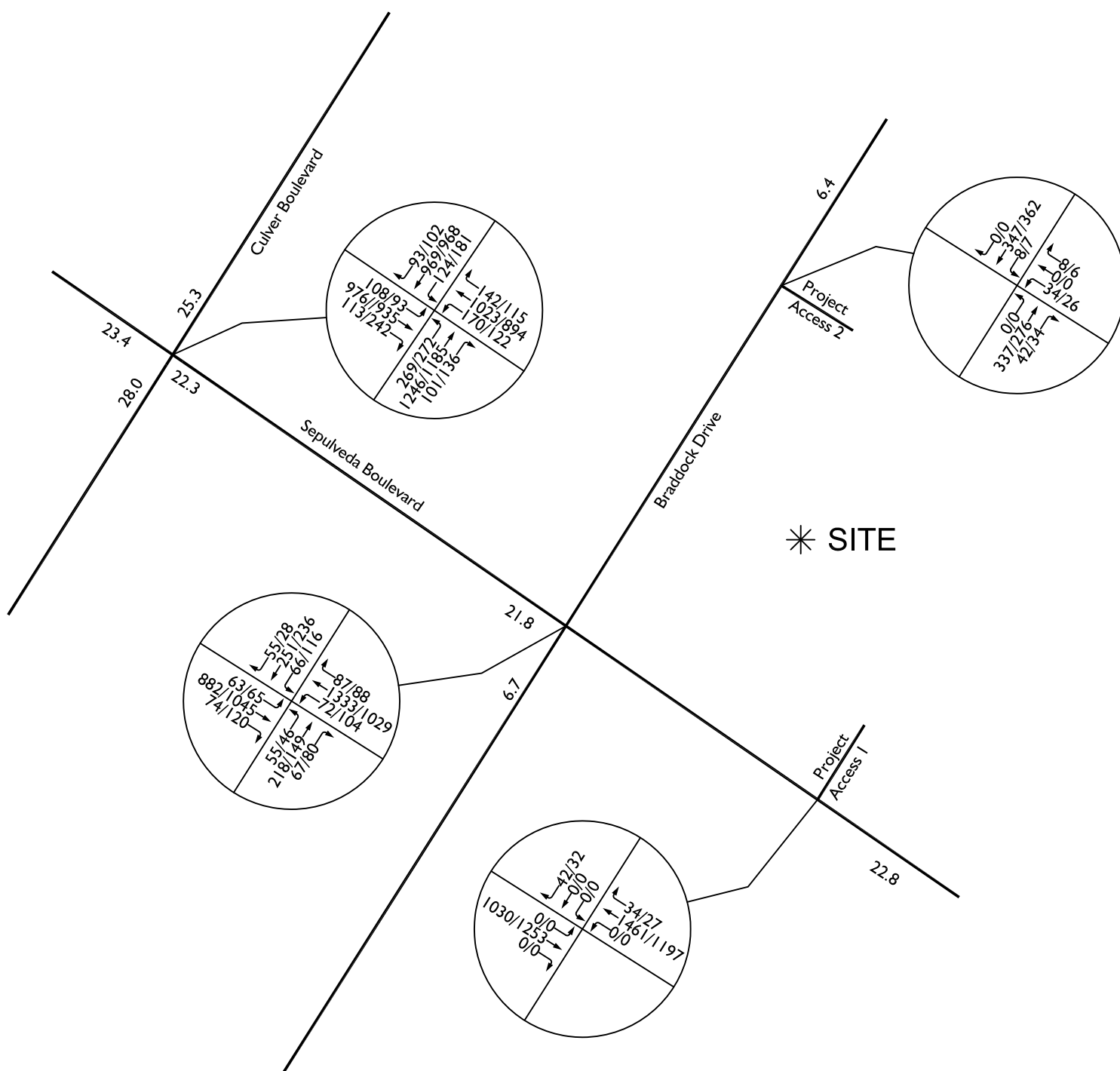


Legend:

- 10/20 = AM/PM Peak Hour Volumes
- 10.0 = Average Daily Traffic (1000s)



Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project Peak Hour Traffic Volumes



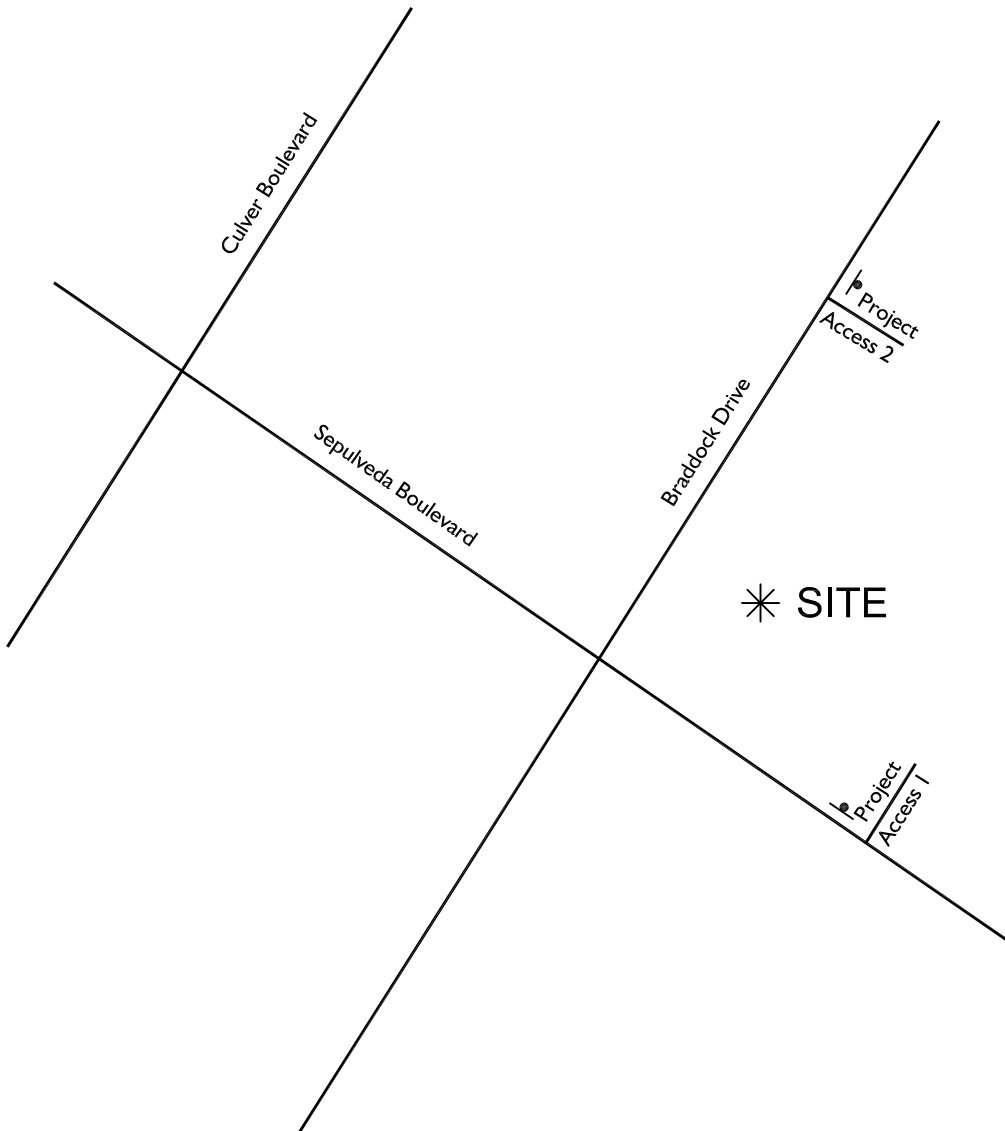
Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000s)

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



Recommendations



Recommendations

1. Complete internal circulation system per City of Culver City standards. This will include constructing the two (2) project driveways to existing City standards.
2. Complete any remaining half-section improvements to Sepulveda Boulevard and Braddock Drive adjacent to the project.
3. In conjunction with the preparation of precise grading and landscape plans, sight distance should be reviewed at project access points per City of Culver City standards.
4. Install stop signs, stop bars and stop legends at the project access points.
5. Participate in any Culver City Development Impact Fees as they pertain to the project.

Legend:

☐ = Install Stop Sign



Tables

TABLE 1
Intersection Analysis For Existing Conditions

Intersection	Traffic Control ³	Intersection Approach Lane(s) ¹												Critical V/C Ratio or Delay (Sec.) ²		V/C Less ATSAC Adjustment ⁴		Level of Service	
		Northbound			Southbound			Eastbound			Westbound								
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM
Sepulveda Blvd. (NS) at:																			
• Culver Boulevard (EW)	TS	2.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.5	0.5	0.869	0.825	0.799	0.755	C	C
• Braddock Drive (EW)	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.0	1!	0.0	0.772	0.727	0.702	0.657	C	B
• Project Access 1 (EW)	CSS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project Access 2 (NS) at:																			
• Braddock Drive (EW)	CSS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Improvement** = Improvement

²

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

³ TS = Traffic Signal
CSS = Cross Street Stop

⁴ A 0.07 reduction in the V/C ratio was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City
ATSAC = Automated Traffic Surveillance and Control

TABLE 2
Trip Generation Rates¹

PROPOSED PROJECT (7-ELEVEN) LAND USE

Land Use	ITE CODE	Units ²	Peak Hour				Daily
			AM		PM		
			In	Out	In	Out	
7-Eleven Convenience Market (Open 24 Hours)	851	TSF	33.52	33.52	26.73	25.68	737.99

¹ Source: Institute of Transportation Engineers (ITE), *Trip Generation, 8th Edition*, 2008 (Trip Code 851).

² TSF = Thousand Square Feet

TABLE 3
Project Trip Generation Comparison

Proposed Project (7-Eleven) Land Use

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

¹ TSF = Thousand Square Feet

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

TABLE 4
Intersection Analysis For Existing Plus Project Conditions

Intersection	Traffic Control ³	Intersection Approach Lane(s) ¹												Critical V/C Ratio or Delay (Sec.) ²		V/C Less ATSAC Adjustment		Level of Service	
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R						
Sepulveda Blvd. (NS) at:																			
• Culver Boulevard (EW)	TS	2.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.5	0.5	0.875	0.831	0.805	0.761	D	C
• Braddock Drive (EW)	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.0	1!	0.0	0.811	0.742	0.741	0.672	C	B
• Project Access 1 (EW)	CSS	0.0	1.5	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	15.1	13.1	N/A	N/A	C	B
Project Access 2 (NS) at:																			
• Braddock Drive (EW)	CSS	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.0	14.1	13.2	N/A	N/A	B	B

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

²

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

³ TS = Traffic Signal

CSS = Cross Street Stop

⁴ A 0.07 reduction in the V/C ration was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City
ATSAC = Automated Traffic Surveillance and Control

TABLE 5
Related Projects Trip Generation¹

Zone	Project Address	Land Use	Size	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
1	3823-3833 Huron Ave.	Townhomes	15 units	1	6	7	5	3	8	87
		Townhomes	-3 units	0	-1	-1	-1	-1	-2	-17
	Net Total Zone 1			1	5	6	4	2	6	70
2	3972 Tilden Ave.	Condominiums	4 units	0	2	2	1	1	2	23
3	3954 Sepulveda Blvd.	Hotel	77 rooms	26	17	43	24	21	45	629
4	10826-10830 Washington Blvd.	Dental Office	2,989 sq. ft.	6	1	7	3	7	10	108
5	11957 Washington Blvd.	Office	73,569 sq. ft.	100	14	114	24	21	45	810
6	10638 Culver Blvd.	Gas Station	N/A	5	5	10	0	0	0	125
7	11501-11509 Washington Blvd.	Retail	2,359 sq. ft	2	1	3	3	3	6	105
		Office	937 sq. ft.	1	0	1	0	1	1	10
		Apartments	2 units	0	1	1	1	0	1	13
	Net Total Zone 7			3	2	5	4	4	8	128
8	3846 Bentley Ave.	Condominiums	4 units	0	2	2	1	1	2	23
9	11167 Washington Blvd.	Auto Repair Shop	1,196 sq. ft.	3	1	4	2	2	4	42
10	11304 Culver Blvd.	Auto Repair Shop	1,280 sq. ft.	3	1	4	2	2	4	45
11	12095-12101 Washington Blvd.	Elementary School	124 Students	31	25	56	9	10	19	160
		Middle School	42 Students	13	10	23	3	3	6	68
		High School	84 Students	24	11	35	5	6	11	144
		Medical Office	10,000 sq. ft.	-18	-5	-23	-9	-25	-34	-363
	Net Total Zone 11			50	41	91	8	-6	2	9
12	11012-11014 Washington Blvd.	Commercial	3,385 sq. ft.	4	1	5	1	4	5	162
13	11042-11056 Tilden Ave.	Retail	10,700 sq. ft.	8	6	14	13	16	29	474
		Apartments	33 units	3	14	17	13	7	20	219
	Net Total Zone 13			11	20	31	26	23	49	693
14	11955 Washington Blvd.	Apartments	30 units	3	12	15	12	7	19	200
		Special Retail	8,798	7	5	12	10	13	23	390
	Net Total Zone 14			10	17	27	22	20	42	590
15	10601 Washington Blvd.	Apartments	126 units	--	--	--	--	--	--	--
		Office	23,000 sq. ft.	--	--	--	--	--	--	--
		Retail	9,000 sq. ft	--	--	--	--	--	--	--
	Net Total Zone 15			52	73	125	96	71	167	1,802
16	4114 Sepulveda Boulevard	Retail	6,500 sq. ft.	3	3	6	11	11	22	251
		Restaurant	12,722 sq. ft	61	57	118	67	47	114	1,294
		Supermarket	14,900 sq. ft	25	17	42	64	61	125	1,218
	Net Total Zone 16			89	77	166	142	119	261	2,763
Net Total (All Zones)				363	279	642	360	292	652	8,022

¹ Note: Related projects trip generation provided by the City of Culver City

TABLE 6
Intersection Analysis For Buildout Year (2013) Plus Related Projects Conditions

Intersection	Traffic Control ³	Intersection Approach Lane(s) ¹												Critical V/C Ratio or Delay (Sec.) ²		V/C Less ATSAC Adjustment		Level of Service	
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R						
Sepulveda Blvd. (NS) at:																			
• Culver Boulevard (EW)	TS	2.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.5	0.5	0.914	0.866	0.844	0.796	D	C
• Braddock Drive (EW)	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.0	1!	0.0	0.811	0.780	0.741	0.710	C	C
• Project Access 1 (EW)	CSS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project Access 2 (NS) at:																			
• Braddock Drive (EW)	CSS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

²

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

³ TS = Traffic Signal

CSS = Cross Street Stop

⁴ A 0.07 reduction in the V/C ration was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City
ATSAC = Automated Traffic Surveillance and Control

TABLE 7
Intersection Analysis For Buildout Year (2013) Plus Related Projects Plus Project Conditions

Intersection	Traffic Control ³	Intersection Approach Lane(s) ¹												Critical V/C Ratio or Delay (Sec.) ²		V/C Less ATSAC Adjustment		Level of Service	
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R						
Sepulveda Blvd. (NS) at:																			
• Culver Boulevard (EW)	TS	2.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0	2.5	0.5	0.920	0.871	0.850	0.801	D	D
• Braddock Drive (EW)	TS	1.0	1.5	0.5	1.0	1.5	0.5	0.0	1!	0.0	0.0	1!	0.0	0.850	0.795	0.780	0.725	C	C
• Project Access 1 (EW)	TS	0.0	1.5	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	16.3	13.8	N/A	N/A	B	C
Project Access 2 (NS) at:																			
• Braddock Drive (EW)	TS	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.0	14.3	13.4	N/A	N/A	B	B

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

²

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

³ TS = Traffic Signal
CSS = Cross Street Stop

⁴ A 0.07 reduction in the V/C ration was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City
ATSAC = Automated Traffic Surveillance and Control

TABLE 8
Summary Intersection Analysis

Intersection	Intersection Analysis for Existing Conditions				Intersection Analysis For Existing Plus Project Conditions				Project Related Increase V/C Ratio		Significant Impact ³	
	ICU Critical V/C Ratio ^{1,2}		Level of Service		ICU Critical V/C Ratio ^{1,2}		Level of Service					
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sepulveda Boulevard (NS) at:												
• Culver Boulevard (EW)	0.799	0.755	C	C	0.805	0.761	D	C	0.006	0.006	NO	NO
• Braddock Drive (EW)	0.702	0.657	C	B	0.741	0.672	C	B	0.039	0.015	NO	NO
• Project Access 1 (EW)	N/A	N/A	N/A	N/A	15.1	13.1	C	B	N/A	N/A	N/A	N/A
Project Access 2 (NS) at												
• Braddock Drive (EW)	N/A	N/A	N/A	N/A	14.1	13.2	B	B	N/A	N/A	N/A	N/A

Intersection	Intersection Analysis For Buildout Year (2013) With Related Projects Conditions				Intersection Analysis For Buildout Year (2013) With Related Projects and Project Conditions				Project Related Increase in V/C Ratio		Significant Impact ³	
	ICU Critical V/C Ratio ^{1,2}		Level of Service		ICU Critical V/C Ratio ^{1,2}		Level of Service					
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sepulveda Boulevard (NS) at:												
• Culver Boulevard (EW)	0.844	0.796	D	C	0.850	0.801	D	D	0.006	0.005	NO	NO
• Braddock Drive (EW)	0.741	0.710	C	C	0.780	0.725	C	C	0.039	0.015	NO	NO
• Project Access 1 (EW)	N/A	N/A	N/A	N/A	16.3	13.8	B	C	N/A	N/A	N/A	N/A
Project Access 2 (NS) at												
• Braddock Drive (EW)	N/A	N/A	N/A	N/A	14.3	13.4	B	B	N/A	N/A	N/A	N/A

¹ Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Hig.

² V/C Ratio for all signalized intersections include ATSAC-type adjustment.

³ Significant Impact = Yes, if project related increase in V/C ratio is:

- LOS C, equal or greater than 0.05
- LOS D, equal or greater than 0.04
- LOS E, equal or greater than 0.02
- LOS F, equal or greater than 0.02

TABLE 9
Residential Streets Segment Analysis¹

Roadway Segment	Project Buildout (Year 2013) Plus Related Projects Plus Project (ADT)	Project Traffic (ADT)	Project % of Project Buildout (Year 2013) Plus Related Projects Plus Project Conditions	Significant Impact
Braddock Drive				
• East of Sepulveda Boulevard	6,400	138	2.16%	NO
• West of Sepulveda Boulevard	6,700	138	2.06%	NO

¹ Residential Street Analysis performed in accordance with City of Culver City guidelines.

Appendices

Appendix A

Traffic Count Worksheets

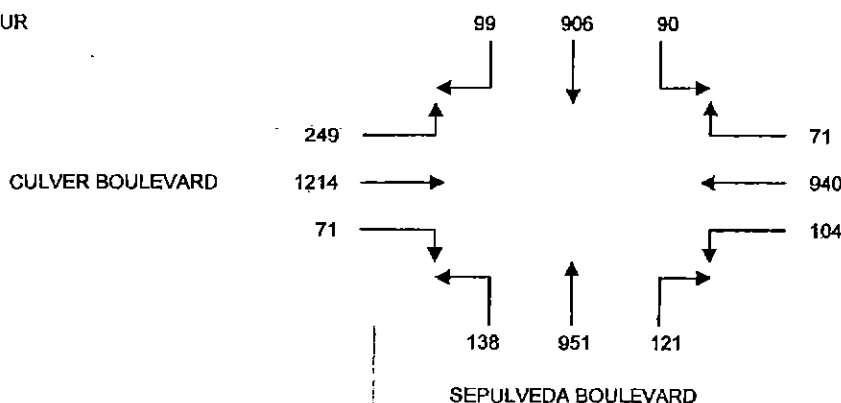
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S SEPULVEDA BOULEVARD
 E/W CULVER BOULEVARD
 FILE NUMBER: 11-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	18	156	17	13	157	14	23	180	24	16	274	45
0715-0730	15	192	22	11	149	21	28	208	40	9	303	48
0730-0745	20	204	30	8	201	17	38	261	45	13	309	59
0745-0800	23	178	42	15	204	27	27	258	61	10	282	77
0800-0815	33	199	31	17	248	21	34	260	44	15	308	61
0815-0830	23	194	23	21	263	29	26	245	35	19	291	65
0830-0845	24	248	19	18	227	26	28	234	33	21	302	59
0845-0900	19	265	17	15	202	28	33	212	26	16	313	64
0900-0915	16	261	14	11	215	22	28	218	24	13	298	53
0915-0930	11	273	10	14	220	25	19	223	28	15	279	55
0930-0945	13	255	12	10	205	14	22	209	21	9	284	48
0945-1000	8	290	8	6	189	16	14	201	17	6	263	38

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	76	730	111	47	711	79	116	887	170	48	1168	229	4372
0715-0815	81	773	125	51	802	86	127	987	190	47	1202	245	4728
0730-0830	99	775	126	61	916	94	125	1024	185	57	1190	262	4914
0745-0845	103	819	115	71	942	103	115	997	173	65	1183	262	4948
0800-0900	99	906	90	71	940	104	121	951	138	71	1214	249	4954
0815-0915	82	968	73	65	907	105	115	909	118	69	1204	241	4858
0830-0930	70	1047	60	58	864	101	108	887	111	65	1182	231	4794
0845-0945	59	1054	53	50	842	89	102	862	99	53	1174	220	4657
0900-1000	48	1079	44	41	829	77	83	851	90	43	1124	194	4503

A.M. PEAK HOUR
0800-0900



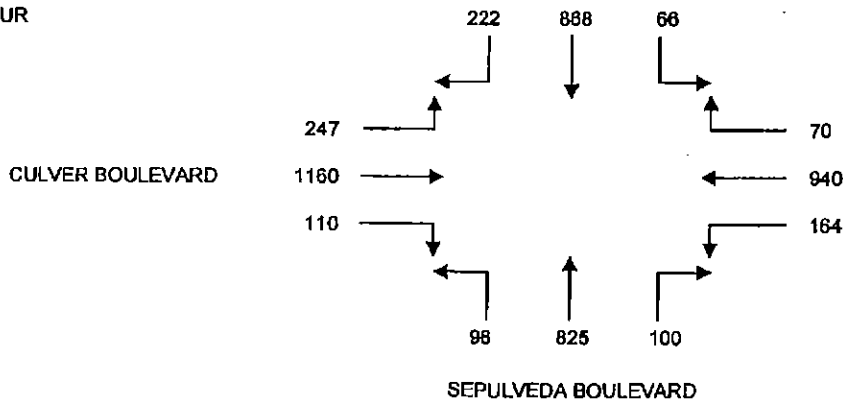
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011
 PERIOD: 04:00 PM TO 07:00 PM
 INTERSECTION N/S SEPULVEDA BOULEVARD
 E/W CULVER BOULEVARD
 FILE NUMBER: 11-PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	27	231	4	9	208	28	14	186	12	17	253	22
0415-0430	36	242	7	14	215	32	19	199	18	24	271	31
0430-0445	43	238	10	18	237	36	21	207	22	28	286	44
0445-0500	55	216	15	16	222	38	26	205	40	26	270	73
0500-0515	53	219	26	19	204	43	34	188	31	24	262	93
0515-0530	74	215	13	15	214	35	32	225	28	27	294	59
0530-0545	56	210	28	16	220	54	29	212	26	23	306	60
0545-0600	53	215	14	25	229	41	22	192	25	25	289	62
0600-0615	39	228	11	14	277	34	17	196	19	35	271	66
0615-0630	37	239	16	9	282	28	28	204	26	23	285	51
0630-0645	31	233	13	11	275	31	23	192	21	26	273	59
0645-0700	25	227	9	6	242	22	20	199	16	18	254	42

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0400-0500	161	927	36	57	882	134	80	797	92	95	1080	170	4511
0415-0515	187	915	58	67	878	149	100	799	111	102	1089	241	4686
0430-0530	225	888	64	68	877	152	113	825	121	105	1112	269	4619
0445-0545	238	860	82	66	860	170	121	830	125	100	1132	285	4869
0500-0600	238	859	81	75	867	173	117	817	110	99	1151	274	4859
0515-0615	222	868	66	70	940	164	100	825	98	110	1160	247	4870
0530-0630	185	892	69	64	1008	157	96	804	96	106	1151	239	4867
0545-0645	160	915	54	59	1063	134	90	784	91	109	1118	238	4815
0600-0700	132	927	49	40	1076	115	88	791	82	102	1083	218	4703

P.M. PEAK HOUR
0515-0615



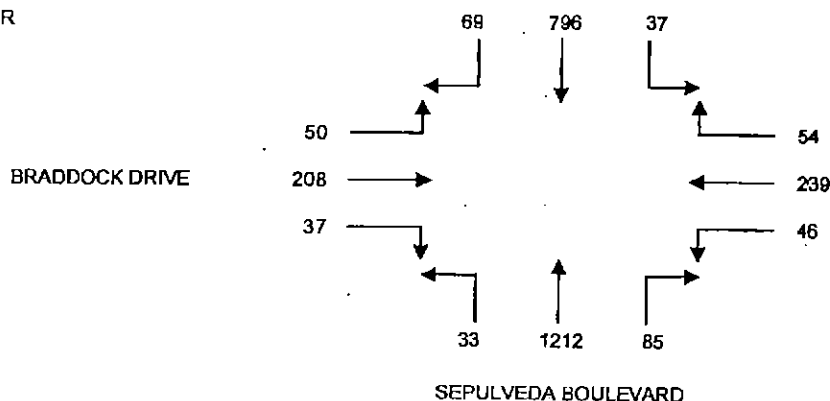
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION N/S SEPULVEDA BOULEVARD
 E/W BRADDOCK DRIVE
 FILE NUMBER: 13-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	7	168	2	3	23	8	20	195	3	5	12	5
0715-0730	7	204	5	9	34	4	12	247	3	2	27	11
0730-0745	18	198	10	16	49	15	22	312	7	7	54	9
0745-0800	20	175	16	12	65	13	31	324	11	11	65	7
0800-0815	19	203	6	15	68	11	21	306	9	8	38	14
0815-0830	12	220	5	11	57	7	11	270	6	11	51	20
0830-0845	16	268	3	8	35	8	11	261	8	12	53	16
0845-0900	11	286	7	5	44	13	10	265	6	11	36	4
0900-0915	12	272	5	4	35	8	13	249	8	15	32	9
0915-0930	8	204	4	6	22	10	7	256	12	12	23	3
0930-0945	12	255	4	4	23	13	10	236	8	23	14	8
0945-1000	9	292	3	5	18	12	2	216	8	6	15	2

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	52	745	33	40	171	40	85	1078	24	26	158	32	2483
0715-0815	64	780	37	52	216	43	88	1189	30	28	184	41	2750
0730-0830	69	796	37	54	239	46	85	1212	33	37	208	50	2866
0745-0845	67	886	30	48	225	39	74	1161	34	42	207	57	2848
0800-0900	58	977	21	39	204	39	53	1102	29	42	178	54	2796
0815-0915	51	1046	20	28	171	36	45	1045	28	49	172	49	2740
0830-0930	47	1120	19	23	136	39	41	1031	34	50	144	32	2716
0845-0945	43	1107	20	19	124	44	40	1006	34	61	105	24	2627
0900-1000	41	1113	16	19	98	43	32	957	36	56	84	22	2517

A.M. PEAK HOUR
 0730-0830



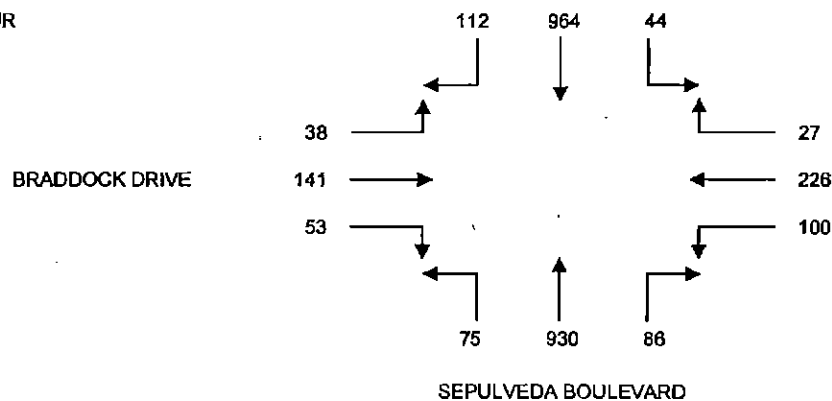
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011
 PERIOD: 04:00 PM TO 07:00 PM
 INTERSECTION N/S SEPULVEDA BOULEVARD
 E/W BRADDOCK DRIVE
 FILE NUMBER: 13-PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	24	243	3	13	28	12	12	187	18	19	28	5
0415-0430	31	251	12	8	38	15	11	214	11	10	21	9
0430-0445	20	262	11	5	48	13	12	226	16	21	24	16
0445-0500	26	242	8	3	41	22	17	258	20	10	31	12
0500-0515	30	240	7	6	43	18	10	236	34	7	28	9
0515-0530	25	235	8	5	53	19	9	261	20	16	34	14
0530-0545	32	244	9	7	59	24	21	239	19	13	38	12
0545-0600	27	233	16	6	58	27	26	221	19	11	37	5
0600-0615	28	252	11	9	56	30	30	209	17	13	32	7
0615-0630	31	246	7	6	47	16	19	252	19	16	22	2
0630-0645	22	254	7	7	44	14	18	211	10	11	19	9
0645-0700	20	228	12	6	23	10	16	214	17	22	20	10

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0400-0500	101	998	34	29	152	62	52	885	65	60	102	42	2582
0415-0515	107	995	38	22	166	68	50	934	81	48	102	46	2857
0430-0530	101	979	34	19	183	72	48	981	90	54	115	51	2727
0445-0545	113	961	32	21	196	83	57	994	93	48	129	47	2772
0500-0600	114	952	40	24	213	88	66	957	92	47	135	40	2768
0515-0615	112	964	44	27	226	100	86	930	75	53	141	38	2798
0530-0630	118	975	43	28	220	97	96	921	74	53	129	28	2780
0545-0645	108	985	41	28	205	87	93	893	65	51	110	23	2689
0600-0700	101	978	37	28	170	70	83	886	63	62	93	28	2599

P.M. PEAK HOUR
0515-0615



Appendix B

Existing Level of Service Analysis Worksheets

```

-----
                        Level Of Service Computation Report
                    ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.869
Loss Time (sec):      10          Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        87          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Prot+Permit      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Y+R:      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:      2 0 2 0 1      1 0 2 0 1      2 0 2 0 1      2 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      138 951 121      90 906 99      249 1214 71      104 940 71
Growth Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      138 951 121      90 906 99      249 1214 71      104 940 71
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      138 951 121      90 906 99      249 1214 71      104 940 71
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      138 951 121      90 906 99      249 1214 71      104 940 71
PCE Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:      138 951 121      90 906 99      249 1214 71      104 940 71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:      0.90 1.00 1.00      1.00 1.00 1.00      0.90 1.00 1.00      0.90 1.00 1.00
Lanes:      2.00 2.00 1.00      1.00 2.00 1.00      2.00 2.00 1.00      2.00 2.79 0.21
Final Sat.:      2880 3200 1600      1600 3200 1600      2880 3200 1600      2880 4463 337
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.05 0.30 0.08      0.06 0.28 0.06      0.09 0.38 0.04      0.04 0.21 0.21
Crit Moves:      ****      ****      ****      ****
*****

```

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 73 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 2 0 2 0 1 1 0 2 0 1 2 0 2 0 1 2 0 2 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 98 825 100 66 868 222 247 1160 110 164 940 70

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 98 825 100 66 868 222 247 1160 110 164 940 70

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 98 825 100 66 868 222 247 1160 110 164 940 70

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 98 825 100 66 868 222 247 1160 110 164 940 70

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 98 825 100 66 868 222 247 1160 110 164 940 70

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 0.90 1.00 1.00

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.79 0.21

Final Sat.: 2880 3200 1600 1600 3200 1600 2880 3200 1600 2880 4467 333

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.03 0.26 0.06 0.04 0.27 0.14 0.09 0.36 0.07 0.06 0.21 0.21

Crit Moves: **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1 1 0 0	0 0 1 1 0 0

Volume Module:

Base Vol:	33	1212	85	37	796	69	50	208	37	46	239	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1212	85	37	796	69	50	208	37	46	239	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1212	85	37	796	69	50	208	37	46	239	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1212	85	37	796	69	50	208	37	46	239	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1212	85	37	796	69	50	208	37	46	239	54

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.84	0.16	0.17	0.70	0.13	0.14	0.70	0.16
Final Sat.:	1600	2990	210	1600	2945	255	271	1128	201	217	1128	255

Capacity Analysis Module:

Vol/Sat:	0.02	0.41	0.41	0.02	0.27	0.27	0.03	0.18	0.18	0.03	0.21	0.21
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	75	930	86	44	964	112	38	141	53	100	226	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	930	86	44	964	112	38	141	53	100	226	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	930	86	44	964	112	38	141	53	100	226	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	930	86	44	964	112	38	141	53	100	226	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	930	86	44	964	112	38	141	53	100	226	27

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.79	0.21	0.16	0.61	0.23	0.28	0.64	0.08
Final Sat.:	1600	2929	271	1600	2867	333	262	972	366	453	1024	122

Capacity Analysis Module:

Vol/Sat:	0.05	0.32	0.32	0.03	0.34	0.34	0.02	0.15	0.15	0.06	0.22	0.22
Crit Moves:	****			****			****			****		

Appendix C

Existing Plus Project Level of Service Analysis Worksheets

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Prot+Permit			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2
	1						1				1		

Volume Module:

Base Vol:	138	951	121	90	906	99	249	1214	71	104	940	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	951	121	90	906	99	249	1214	71	104	940	71
Added Vol:	8	9	8	0	9	0	0	0	8	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	960	129	90	915	99	249	1214	79	112	940	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	960	129	90	915	99	249	1214	79	112	940	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	960	129	90	915	99	249	1214	79	112	940	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	960	129	90	915	99	249	1214	79	112	940	71

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.79	0.21
Final Sat.:	2880	3200	1600	1600	3200	1600	2880	3200	1600	2880	4463	337

Capacity Analysis Module:

Vol/Sat:	0.05	0.30	0.08	0.06	0.29	0.06	0.09	0.38	0.05	0.04	0.21	0.21
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Prot+Permit			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2
	1						2	0	2	0	1	2	0

Volume Module:

Base Vol:	98	825	100	66	868	222	247	1160	110	164	940	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	825	100	66	868	222	247	1160	110	164	940	70
Added Vol:	6	7	6	0	7	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	832	106	66	875	222	247	1160	117	171	940	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	832	106	66	875	222	247	1160	117	171	940	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	832	106	66	875	222	247	1160	117	171	940	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	832	106	66	875	222	247	1160	117	171	940	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.79	0.21
Final Sat.:	2880	3200	1600	1600	3200	1600	2880	3200	1600	2880	4467	333

Capacity Analysis Module:

Vol/Sat:	0.04	0.26	0.07	0.04	0.27	0.14	0.09	0.36	0.07	0.06	0.21	0.21
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	33	1212	85	37	796	69	50	208	37	46	239	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1212	85	37	796	69	50	208	37	46	239	54
Added Vol:	6	25	0	25	0	0	0	6	0	19	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1237	85	62	796	69	50	214	37	65	245	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1237	85	62	796	69	50	214	37	65	245	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1237	85	62	796	69	50	214	37	65	245	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1237	85	62	796	69	50	214	37	65	245	54

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.84	0.16	0.17	0.71	0.12	0.18	0.67	0.15
Final Sat.:	1600	2994	206	1600	2945	255	266	1138	197	286	1077	237

Capacity Analysis Module:

Vol/Sat:	0.02	0.41	0.41	0.04	0.27	0.27	0.03	0.19	0.19	0.04	0.23	0.23
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	75	930	86	44	964	112	38	141	53	100	226	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	930	86	44	964	112	38	141	53	100	226	27
Added Vol:	5	19	0	20	0	0	0	5	0	14	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	949	86	64	964	112	38	146	53	114	231	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	949	86	64	964	112	38	146	53	114	231	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	949	86	64	964	112	38	146	53	114	231	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	949	86	64	964	112	38	146	53	114	231	27

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.79	0.21	0.16	0.62	0.22	0.31	0.62	0.07
Final Sat.:	1600	2934	266	1600	2867	333	257	986	358	490	994	116

Capacity Analysis Module:

Vol/Sat:	0.05	0.32	0.32	0.04	0.34	0.34	0.02	0.15	0.15	0.07	0.23	0.23
Crit Moves:	****			****			****			****		

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)
*****
Average Delay (sec/veh):      0.3      Worst Case Level Of Service: C[ 15.1]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 1 1 0      0 0 2 0 0      0 0 0 0 0      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1330      0      0 879      0      0 0 0 0      0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 1330      0      0 879      0      0 0 0 0      0 0 0 0
Added Vol:      0 0 34      0 34 0      0 0 0 0      0 0 0 42
PasserByVol:      0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut:      0 1330 34      0 913 0      0 0 0 0      0 0 0 42
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 1330 34      0 913 0      0 0 0 0      0 0 0 42
Reduct Vol:      0 0 0      0 0 0      0 0 0 0      0 0 0 0
FinalVolume:      0 1330 34      0 913 0      0 0 0 0      0 0 0 42
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9
FollowUpTim:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 682
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 397
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 397
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.11
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.1
LOS by Move: * * * * * * * * * * * * * * * * C
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:      * * * * * * * * * * * * * * * *
ApproachDel:      xxxxxx      xxxxxx      xxxxxx      15.1
ApproachLOS:      * * * * * * * * * * * * * * * * C
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)
*****
Average Delay (sec/veh):      0.2      Worst Case Level Of Service: B[ 13.1]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 1 1 0      0 0 2 0 0      0 0 0 0 0      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1091      0      0 1117      0      0 0 0 0      0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1091      0      0 1117      0      0 0 0 0      0 0 0 0
Added Vol:      0 0      27      0 26      0      0 0 0 0      0 0 0 32
PasserByVol: 0 0      0      0 0      0      0 0 0 0      0 0 0 0
Initial Fut: 0 1091      27      0 1143      0      0 0 0 0      0 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1091      27      0 1143      0      0 0 0 0      0 0 0 32
Reduct Vol: 0 0      0      0 0      0      0 0 0 0      0 0 0 0
FinalVolume: 0 1091      27      0 1143      0      0 0 0 0      0 0 0 32
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 559
Potent Cap.: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 478
Move Cap.: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 478
Volume/Cap: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.07
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.1
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * B
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:      * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:      xxxxxx      xxxxxx      xxxxxx      13.1
ApproachLOS:      * * * * * * * * * * * * * * * * * * * * * * B
*****
Note: Queue reported is the number of cars per lane.
*****

```

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)
*****Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1 0 0	0	0	0 0 0	0	0	0 1 0	0	1	0 0 0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	330	0	0	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	330	0	0	339	0
Added Vol:	34	0	8	0	0	0	0	0	42	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	8	0	0	0	0	330	42	8	339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	8	0	0	0	0	330	42	8	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	8	0	0	0	0	330	42	8	339	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	706	706	351	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	372	xxxxx	xxxxx
Potent Cap.:	405	363	697	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1198	xxxxx	xxxxx
Move Cap.:	403	361	697	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1198	xxxxx	xxxxx
Volume/Cap:	0.08	0.00	0.01	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx

Level of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.0	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	438	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Shrd ConDel:	xxxxx	14.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.0	xxxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	14.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)
*****
Average Delay (sec/veh):      0.7      Worst Case Level Of Service: B[ 13.2]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      0 0 0 1 0      0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      0 0 0      0 271 0      0 355 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0      0 0 0      0 271 0      0 355 0
Added Vol: 26 0 6      0 0 0      0 0 34      7 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 26 0 6      0 0 0      0 271 34      7 355 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 0 6      0 0 0      0 271 34      7 355 0
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
FinalVolume: 26 0 6      0 0 0      0 271 34      7 355 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 657 657 288 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 305 xxxxx xxxxx
Potent Cap.: 433 387 756 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1267 xxxxx xxxxx
Move Cap.: 431 385 756 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1267 xxxxx xxxxx
Volume/Cap: 0.06 0.00 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 469 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Shrd ConDel: xxxxx 13.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx
Shared LOS: * B * * * * * * * * * A * *
ApproachDel: 13.2 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

Appendix D

Related Projects Data

Project Trip Generation Rates*

Shopping Center - per 1,000 gross square feet of floor area (ITE Land Use 820)

Weekday

Daily Trips: T = 42.94 (A)
AM Peak Hour: T = 1.00 (A); I/B = 61%, O/B = 39%
PM Peak Hour: T = 3.73 (A); I/B = 51%, O/B = 49%

Weekend

Daily Trips: T = 49.97 (A)
AM Peak Hour: T = 4.89 (A); I/B = 52%, O/B = 48%

High-Turnover (Sit-Down) Restaurant - per 1,000 gross square feet of floor area (ITE Land Use 932)

Weekday

Daily Trips: T = 127.15 (A)
AM Peak Hour: T = 11.52 (A); I/B = 52%, O/B = 48%
PM Peak Hour: T = 11.15 (A); I/B = 59%, O/B = 41%

Weekend

Daily Trips: T = 158.37 (A)
AM Peak Hour: T = 14.07 (A); I/B = 53%, O/B = 47%

Supermarket - per 1,000 gross square feet of floor area (ITE Land Use 850)

Weekday

Daily Trips: T = 102.24 (A)
AM Peak Hour: T = 3.59 (A); I/B = 61%, O/B = 39%
PM Peak Hour: T = 10.50 (A); I/B = 51%, O/B = 49%

Weekend

Daily Trips: T = 177.59 (A)
AM Peak Hour: T = 10.85 (A); I/B = 51%, O/B = 49%

Where:

T = Trip Ends

A = Building Area in 1,000 sq. ft.

I/B = Inbound Trip Percentage

O/B = Outbound Trip Percentage

* Note:

All trip generation rates from 8th Ed. ITE *Trip Generation*.

generation for the developments (the actual increase in traffic on nearby streets or intersections resulting from development of the subject project). For typical shopping center developments containing a mix of retail and restaurant components, the most significant of these factors involves the effects of "internal interaction" ("multi-purpose" trips), pedestrian or "walk-in" patronage from nearby commercial developments or residential neighborhoods, and "pass-by" activity on the estimates of "net" new traffic added to the area roadways.

Project Trip Generation

Size/Use	Weekday							Saturday			
	Daily	AM Peak Hour			PM Peak Hour			Daily	Mid-day Peak		
		In	Out	Total	In	Out	Total		In	Out	Total
<u>Proposed Project</u>											
<i><u>Phase 1</u></i>											
6,500 sq. ft. Retail	279	4	3	7	12	12	24	325	17	15	32
(Less 10% Pass-by Trips)	(28)	(1)	0	(1)	(1)	(1)	(2)	(33)	(2)	(1)	(3)
Net Retail Trips	251	3	3	6	11	11	22	292	15	14	29
12,722 sq. ft. Restaurant	1,618	76	71	147	84	58	142	2,015	95	84	179
(Less 20% Pass-by Trips)	(324)	(15)	(14)	(29)	(17)	(11)	(28)	(403)	(19)	(17)	(36)
Net Restaurant Trips	1,294	61	57	118	67	47	114	1,612	76	67	143
<i>Subtotal Phase 1 Trips</i>	<i>1,545</i>	<i>64</i>	<i>60</i>	<i>124</i>	<i>78</i>	<i>58</i>	<i>136</i>	<i>1,904</i>	<i>91</i>	<i>81</i>	<i>172</i>
<i><u>Phase 2</u></i>											
14,900 sq. ft. Supermarket	1,523	32	21	53	80	76	156	2,646	83	79	162
(Less 20% Pass-by Trips)	(305)	(7)	(4)	(11)	(16)	(15)	(31)	(529)	(16)	(16)	(32)
Net Supermarket Trips	1,218	25	17	42	64	61	125	2,117	67	63	130
<i>Total Net New Project Trips</i>	<i>2,763</i>	<i>89</i>	<i>77</i>	<i>166</i>	<i>142</i>	<i>119</i>	<i>261</i>	<i>4,021</i>	<i>158</i>	<i>144</i>	<i>302</i>
<u>Less Existing Uses (Removed)</u>											
Auto Dealership (vacant)	---	---	---	---	---	---	---	---	---	---	---
Total Net New Site Trips	2,763	89	77	166	142	119	261	4,021	158	144	302
<u>Project Driveway Trips (no pass-by trip reductions)</u>											
Phase 1 (total all driveways)	1,897	80	74	154	96	70	166	2,340	112	99	211
Phase 2 (total all driveways)	1,523	32	21	53	80	76	156	2,646	83	79	162
Total Project Driveway Trips	3,420	112	95	207	176	146	322	4,986	195	178	373
<u>Project trips if evaluated as "shopping center":</u>											
34,122 sq. ft. Shopping Center	1,465	21	13	34	62	65	127	1,705	87	80	167
(Less 10% Pass-by Trips)	(147)	(2)	(1)	(3)	(6)	(7)	(13)	(171)	(9)	(8)	(17)
Net Shopping Center Trips	1,318	19	12	31	56	58	114	1,534	78	72	150

As shown in Table 2, once the existing development on the site has been removed, Phase 1 of the proposed project (including both the retail and restaurant components) is expected to result in a total of approximately 1,545 net weekday daily trips (including adjustments to account for

Related Projects Descriptions

Map No.	Land Use/Description	Size/Units	Address
1.	Townhomes <i>Townhomes</i>	15 units 3 units	3823-3833 Huron Avenue
2.	Condominiums	4 units	3972 Tilden Avenue
3.	Hotel	77 room	3954 Sepulveda Boulevard
4.	Dental Office	2,989 sq. ft.	10826 & 10830 Washington Boulevard
5.	Office	73,569 sq. ft.	11957 Washington Boulevard
6.	Gas Station Car Wash Convenience Store <i>Gas Station w/Convenience Mart</i>	n/a 1 bay 1,500 sq. ft. n/a	10638 Culver Boulevard
7.	Retail Office Apartments	2,359 sq. ft. 937 sq. ft. 2 units	11501-11509 Washington Boulevard
8.	Condominiums	4 units	3846 Bentley Avenue
9.	Auto Repair Shop	1,196 sq. ft.	11167 Washington Place
10.	Auto Repair Shop	1,280 sq. ft.	11304 Culver Boulevard
11.	Convenience Store	2,500 sq. ft.	4436 Sepulveda Boulevard
12.	Elementary School Middle School High School <i>Medical Office</i>	124 student 42 student 84 student 10,000 sq. ft.	12095-12101 Washington Boulevard
13.	Commercial	3,385 sq. ft.	11012-11014 Washington Boulevard
14.	Retail Apartments	10,700 sq. ft. 33 units	11042-11056 Tilden Avenue
15.	Apartment Specialty Retail	30 units 8,798 sq. ft.	11955 Washington Boulevard
16.	Apartment Office Retail	126 units 23,000 sq. ft. 9,000 sq. ft.	10601 W. Washington Boulevard

Notes:

Uses identified in *italics* are existing uses removed in order to develop proposed project.
Values in parentheses indicate negative values or reductions in trips.

Related Projects Trip Generation Rates
ITE 8th Edition Data

Apartment - per dwelling unit (ITE Land Use 220)

Daily Trips: T = 6.652 (U)
AM Peak Hour: T = 0.51 (U); I/B = 20%, O/B = 80%
PM Peak Hour: T = 0.62 (U); I/B = 65%, O/B = 35%

Condominium/Townhome - per dwelling unit (ITE Land Use 230)

Daily Trips: T = 5.81 (U)
AM Peak Hour: T = 0.44 (U); I/B = 17%, O/B = 83%
PM Peak Hour: T = 0.52 (U); I/B = 67%, O/B = 33%

Hotel - per room (ITE Land Use 310)

Daily Trips: T = 8.17 (R)
AM Peak Hour: T = 0.56 (R); I/B = 61%, O/B = 39%
PM Peak Hour: T = 0.59 (R); I/B = 53%, O/B = 47%

General Office - per 1,000 gross square feet of floor area (ITE Land Use 710)

Daily Trips: T = 11.01 (A)
AM Peak Hour: T = 1.55 (A); I/B = 88%, O/B = 12%
PM Peak Hour: T = 1.49 (A); I/B = 17%, O/B = 83%

Medical/Dental Office - per 1,000 gross square feet of floor area (ITE Land Use 720)

Daily Trips: T = 36.13 (A)
AM Peak Hour: T = 2.30 (A); I/B = 79%, O/B = 21%
PM Peak Hour: T = 3.46 (A); I/B = 27%, O/B = 73%

Specialty Retail Center - per 1,000 gross square feet of floor area (ITE Land Use 814)

Daily Trips: T = 44.32 (A)
AM Peak Hour: T = 1.33 (A); I/B = 60%, O/B = 40% (3% of Daily, per SanDAG; directional percentages per SanDAG)
PM Peak Hour: T = 2.71 (A); I/B = 44%, O/B = 56%

Convenience Store (Open 24 Hours) - per 1,000 gross square feet of floor area (ITE Land Use 851)

Daily Trips: T = 737.99 (A)
AM Peak Hour: T = 67.03 (A); I/B = 50%, O/B = 50%
PM Peak Hour: T = 52.41 (A); I/B = 51%, O/B = 49%

Automobile Care Center - per 1,000 gross square feet of floor area (ITE Land Use 942)

Daily Trips: T = 35.00 (A) (estimated)
AM Peak Hour: T = 2.94 (A); I/B = 65%, O/B = 35%
PM Peak Hour: T = 3.38 (A); I/B = 50%, O/B = 50%

Where:	T = Trip Ends	A = Building area in 1,000 sq. ft.
	I/B = Inbound Trip Percentage	U = Number of Residential Units
	O/B = Outbound Trip Percentage	R = Number of Rooms

Related Projects Trip Generation Estimates

Map No.	Land Use/Description	Size/Units	Weekday										Saturday	
			Daily	AM Peak Hour			PM Peak Hour			Daily	Mid-day Peak			
				In	Out	Total	In	Out	Total		In	Out		
													Total	Total
1.	Townhomes <i>Townhomes</i>	15 units 3 units	87 (17)	1 0	6 (1)	7 (1)	5 (1)	3 (1)	8 (2)	85 (17)	5 (1)	2 0	7 (1)	
			70	1	5	6	4	2	6	68	4	2	6	
2.	Condominiums	4 units	23	0	2	2	1	1	2	23	1	1	2	
3.	Hotel	77 room	629	26	17	43	24	21	45	631	31	24	55	
4.	Dental Office	2,989 sq. ft.	108	6	1	7	3	7	10	27	6	5	11	
5.	Office	73,569 sq. ft.	810	100	14	114	19	91	110	174	16	14	30	
6.	Gas Station Car Wash Convenience Store Gas Station w/Convenience Mart	n/a 1 bay 1,500 sq. ft. n/a	125	5	5	10	0	0	0	133	11	10	21	
7.	Retail Office Apartments	2,359 sq. ft. 937 sq. ft. 2 units	105 10 13	2 1 0	1 0 1	3 1 1	3 0 1	3 1 0	6 1 1	99 2 13	7 0 1	6 0 0	13 0 1	
			128	3	2	5	4	4	8	114	8	6	14	
8.	Condominiums	4 units	23	0	2	2	1	1	2	23	1	1	2	
9.	Auto Repair Shop	1,196 sq. ft.	42	3	1	4	2	2	4	19	1	1	2	
10.	Auto Repair Shop	1,280 sq. ft.	45	3	1	4	2	2	4	20	1	1	2	
11.	Convenience Store	2,500 sq. ft.	1,845	84	84	168	67	64	131	2,090	97	96	193	

Related Projects Trip Generation Estimates

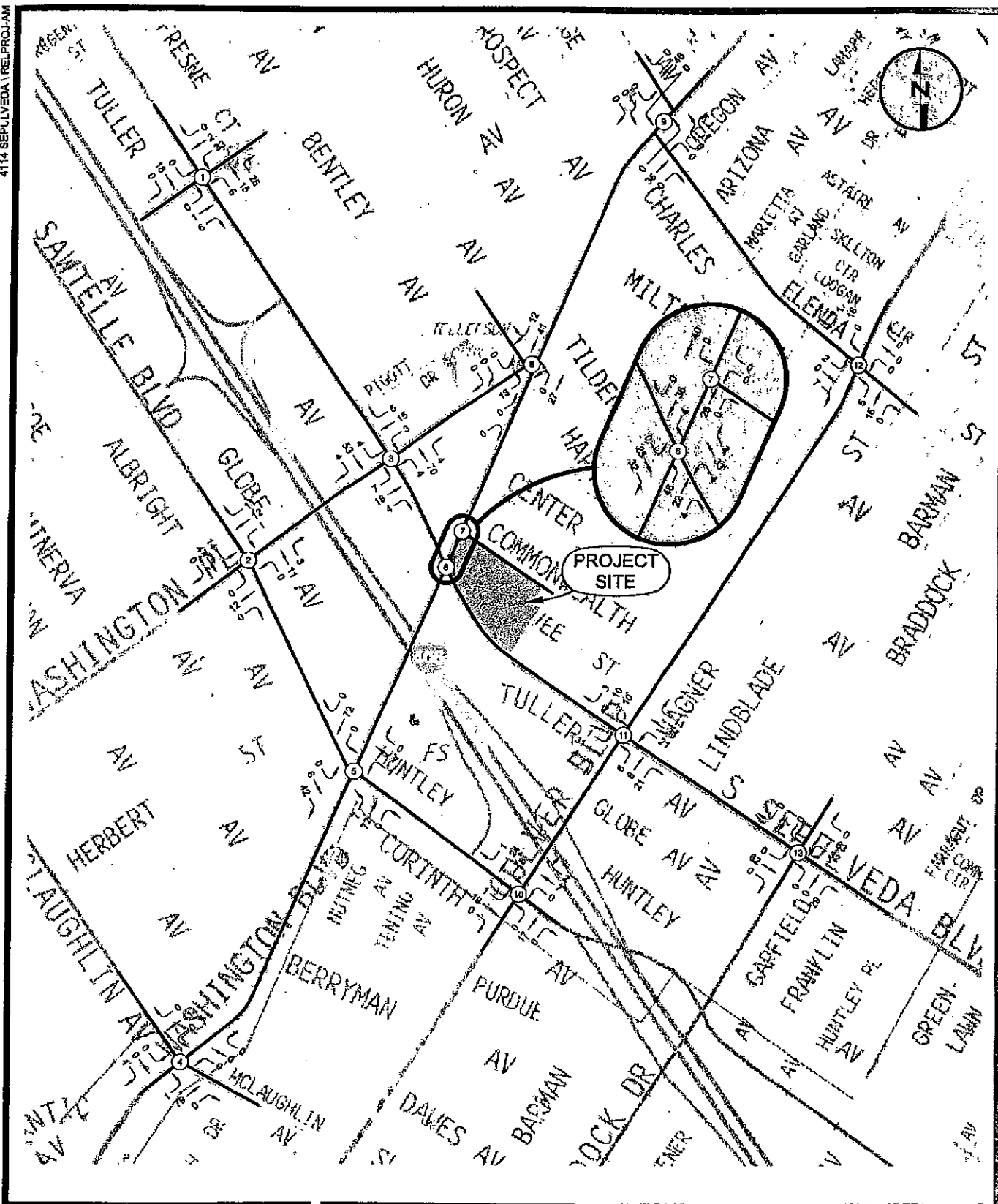
Map No.	Land Use/Description	Size/Units	Weekday						Saturday		
			AM Peak Hour			PM Peak Hour			Daily	Mid-day Peak	
			In	Out	Total	In	Out	Total		In	Out
12.	Elementary School ^[1]	124 student	31	25	56	9	10	19	n/a	---	n/a
	Middle School	42 student	13	10	23	3	3	6	n/a	---	n/a
	High School	84 student	24	11	35	5	6	11	n/a	---	n/a
	Medical Office	10,000 sq. ft.	(18)	(5)	(23)	(9)	(25)	(34)	(90)	(21)	(15)
			50	41	91	8	(6)	2	(90)	(21)	(15)
13.	Commercial	3,385 sq. ft.	4	1	5	1	4	5	8	1	0
14.	Retail	10,700 sq. ft.	8	6	14	13	16	29	450	31	29
	Apartments	33 units	3	14	17	13	7	20	211	9	8
			11	20	31	26	23	49	661	40	37
15.	Apartment ^[2]	30 units	3	12	15	12	7	19	192	8	8
	Specialty Retail	8,798 sq. ft.	7	5	12	10	13	23	370	26	24
			10	17	27	22	20	42	562	34	32
16.	Apartment ^[3]	126 units	52	73	125	96	71	167	1,789	87	77
	Office	23,000 sq. ft.									
	Retail	9,000 sq. ft.									

Notes:

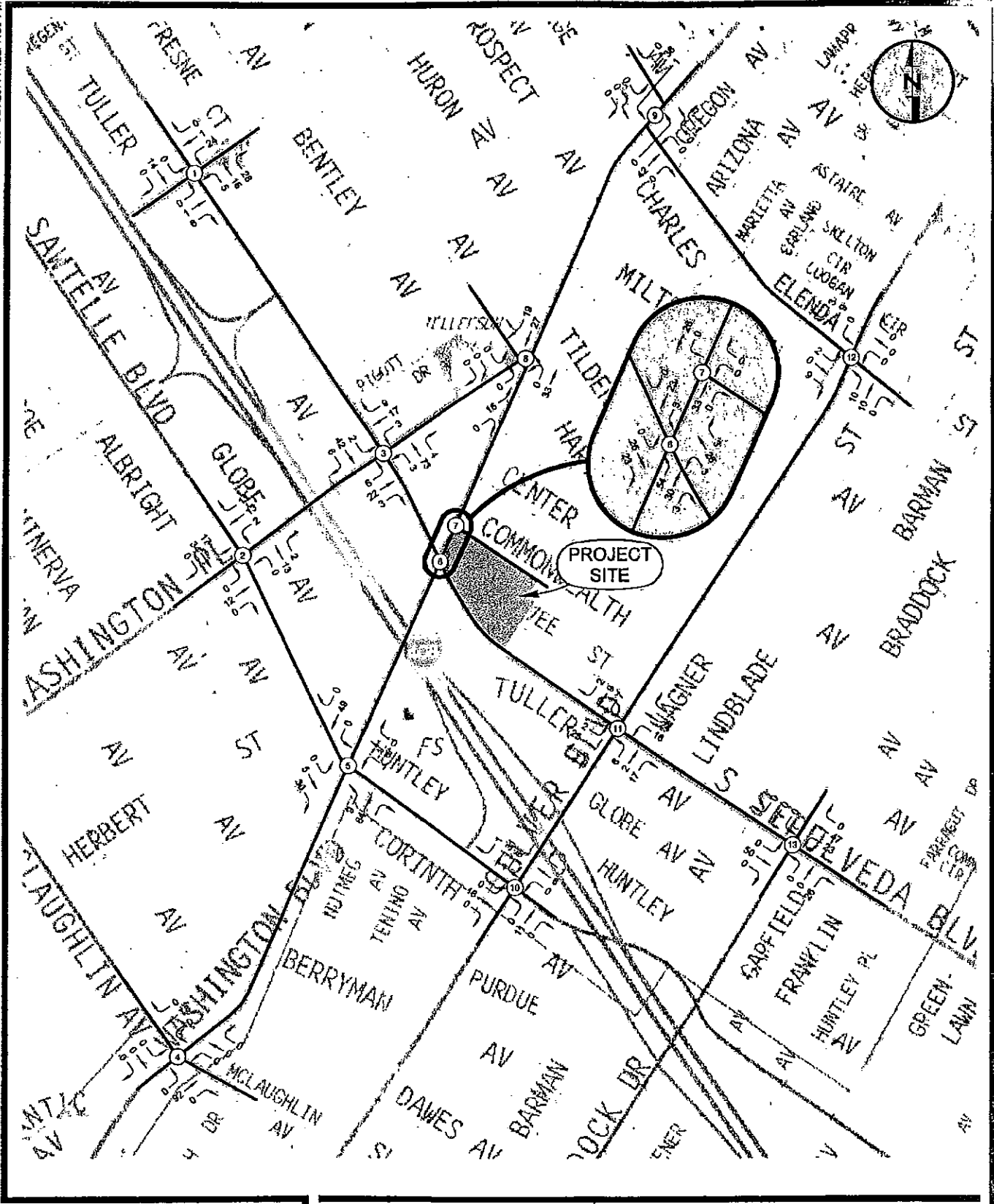
Uses identified in *italics* are existing uses removed in order to develop proposed project.
Values in parentheses indicate negative values or reductions in trips.

Sources:

- [1] Project Trip Generation Summary Provided by City of Culver City Planning Department.
- [2] Project Trip Generation Summary Provided by City of Culver City Planning Department.
- [3] Project Trip Generation Summary Provided by City of Culver City Planning Department.



RELATED PROJECTS TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR



RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

Appendix E

Existing Plus Ambient Growth (Year 2013)
Plus Related Projects Conditions
Level of Service Analysis Worksheets

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 108 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Prot+Permit			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2
	1						2	0	2	0	1	2	0

Volume Module:

Base Vol:	138	951	121	90	906	99	249	1214	71	104	940	71
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	141	970	123	92	924	101	254	1238	72	106	959	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	21	44	11	16	43	12	15	8	21	10	10	21
Initial Fut:	162	1014	134	108	967	113	269	1246	93	116	969	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1014	134	108	967	113	269	1246	93	116	969	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1014	134	108	967	113	269	1246	93	116	969	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1014	134	108	967	113	269	1246	93	116	969	93

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.74	0.26
Final Sat.:	2880	3200	1600	1600	3200	1600	2880	3200	1600	2880	4378	422

Capacity Analysis Module:

Vol/Sat:	0.06	0.32	0.08	0.07	0.30	0.07	0.09	0.39	0.06	0.04	0.22	0.22
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	1	0

Volume Module:												
Base Vol:	98	825	100	66	868	222	247	1160	110	164	940	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	842	102	67	885	226	252	1183	112	167	959	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	16	45	7	26	43	16	20	2	17	7	9	31
Initial Fut:	116	887	109	93	928	242	272	1185	129	174	968	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	887	109	93	928	242	272	1185	129	174	968	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	887	109	93	928	242	272	1185	129	174	968	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	887	109	93	928	242	272	1185	129	174	968	102

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.71	0.29
Final Sat.:	2880	3200	1600	1600	3200	1600	2880	3200	1600	2880	4341	459

Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.07	0.06	0.29	0.15	0.09	0.37	0.08	0.06	0.22	0.22
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx

Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

-----|-----|-----|-----|

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 33 1212 85 37 796 69 50 208 37 46 239 54

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 34 1236 87 38 812 70 51 212 38 47 244 55

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 32 72 0 0 70 4 4 0 29 0 1 0

Initial Fut: 66 1308 87 38 882 74 55 212 67 47 245 55

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 66 1308 87 38 882 74 55 212 67 47 245 55

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 66 1308 87 38 882 74 55 212 67 47 245 55

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 66 1308 87 38 882 74 55 212 67 47 245 55

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.88 0.12 1.00 1.84 0.16 0.16 0.64 0.20 0.13 0.71 0.16

Final Sat.: 1600 3001 199 1600 2951 249 264 1017 320 216 1129 254

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.04 0.44 0.44 0.02 0.30 0.30 0.03 0.21 0.21 0.03 0.22 0.22

Crit Moves: **** **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	75	930	86	44	964	112	38	141	53	100	226	27
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	77	949	88	45	983	114	39	144	54	102	231	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	23	61	0	0	62	6	7	0	26	0	0	0
Initial Fut:	100	1010	88	45	1045	120	46	144	80	102	231	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1010	88	45	1045	120	46	144	80	102	231	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1010	88	45	1045	120	46	144	80	102	231	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1010	88	45	1045	120	46	144	80	102	231	28

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.79	0.21	0.17	0.53	0.30	0.28	0.64	0.08
Final Sat.:	1600	2944	256	1600	2870	330	272	853	475	453	1024	122

Capacity Analysis Module:

Vol/Sat:	0.06	0.34	0.34	0.03	0.36	0.36	0.03	0.17	0.17	0.06	0.23	0.23
Crit Moves:	****			****			****			****		

Appendix F

Existing Plus Ambient Growth (Year 2013)
Plus Related Projects and Project Conditions
Level of Service Analysis Worksheets

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Prot+Permit			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2
	1						2	0	2	0	1	2	0

Volume Module:

Base Vol:	138	951	121	90	906	99	249	1214	71	104	940	71
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	141	970	123	92	924	101	254	1238	72	106	959	72
Added Vol:	8	9	8	0	9	0	0	0	8	8	0	0
PasserByVol:	21	44	11	16	43	12	15	8	21	10	10	21
Initial Fut:	170	1023	142	108	976	113	269	1246	101	124	969	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1023	142	108	976	113	269	1246	101	124	969	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1023	142	108	976	113	269	1246	101	124	969	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1023	142	108	976	113	269	1246	101	124	969	93

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.74	0.26
Final Sat.:	2880	3200	1600	1600	3200	1600	2880	3200	1600	2880	4378	422

Capacity Analysis Module:

Vol/Sat:	0.06	0.32	0.09	0.07	0.31	0.07	0.09	0.39	0.06	0.04	0.22	0.22
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	1	0
--------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:												
----------------	--	--	--	--	--	--	--	--	--	--	--	--

Base Vol:	98	825	100	66	868	222	247	1160	110	164	940	70
-----------	----	-----	-----	----	-----	-----	-----	------	-----	-----	-----	----

Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
-------------	------	------	------	------	------	------	------	------	------	------	------	------

Initial Bse:	100	842	102	67	885	226	252	1183	112	167	959	71
--------------	-----	-----	-----	----	-----	-----	-----	------	-----	-----	-----	----

Added Vol:	6	7	6	0	7	0	0	0	7	7	0	0
------------	---	---	---	---	---	---	---	---	---	---	---	---

PasserByVol:	16	45	7	26	43	16	20	2	17	7	9	31
--------------	----	----	---	----	----	----	----	---	----	---	---	----

Initial Fut:	122	894	115	93	935	242	272	1185	136	181	968	102
--------------	-----	-----	-----	----	-----	-----	-----	------	-----	-----	-----	-----

User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
-----------	------	------	------	------	------	------	------	------	------	------	------	------

PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

PHF Volume:	122	894	115	93	935	242	272	1185	136	181	968	102
-------------	-----	-----	-----	----	-----	-----	-----	------	-----	-----	-----	-----

Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Reduced Vol:	122	894	115	93	935	242	272	1185	136	181	968	102
--------------	-----	-----	-----	----	-----	-----	-----	------	-----	-----	-----	-----

PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

Final Volume:	122	894	115	93	935	242	272	1185	136	181	968	102
---------------	-----	-----	-----	----	-----	-----	-----	------	-----	-----	-----	-----

Saturation Flow Module:												
-------------------------	--	--	--	--	--	--	--	--	--	--	--	--

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
-----------	------	------	------	------	------	------	------	------	------	------	------	------

Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
-------------	------	------	------	------	------	------	------	------	------	------	------	------

Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.71	0.29
--------	------	------	------	------	------	------	------	------	------	------	------	------

Final Sat.:	2880	3200	1600	1600	3200	1600	2880	3200	1600	2880	4341	459
-------------	------	------	------	------	------	------	------	------	------	------	------	-----

Capacity Analysis Module:												
---------------------------	--	--	--	--	--	--	--	--	--	--	--	--

Vol/Sat:	0.04	0.28	0.07	0.06	0.29	0.15	0.09	0.37	0.09	0.06	0.22	0.22
----------	------	------	------	------	------	------	------	------	------	------	------	------

Crit Moves:	****			****			****			****		
-------------	------	--	--	------	--	--	------	--	--	------	--	--

*****	*****											
-------	-------	--	--	--	--	--	--	--	--	--	--	--

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)*****
Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	33	1212	85	37	796	69	50	208	37	46	239	54
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	34	1236	87	38	812	70	51	212	38	47	244	55
Added Vol:	6	25	0	25	0	0	0	6	0	19	6	0
PasserByVol:	32	72	0	0	70	4	4	0	29	0	1	0
Initial Fut:	72	1333	87	63	882	74	55	218	67	66	251	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1333	87	63	882	74	55	218	67	66	251	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1333	87	63	882	74	55	218	67	66	251	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1333	87	63	882	74	55	218	67	66	251	55

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.84	0.16	0.16	0.64	0.20	0.18	0.67	0.15
Final Sat.:	1600	3005	195	1600	2951	249	259	1027	314	284	1079	237

Capacity Analysis Module:

Vol/Sat:	0.04	0.44	0.44	0.04	0.30	0.30	0.03	0.21	0.21	0.04	0.23	0.23
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	75	930	86	44	964	112	38	141	53	100	226	27
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	77	949	88	45	983	114	39	144	54	102	231	28
Added Vol:	5	19	0	20	0	0	0	5	0	14	5	0
PasserByVol:	23	61	0	0	62	6	7	0	26	0	0	0
Initial Fut:	105	1029	88	65	1045	120	46	149	80	116	236	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1029	88	65	1045	120	46	149	80	116	236	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1029	88	65	1045	120	46	149	80	116	236	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1029	88	65	1045	120	46	149	80	116	236	28

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.79	0.21	0.17	0.54	0.29	0.31	0.62	0.07
Final Sat.:	1600	2949	251	1600	2870	330	267	867	466	490	994	116

Capacity Analysis Module:

Vol/Sat:	0.07	0.35	0.35	0.04	0.36	0.36	0.03	0.17	0.17	0.07	0.24	0.24
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[16.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	0	0	2	0	0	0

Volume Module:

Base Vol:	0	1330	0	0	879	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1357	0	0	897	0	0	0	0	0	0	0
Added Vol:	0	0	34	0	34	0	0	0	0	0	0	42
PasserByVol:	0	104	0	0	99	0	0	0	0	0	0	0
Initial Fut:	0	1461	34	0	1030	0	0	0	0	0	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1461	34	0	1030	0	0	0	0	0	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1461	34	0	1030	0	0	0	0	0	0	42

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	747
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	360
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	360
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.3
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					16.3
ApproachLOS:	*			*			*					C

 Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)*****
Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.8]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:         Include          Include          Include          Include
Lanes:          0 0 1 1 0        0 0 2 0 0        0 0 0 0 0        0 0 0 0 1
-----|-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:       0 1091      0      0 1117      0      0 0      0      0 0      0
Growth Adj:     1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:     0 1113      0      0 1139      0      0 0      0      0 0      0
Added Vol:       0 0      27      0 26      0      0 0      0      0 0      32
PasserByVol:     0 84      0      0 88      0      0 0      0      0 0      0
Initial Fut:     0 1197      27      0 1253      0      0 0      0      0 0      32
User Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:         1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0 1197      27      0 1253      0      0 0      0      0 0      32
Reduct Vol:      0 0      0      0 0      0      0 0      0      0 0      0
FinalVolume:     0 1197      27      0 1253      0      0 0      0      0 0      32
-----|-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gap:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 6.9
FollowUpTim:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 3.3
-----|-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 612
Potent Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 441
Move Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 441
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.07
-----|-----|-----|-----|-----|

```

Level Of Service Module:

```

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 0.2
Control Del:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 13.8
LOS by Move: * * * * * * * * * * * * * * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 13.8
ApproachLOS: * * * * * B
*****

```

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	330	0	0	339	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	337	0	0	346	0
Added Vol:	34	0	8	0	0	0	0	0	42	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	1	0
Initial Fut:	34	0	8	0	0	0	0	337	42	8	347	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	8	0	0	0	0	337	42	8	347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	34	0	8	0	0	0	0	337	42	8	347	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	720	720	358	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	379	xxxxx	xxxxx
Potent Cap.:	397	356	691	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1191	xxxxx	xxxxx
Move Cap.:	395	354	691	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1191	xxxxx	xxxxx
Volume/Cap:	0.09	0.00	0.01	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.0	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	430	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Shrd ConDel:	xxxxx	14.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.0	xxxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	14.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	271	0	0	355	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	276	0	0	362	0
Added Vol:	26	0	6	0	0	0	0	0	34	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	6	0	0	0	0	276	34	7	362	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	6	0	0	0	0	276	34	7	362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	6	0	0	0	0	276	34	7	362	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	670	670	293	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	310	xxxx	xxxxxx
Potent Cap.:	426	381	751	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1261	xxxx	xxxxxx
Move Cap.:	424	379	751	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1261	xxxx	xxxxxx
Volume/Cap:	0.06	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	461	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	13.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

 Note: Queue reported is the number of cars per lane.

Appendix G

City of Culver City Thresholds of Significance for Traffic Impacts

Table 1: Level of Service (LOS) Characteristics and Volume to Capacity (V/C) Ratios for Signalized Intersections

LOS	V/C Ratio	Characteristics
A	0.600 or Less	EXCELLENT. No vehicles wait longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of rush hours, but enough lower volume periods occur to permit clearing of developing lines preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	1.001 or More	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

2) Volume to Capacity (V/C) Ratio Scenarios

For each intersection analyzed, the V/C ratios shall be calculated to three decimal places. The LOS and V/C ratios for the AM and PM peak hours shall be shown in a table format as outlined in Attachment No. B with the following scenarios:

- A) Existing traffic conditions;
- B) Existing conditions plus the proposed project;
- C) Project Impacts;

- D) Future build-out (horizon) year(s) without project, with ambient growth and related projects;
 - E) Future build-out (horizon) year(s) with ambient growth and related projects plus proposed project;
 - F) Project impact [Difference];
 - G) Future build-out (horizon) year(s) with ambient growth, related projects and proposed traffic mitigation;
 - H) Net project impact; and
 - I) Recommendation if project results in Significant Impact ["Yes" or "No"].
- 3) Non-Signalized Intersections

The methods in the latest version of the Highway Capacity Manual shall be used to analyze LOS at non-signalized intersections and non-signalized freeway ramps. Table 2 describes the typical characteristics of LOS at stop-controlled intersections as defined by the Transportation Research Board. The ICU or CMA methods may be used to calculate the difference in the V/C ratio with and without the project. Any other methods shall first be approved by the City in writing. If the City determines a project adds a significant amount of traffic or traffic impacts to a non-signalized intersection, a traffic-signal or additional stop sign warrant study shall be conducted.

Table 2: Level of Service (LOS) Characteristics for Stop-Controlled Intersections

LOS	Average Total Delay (Seconds/Vehicle)	Expected Delay to Minor Street Traffic
A	10.0 or Less	Little or no delay
B	10.1 and less than 15.0	Short traffic delays
C	15.1 and less than 25.0	Average traffic delays
D	25.1 and less than 35.0	Long traffic delays
E	35.1 and less than 50.0	Very long traffic delays
F	50.1 or More	Extreme delays

Table 3: Significant-Impact Thresholds At Signalized / Stop-Controlled Intersections

LOS	V/C Ratio	Project Related Increase In V/C Ratio
A	0.600 or less	No Significant Impact
B	0.601 – 0.700	No Significant Impact
C	0.701 – 0.800	Equal or greater than 0.05
D	0.801 – 0.900	Equal or greater than 0.04
E	0.901 – 1.000	Equal or greater than 0.02
F	1.001 or more	Equal or greater than 0.02

F. Thresholds of Significance

1) Intersections

- A) A project's transportation impact at an intersection is considered to be significant if the project increases the V/C ratios beyond the thresholds shown in Table 3.
- B) Development projects outside of Culver City shall use the other jurisdiction(s) criteria when analyzing intersections in Culver City.

2) Residential Streets

The thresholds shown in Table 4 shall be used to determine if a project creates a significant impact on a local residential street. Streets with a higher average daily traffic volume require a lower percentage increase in traffic to be considered significantly impacted.

Table 4: Significant-Impact Thresholds At Residential Streets

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

Appendix H

Memorandum of Understanding (MOU)

Attachment A
Memorandum of Understanding For Traffic Study

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

Project Name: 7-Eleven 24 Hour Convenience Market
 Project Address: NEC of Sepulveda Blvd & Braddock Dr
 Project Description: 2,500 GFA 24-Hr Convenience Market
 N/A GFA Retail / N/A Residential Units
 N/A GFA Other / N/A GFA Other

* Gross Floor Area (GFA) shall be as defined in the most recent ITE publication.

Project Horizon Year: 2013 Ambient Growth Rate: One (1.0) % Per Year
 Directional Distribution: N: 40% S: 40% E: 10% W: 10%
 [Attach map(s) illustrating directional distribution percentages at all intersections and driveways.]

Trip Generation Rate(s): ITE Latest Edition / Other: N/A
 Land Use: Convenience Market (24-hr)
 ITE Code #: 851 ITE Code #: _____
 In _____ / Out _____ In _____ / Out _____ Total In _____ / Total Out _____
 AM Trips: 63 / 63 _____ / _____ 63 / 63
 PM Trips: 50 / 48 _____ / _____ 50 / 48
 Use additional pages if necessary.

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 [Indicate jurisdiction of each intersection]:

<u>No.</u>	<u>Intersection:</u>	<u>/ Jurisdiction:</u>
1.	<u>Sepulveda Blvd. (NS) at Culver Blvd. (EW)</u>	<u>/ Culver City</u>
2.	<u>Sepulveda Blvd. (NS) at Braddock Dr. (EW)</u>	<u>/ Culver City</u>
3.	<u>Sepulveda Blvd. (NS) at Project Access 1 (EW)</u>	<u>/ Culver City</u>
4.	<u>Project Access 2 (NS) at Braddock Dr (EW)</u>	<u>/ Culver City</u>
5.	_____	<u>/</u> _____
6.	_____	<u>/</u> _____
7.	_____	<u>/</u> _____
8.	_____	<u>/</u> _____
9.	_____	<u>/</u> _____
10.	_____	<u>/</u> _____

Use additional pages if necessary. Additionally, indicate any intersections that are subject to capacity analysis credit for advanced traffic signal control synchronization. Indicate any non-signalized intersections to be studied.

Residential Streets to be Studied

<u>No.</u>	<u>Intersection:</u>	<u>/ Jurisdiction:</u>
1.	<u>Braddock Drive (East of Sepulveda Blvd.)</u>	<u>/ Culver City</u>

2.	Braddock Drive (West of Sepulveda Blvd.)	/	Culver City
3.		/	
4.		/	
5.		/	
6.		/	
7.		/	
8.		/	
9.		/	
10.		/	

Use additional pages if necessary. Additionally, all intersection and street segment traffic count data shall be submitted both in written format and in an electronic format acceptable to the City.

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):	☐	☒

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").

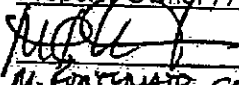
Post-Occupancy Traffic Counts

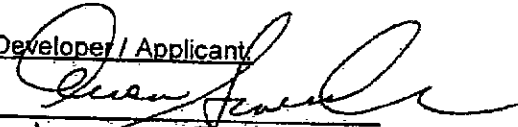
By signing below, the ~~Property Owner~~ ^{Developer} / Developer / Applicant hereby agrees to pay for and submit to the City a post-occupancy traffic count analysis of the development to the satisfaction of the City. The analysis shall determine the amount of actual traffic (motor vehicle, bicycle and 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.

Signatures

Property Owner / Applicant:
 Name [Signed]: 
 Name [Printed]: M. FORTUNATO, SECRETARY
 OLIVE FREEMAN PROPERTIES
 INC

Developer / Applicant:

 AARON SERRANO

Company:
Address:
City / State / Zip:
Office:
Fax:
Cell:
E-Mail:

OLIVE FREEMAN PROPERTIES
P.O. BOX 548 INC
RANCHO CUCAMORGA, CA 91729
(909) 948-1662
(909) 948-1349
()
MIKE@CITY-COMMERCIAL.COM

GOLDSTAR PARTNERS, LLC
855 15th ST.
HERMOSA BEACH, CA 90254
(310) 395-0049
(310) 395-0043
(310) 968-2269
ASHERLOW@EQUITAL

Traffic Consultant:

INVESTMENTS.COM

Name:
Company:
Address:
City / State / Zip:
Office:
Fax:
Cell:
E-Mail:

Bryan Estrada
RK Engineering Group, Inc.
4000 Westerly Place, Suite 280
Newport Beach, CA
(949) 474-0809
(949) 474-0902
()
be@rkengineer.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:

County of Los Angeles:

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

() _____
() _____
() _____

() _____
() _____
() _____

Other Public Agency:

Other Public Agency:

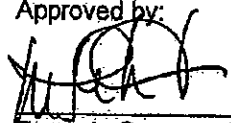
Name [Signed]:
Name [Printed]:
Company:
Address:
City / State / Zip:
Office:
Fax:

() _____
() _____

() _____
() _____

Cell: () _____
E-Mail: _____

Approved by:



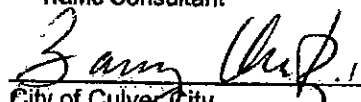
Property Owner – Applicant 1/12/12 Date



Developer – Applicant 1/12/12 Date



Traffic Consultant 1/11/12 Date



City of Culver City 1/19/2012 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 expire and a new MOU filing, review and approval process shall be required.

LAW OFFICES OF ROBERT V. WADDEN JR.

1031 AVENUE C REDONDO BEACH, CA 90277
(310) 251-7660 RVWADDEN@GMAIL.COM

January 25, 2012

Anthony Pleskow, Chairperson
City of Culver City Planning Commission
Culver City City Hall
9770 Culver Blvd.
Culver City, CA 90232

Re: Proposed 7-Eleven Project at 4336 Sepulveda Blvd.

Dear Chairperson Pleskow,

I have been retained by the developers of the proposed 7-Eleven project at 4336 Sepulveda Boulevard which is scheduled to come before you for site plan review on February 8. Because of the controversy regarding this project my clients have concerns that their legal rights may be ignored and their property rights impacted. While we are certain that the Commission will strive to act fairly and in the best interest of the community as a whole we think it may be useful to consider the legal parameters regarding your review of this project in order to set an appropriate context

The Proposed Development.

The proposed development would be built on the site of an unoccupied gas station on a 12,600 square foot parcel consisting of four contiguous lots in a rectangular configuration at the corner of Sepulveda Boulevard and Braddock Drive. The zoning is "CG" (Commercial General) and general plan land use designation is "GC" (General Corridor). The site is abutted on the north, south and west by commercial uses and on the east by single family and multi-family residential. The project will consist of a new 2,500 square foot building, 2,300 square feet of landscaping and a parking lot with 13 spaces. An eight foot masonry wall will be constructed along the alley on the southern boundary of the property. The only use to be conducted on the site will be a retail convenience store with no alcohol sales. As proposed the project involves a permitted use under the CG zone, is consistent with the General Plan land use designation for the site and in full compliance with all development standards and design guidelines mandated by the municipal code. Its location on the Sepulveda corridor places it in an intensely developed transportation and commercial corridor.

The Public Controversy.

Some individuals from residential properties to the east of the proposed project have raised objections to it. They have made comments about security, traffic and the potential sale of tobacco products to minors. It appears that some residents would prefer to keep the property vacant by doing everything in their power to prevent or delay any use of the site.

As noted above the project will not engage in the sale of alcohol and is therefore not likely to attract any sort of questionable clientele. The project will be well lit and maintained and will be no greater threat to neighborhood security than would any other retail establishment selling food and nonalcoholic beverages. Adequate parking is provided on site so encroachment on neighborhood parking should not be an issue. Any development of this currently unused site will incrementally increase traffic; however, in the present case the developers are proposing a modest sized facility which should minimize impacts to the extent practical. The developers of the proposed project are well aware that tobacco sales to minors are illegal under California law and will be in full compliance with the law.

This particular project is not likely to have a greater impact than any other legally permissible use for the site and would have a smaller impact than some other possible permitted uses (e.g., fast food service or auto sales). The property owners must be allowed to make some use of the property. Since the site is presently vacant, unless the City intends to acquire the site and keep it vacant, some impact on surrounding uses will result from any use.

The Culver City Municipal Code.

Culver City Municipal Code ("CCMC") Section 17.220.015 specifically lists "convenience store" as a permitted use for the CG zone. Therefore, since no alcohol will be sold, the project does not require a specific discretionary land use permit. However, CCMC Section 17.540.010 does require site plan review since the project involves a change of use (from gas station to convenience store).

The municipal code states that the purpose of site plan review is to "... ensure compliance with the required standards, design guidelines, and ordinances of the City; minimize potential adverse effects on surrounding properties and the environment; and protect the integrity and character of the residential, commercial and public areas of the City."

CCMC Section 17.54.020 contains specific criteria and findings which must be made for approval of a site plan. These include:

- A. – review of the general layout of the project to insure that it is consistent with all relevant aspects of the City code including zoning requirements, development standards and design guidelines;
- B. – review of architectural design of the project to insure compatibility with the scale and character of surrounding development and consistency with all requirements of the CCMC including development standards and design guidelines;
- C. – review of proposed landscaping to insure visual relief, complement to the structures on the site and creation of an attractive environment as well as compliance with specific requirements of the CCMC including development standards and design guidelines.
- D. –review of the design and layout of the proposed project to insure that it will not interfere with the use and enjoyment of neighboring existing or future development and does not result in pedestrian or vehicular hazards;
- E. – determination that existing or proposed public facilities (e.g., sewers, utilities, sidewalks, traffic control, parkways et al.) are adequate for the proposed project;
- F. –a determination that the proposed project is consistent with the general plan and any applicable specific plan.

The development standards and design guidelines referenced in the municipal code involve height, setback, parking and landscaping requirements. The project, as proposed in its present form, is in full compliance.

Site plan review is an administrative process with final approval to be made by the City's Planning Director. However the process is appealable to the Planning Commission with the appeal to be held at a public hearing. In the present case, because of the controversy raised by this application, staff decided to defer this matter directly to the Commission given the likelihood of appeal.

Analysis

The clear purpose of site plan review is to allow review of the physical aspects of a proposed development. Nothing in Chapter 17.540, or elsewhere in the Culver City Code, provides any authority for denial of a use which is otherwise unconditionally permitted under the municipal code if it complies with development standards, design guidelines and reasonable conditions imposed by the City. As pointed out above, this purpose is stated overtly in Section

17.540.005 as ensuring compliance with specific design and development standards and minimizing (as opposed to eliminating) impacts on surrounding development. Each of the specific findings in 17.540.020 is consistent with this purpose. Inherent in the authority delegated by these sections is a right to require specific design standards and to impose conditions or require changes in the physical aspects of a proposed development in order to mitigate negative impacts. No authority is given to deny a project if such impacts cannot be eliminated. In reviewing decisions of the Director the Planning Commission does not have any greater authority to deny or modify a project under these sections than the Director does.

Because the scope of review is very specifically limited under the site plan review process, and the proposed use in the present case is expressly permitted by the CCMC subject only to site plan review, an outright denial of the project would be an abuse of discretion under the City's own land use rules and may effect a taking under California and federal law.

California Code of Civil Procedure Section 1094.5 sets forth the criteria by which a court may review and reverse the administrative proceedings of a local government. A local government entity has abused its discretion if it "... has not proceeded in the manner required by law." (CCP Section 1094.5(b).) In determining this the courts apply the law applicable to the local agency's actions whether it is state law or a local ordinance. (*Azusa Land Reclamation Co., Inc. v. Main San Gabriel Basin Watermaster* (1997) 52 Cal.App.4th 1165, 1192.) In the case of the proposed project an outright denial of the 7-Eleven project based on the site plan review procedure would clearly exceed the scope of authority and purpose of the ordinance which authorizes the procedure. The Culver City site plan review rules only authorize modification and conditioning a proposed project which is otherwise consistent with zoning and general plan requirements. A denial would be beyond the scope of the local ordinance.

A long line of federal and state court cases has established a broad authority on the part of local government to regulate and condition land use. Mere diminution in value of land resulting from regulation is not a taking. Strict limits on the use of property have been routinely upheld. However, where a property owner is effectively deprived of economically viable use of a property by a regulation or regulatory decision a taking is effected. (*Keystone Bituminous Coal Assoc. v. DeBenedictis* 480 U.S. 470, 495-497 (1987).) The California Supreme Court has listed ten factors to be considered in determining whether or not a taking has occurred. (*Kavanau v. Santa Monica Rent Control Board* (1997) 16 Cal.4th 761, 776.) Among those factors are:

"Whether or not the regulation interferes with interests that are sufficiently bound up with the reasonable expectations of the claimant . . . ;

Whether the regulation affects the existing or traditional use of the property
And thus interferes with the property owner's primary expectation;"

"Whether the regulation extinguishes a fundamental attribute of ownership;"

In the present case if the property owner were to be deprived of a permitted use of the property legitimate questions would be raised as to whether or not any of the permitted uses of the property (all commercial and most quite similar to the proposed use) are allowed. Any of the uses permitted by the CG zone would have similar impacts on the neighborhood and some might have greater impacts. If this project were denied it is difficult to imagine any similar use being approved since the same objections would apply. This is bolstered by the fact that the property is presently vacant and those objecting to the proposed use have indicated they prefer the property in its present unused state.

A property owner who has purchased a property based upon its existing zoning and is prohibited from exercising his rights under that zoning has his reasonable expectations interfered with. Such a decision would affect the existing and traditional use of the property and extinguish a fundamental attribute of ownership established by the property's zoning classification. A decision to deny the proposed project would present a strong case for a regulatory inverse condemnation claim by the property owner.

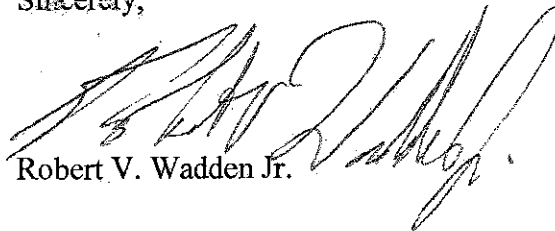
Conclusion

The Planning Director, and ultimately the Planning Commission, clearly has the right, consistent with CCMC Section 17.540.020, to modify or condition the project in ways which insure the compatibility of the project with surrounding uses and consistency with established City standards. In the present case the developers have made considerable concessions to insure that impacts are minimized. These include eliminating sale of alcohol (a substantial source of potential profit), including extensive and attractive landscaping and architecture, minimizing the size of the building and proposing substantial boundary walls to minimize impacts on surrounding properties. However, beyond the express discretion in the municipal code, there is no authority to deny a project which is otherwise consistent with the CG zoning and GC general plan land use designation and compliant with all development standards and design guidelines.

It is important to remember the context of this proposed project. It is located on an exceptionally busy transportation corridor in the midst of a myriad of similar commercial uses. The area was deliberately zoned and identified in the general plan to support precisely the type of development being proposed. All similar developments along this corridor have some impacts on

surrounding properties, and generate traffic and parking demand. This project is not unique in potential impacts nor is it unusual or incompatible. The site plan review process is intended to make sure that such developments are appropriately tailored to fit well into their surroundings not to preempt zoning and land use classifications determined by the City code and General Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert V. Wadden Jr.", written over the printed name.

Robert V. Wadden Jr.

cc: John Nachbar, City Manager
Sol Blumenfeld, Community Development Director
Carol Schwab, City Attorney
Aaron Swerdlow, Equitas, LLC

Williams, Joshua

From: Chris Grossman <chris@diver.net>
Sent: Saturday, March 03, 2012 7:29 PM
To: Williams, Joshua; Gorham, Thomas; Nachbar, John; scott.malsin@culvercity.org; O'Leary, Micheál; Armenta, Christopher; Weissman, Andrew; Cooper, Jeffrey; Garcia, Gabe
Subject: My support for the 7-11 project at 4436 Sepulveda Boulevard (ASPR-P2011127)

This is a letter for my full support of the planned project at 4436 Sepulveda Boulevard to replace the derelict gas station with a new 7-11.

This abandoned gas station has been a festering sore on the neighborhood for over 10 years. It is a magnet for graffiti and vandalism. It drags down the value of other nearby properties because it is such an eyesore. It costs us all money because of the constant need for graffiti removal. You can see in [these pictures I took](#) where the vandalism has repeatedly needed to be covered.

Abandoned gas stations are notoriously hard to have redeveloped because of the issues with the underground storage tanks. Even when the economy was booming this place was abandoned and decaying. The fact that Mr. Swerdlow is willing to invest his money and time to redevelop this property should be welcomed, not opposed.

I live on Globe Ave. about a block from this development. There is no convenient store for me to walk to buy food and beverages. I welcome having a 7-eleven near by to walk to. I really don't like to drive and add to our smog and traffic unless absolutely necessary.

As a Culver City home owner, resident, and neighbor I fully welcome Mr. Swerdlow's redevelopment of this festering piece of urban decay in our neighborhood and the building of a 7-11.

Thank You,
P. Chris Grossman
4330 Globe Ave.
Culver City, CA 90230
cell: 310-545-8479
work: 310-812-2262

link to the pictures: <http://chrisgrossman.com/2012.01.22/>

Williams, Joshua

From: Evalon Witt [evalon@roadrunner.com]
Sent: Monday, February 27, 2012 4:24 PM
To: Williams, Joshua
Subject: 7-Eleven on Braddock

Dear Mr. Williams

Re: Traffic Concerns With The New 7-11
Speed Humps Are Essential

I am among the minority of my neighbors who are in favor of the proposed 7-Eleven on the corner of Sepulveda and Braddock. I have lived at 11168 Braddock (2 doors away from the site) for nearly 13 years, and I say the neglected lot and dilapidated building are an eyesore and quite possibly a safety hazard, and I will be very happy to see the lot developed. However, I do wish to stress my concerns about the traffic issues on this particular block of Braddock (11100), issues that will no doubt be exacerbated by the new 7-Eleven.

In the mornings, there are swarms of kids walking to school on this street, and in the afternoons, they are coming back for Taco Bell (or in the future, for this new 7-Eleven), or to get home, or to the bus, or to whatever. Frequently kids J-walk on this 11100 block. And, also, there are many cars and trucks driving down this stretch of Braddock, and often I see vehicles exceed 50 mph to make that signal at Sepulveda. This kind of speeding doesn't occur on the next block over (the 11200) because that block has speed humps.

Of all the blocks in Culver City, this is the one that needs the speed humps! Not only do I see parents racing down/up this street to get their kids to school on time, but, also, the high school student parking lot lets out on Harter, and many young drivers are then racing (as young drivers frequently do!) on Braddock to get to school or to make that signal at Sepulveda. And frequently there are vans and trucks parked on Braddock near where the 7-Eleven will be, and so it is very difficult to see what cars or trucks or buses might be coming toward Sepulveda, racing to make the light.

Now that this new working business will be in place with 12 on-site parking spaces and all the pedestrian traffic it will attract (and a large part of that will be school kids) – added to the considerable congestion we already have with Taco Bell, and the chaotic school traffic – *now*, more than ever, we need to calm the traffic on this particular stretch of Braddock. Speed humps would be the easiest, cheapest, most effective way to achieve this goal. I say it is essential and long overdue. I ask (beg) the City to take this very basic step, do the right thing, to insure the safety of pedestrians and motorists alike.

Sincerely,
Evalon Witt
(424) 298-8292
(310) 721-0107

Speed Humps.docx

Williams, Joshua

From: brian butcher <butchie_b@hotmail.com>
Sent: Thursday, February 09, 2012 9:23 PM
To: Williams, Joshua
Subject: 7 Eleven redevelopment

Dear Mr. Williams:

As a resident of Culver City, I am writing this email to voice my support of the proposed 7 Eleven redevelopment at Sepulveda and Braddock. I welcome the 7 Eleven at the intersection along with a brand new building. It will be a vast improvement to the intersection and provide an excellent use for the City. I will use the 7 Eleven to get coffee, refreshments, and groceries. Change will often have critics, though I see no reason why this proposal should be met with disapproval. More importantly, if the developer is complying with the zoning laws, they should have the right to proceed with their business plans. On top of that, this is a vacant lot that would seemingly be improved if commerce (and jobs) are brought in as part of this proposal. If we can't rely on our legal land use rights, then we are in big trouble.

Please forward this email to all the Planning Commissioners and City Councilmen that will be involved in this approval process.

Sincerest regards,

Brian Butcher
3316 Caroline Ave
Culver City, 90232

Williams, Joshua

From: myerscar@aol.com
Sent: Wednesday, February 08, 2012 11:55 AM
To: Williams, Joshua
Subject: 711 at Braddock and Sepulveda

Dear Mr Williams and City of Culver City, I am writing to you in support for the proposed 7-Eleven at the corner of Braddock and Sepulveda. This business is a positive addition to our city and it's location is a great choice. close enough to our high school which I am all in favor of. I have two high schoolers at Culver and would love for them to have access to a 7-Eleven at this site.

Thank you,
Carole Myers
10751 Garfield Ave
Culver City CA 90230
310-501-9015

Sent from my iPhone

Williams, Joshua

From: Lachoff, Kevin [Kevin.Lachoff@Grubb-Ellis.com]
Sent: Monday, February 06, 2012 4:02 PM
To: Williams, Joshua
Subject: 4436 Sepulveda project
Attachments: 4436Sep Support Comments KL 020312.pdf

Good afternoon, Mr. Williams,

I am enclosing a letter of support for the 7-Eleven project proposed for the south east corner of Sepulveda and Braddock.

I drive past the shuttered gas station on my way home between Downtown Culver City and the West Washington of

Culver City and understand the project is coming before the Planning Commission next month. I hope someday (s we can look forward to a neighborhood amenity rather than a boarded up building. Please share the attached letter with them.

Thank you,
Kevin

~~~~~

**Kevin R. Lachoff**  
Senior Associate  
Grubb & Ellis Company  
1100 Glendon Ave, Suite 900, Los Angeles, CA 90024  
Direct: 310.235.2916 • Fax: 310.478.9478  
[kevin.lachoff@grubb-ellis.com](mailto:kevin.lachoff@grubb-ellis.com)  
[www.grubb-ellis.com](http://www.grubb-ellis.com)  
CA Lic# 1481846



 Please consider the environment before printing this email. Thank you.

February 3, 2012

via email

Dear Mr. Williams & Planning Commissioners:

I am writing you to express my **support for the 7 Eleven project at Sepulveda and Braddock**, which will be in front of Planning Commission on March 14th. I'm a Culver City resident (90066 PO) and active member in the Community, and hope that you can appreciate the merits of the project itself for several reasons.

*First, it will be a significant improvement to the current property and the intersection. I welcome the removal of an old abandoned gas station which is an eyesore and not only serves no purpose, but drags down the image of the neighborhood. It will be replaced with a brand new retail building that will provide convenience for the neighborhood, improving, even modestly, its walkability, and providing its own parking. The site is frankly too small to support many alternative uses due to today's parking requirements and the economics of construction vs. potential rental income.*

The family that runs the few Culver City locations are working to expand their local business franchise of clean stores. They should be commended for proposing a new store that will not have beer, wine, or other alcohol sales. Our neighborhood, just east of West Washington, includes the 7-Eleven at Washington & Sawtelle. Whether it's to drop off a Redbox movie, pick up tickets when the Lotto jackpots clears \$100M, or its a summer night and we walk down for an ice-cream treat, you might find my neighbors or my family walking down the couple of blocks to our convenience store.

The other significant reason *I encourage your support for the property is out of concern and respect for property owners' rights*. Like many that will be there that night, I am very interested in making sure our rights as property owners are protected. The Planning Commission, over the past several months, has spent considerable time on this issue in the Accessory Structure debate (I was in support of the Commission decisions, incidentally). Each of us can look to the zoning rules in our community and, hopefully, rely upon them to give us a sense of what we can expect to build ourselves, and what rights our neighbors have to build as they choose on their property. To paraphrase Supreme Court Justice Oliver Holmes, "Your rights end where mine begin"<sup>1</sup>. With the planning that has gone into this project, I expect the owner's use and design is within his legal, permissible rights, and so it is unconscionable to think that he wouldn't be allowed to use his property as he is legally entitled.

Although I plan on attending the hearing, I am not sure if I will speak. I'm concerned that if opponents to the project are present, it may create a hostile environment for supporters. Consequently, I would appreciate it, if you would circulate this email to the Planning Commissioners so they are aware of my support.

Sincerely,

Kevin Lachoff  
Culver City Resident

---

<sup>1</sup> I believe the quote is, "The right to swing my fist ends where the other man's nose begins." attributed to Supreme Court Justice Oliver Wendell Holmes, Jr.

**Williams, Joshua**

---

**From:** Jennifer Arrow [jengod@gmail.com]  
**Sent:** Tuesday, January 31, 2012 12:13 PM  
**To:** Williams, Joshua; Gorham, Thomas  
**Subject:** Please vote against the proposed 7-11

Hey, I've never emailed about a Culver City civic issue before, but I really wish you guys would decline to put a 7-11 on the corner of Braddock & Sepulveda, across from the already embarrassing Taco Bell drive-through. Yick! Culver City can do better, and we should all set our sights higher, which improve quality of life and property values long term. If we need another convenience store (and we don't), at least go for a Famima!! But let's aim higher than convenience stores, please! Small businesses that provide a unique service to the community would be much preferred and much more beneficial to the community. Anyway, I'd much rather see it stay a vacant lot than become a 7-11, which is really a terrible choice for the neighborhood and the city. Thanks for reading.

Best,  
Jen Arrow  
Sunkist Park resident since 2005  
5427 Emporia Ave. 90230  
[jengod@gmail.com](mailto:jengod@gmail.com)

**Williams, Joshua**

---

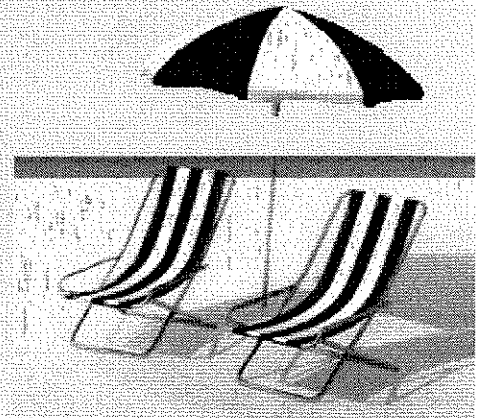
**From:** sam zullo [szullo@ca.rr.com]  
**Sent:** Monday, January 30, 2012 7:43 AM  
**To:** Williams, Joshua

Dear Mr. Williams:

I am sending you this email to voice my 100% support of the proposed 7 Eleven redevelopment at Sepulveda and Braddock. It is a welcomed improvement to the intersection. We have lived in the City for several years and have always wondered when this corner would be developed. A new investment into the intersection will be great and it will be very convenient to have 7 Eleven there. I don't understand the opposition but its important that the City know there are lots of residents in support of this.

Please distribute this email to all the Planning Commissioners right and City Councilmen at your earliest convenience.

Sincerely  
Samantha Zullo  
11044 Culver blvd  
Culver City CA.  
90230



## **Williams, Joshua**

---

**From:** Wolfberg, Shelly  
**Sent:** Monday, January 30, 2012 5:40 PM  
**To:** 'priscagl@aol.com'  
**Cc:** Nachbar, John; Blumenfeld, Sol; Gorham, Thomas; Williams, Joshua  
**Subject:** RE: against7-11

Dear Dr. Gloor:

Thank you very much for your comments about the proposed 7-11 project. I am sharing your email with Josh Williams in the Planning Division, as he is coordinating this project on behalf of the City. Please feel free to contact him directly at: [Joshua.williams@culvercity.org](mailto:Joshua.williams@culvercity.org) or by calling (310) 253-5706.

Sincerely,

**Shelly Wolfberg**

Assistant to the City Manager

City of Culver City

9770 Culver Boulevard

Culver City, CA 90232

☎ (310) 253-6008

📠 (310) 253-6010

✉ [shelly.wolfberg@culvercity.org](mailto:shelly.wolfberg@culvercity.org)

----- Forwarded message -----

**From:** "priscagl@aol.com" <[priscagl@aol.com](mailto:priscagl@aol.com)>  
**To:** "Nachbar, John" <[john.nachbar@culvercity.org](mailto:john.nachbar@culvercity.org)>  
**Cc:** "priscagl@aol.com" <[priscagl@aol.com](mailto:priscagl@aol.com)>  
**Subject:** against7-11  
**Date:** Mon, Jan 30, 2012 4:53 pm

I am against the 7-11 at Braddock/Sepulveda in Culver City. It doesn't fit into our city and we already have one on Washington Blvd. We need to educate our citizens and children to eat healthy and a 7-11 with its junk contributes to obesity epidemic in this country. Please act responsibly and don't permit the 7-11 in our community. Thank you Dr. Prisca Gloor

## Williams, Joshua

---

**From:** Wolfberg, Shelly  
**Sent:** Monday, January 30, 2012 5:34 PM  
**To:** 'suzijoi@earthlink.net'  
**Cc:** Nachbar, John; Blumenfeld, Sol; Gorham, Thomas; Williams, Joshua  
**Subject:** RE: proposed 7-11 on Sepulveda/Braddock

Thank you very much for your comments about the proposed 7-11 project. I am sharing your email with Josh Williams in the Planning Division, as he is coordinating this project on behalf of the City. Please feel free to contact him directly at: [Joshua.williams@culvercity.org](mailto:Joshua.williams@culvercity.org) or by calling (310) 253-5706.

Sincerely,

**Shelly Wolfberg**  
Assistant to the City Manager  
City of Culver City  
9770 Culver Boulevard  
Culver City, CA 90232  
☎ (310) 253-6008  
📠 (310) 253-6010  
✉ [shelly.wolfberg@culvercity.org](mailto:shelly.wolfberg@culvercity.org)

**From:** [suzijoi@earthlink.net](mailto:suzijoi@earthlink.net) [<mailto:suzijoi@earthlink.net>]  
**Sent:** Thursday, January 26, 2012 8:32 PM  
**To:** Nachbar, John  
**Cc:** [suzijoi@earthlink.net](mailto:suzijoi@earthlink.net)  
**Subject:** proposed 7-11 on Sepulveda/Braddock

Mr. Nachbar Please do not let this 7-11 go into another Culver City neighborhood. This is against everthing that this city is about. This city has worked for years protecting what it looks like, who is here, etc. Why let this happen? This arrogant man, Swerdlow, that has the lease on this location, can easily get another major company to rent this space if Culver is so desperate for the funding. His web site shows he deals with all sorts of companies, perhaps a Subway would be acceptable by the people. Anything but a dirt bag magnet such as 7-11. The people here do not want this. Do you live near a 7-11? Do your children attend the schools here? Why ruin this amazing city with this? Please do not let this happen!

## Williams, Joshua

---

**From:** robert ishida [robishida@gmail.com]  
**Sent:** Thursday, January 26, 2012 5:39 PM  
**To:** Williams, Joshua  
**Cc:** aswerdlow@equitasinvestments.com  
**Subject:** Sepulveda & Braddock Project

Dear Mr. Williams:

I am aware that a proposed 7 Eleven project at Sepulveda & Braddock will be in front of Planning Commission on Feb 8th. I would like to offer my SUPPORT of this project as it will improve a corner that has long been a blight to the community. Culver City needs new development and especially at this intersection. I am confused by those opposing this project. It seems as if they prefer the ugly, vacant gas station to a newly constructed building with a viable business. The addition of new development and of viable businesses is good for the community and is well suited for the Sepulveda Blvd. corridor. I would appreciate you distributing this message to the members of the Planning Commission on my behalf. Thank you.

Sincerely,

Roberto E. Ishida  
12044 Beatrice St.  
Culver City, CA 90230

- Burglar Alarm • Fire Alarm • Closed Circuit TV • Card Access
- Residential • Commercial • Industrial



January 24, 2012

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

Subject: Letter of support for proposed 7-Eleven at Sepulveda and Braddock

Mr. Blumenfeld:

Pacific Alarm Systems is located next door to the proposed 7-Eleven location and we are in full support of the new 7-Eleven convenience store.

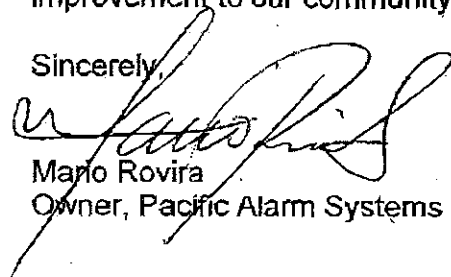
That location has been vacant for a very long time and is an eye-sore to our customers and our staff. The vacant lot attracts graffiti and vagrants. I trust an established company like 7-Eleven to deal with these problems effectively.

I've seen the project plans, and 7-Eleven is going to do a very nice job of beautifying that corner. The new building and landscaping will be a huge improvement over what is there currently.

Furthermore, 7-Eleven will provide a place for my staff to eat and purchase convenience items. Pacific Alarm Company has an on-site 24-hour call center, and my employees would love to have a convenience store next door. Currently, there is nowhere to eat after Taco Bell closes, and some of them cannot travel by car to the closest 24-hour convenience store.

To reiterate, I am strongly in favor of the proposed 7-Eleven and feel it would be a huge improvement to our community.

Sincerely,



Mario Rovira  
Owner, Pacific Alarm Systems

## Williams, Joshua

---

**From:** marie malahi [reremem@hotmail.com]  
**Sent:** Monday, January 23, 2012 9:35 PM  
**To:** O'Leary, Micheál  
**Cc:** Williams, Joshua; Bryan Sanders; Brenda; phototaker@aol.com  
**Subject:** 7-11 at 4436 Sepulveda Blvd.

Mayor O'Leary-

We are newer residents who fell in love with Culver City. For our family, Culver City is everything we could want.

Culver City offers:

- A great atmosphere
- tree lined streets
- low crime
- safe for kids
- community involvement
- Ballona Creek
- great school district
- fabulous downtown
- BIKE FRIENDLY
- and so much more...

Friends and family who visit us and are amazed at how Culver City has changed and become such a gem within Los Angeles. We just grin. These are things to be proud of and for the first time feel like this is MY town. Unfortunately, changes are in the works that truly have me disheartened. With revitalization throughout the city, one area in my opinion is in danger of losing its charming small town feel and businesses. This is the proposal of the 7-11 on the corner of Braddock & Sepulveda, 4436 Sepulveda to be exact.

I love this neighborhood. We patronize the restaurants, the vet, the printer, coffee shop, the mini market and so much more. We bike or walk to buy groceries, to eat in downtown, to pick kids up from school etc...

I live directly behind 4436 Sepulveda on Braddock and on the alley that borders the property. I am so deflated with how it has come about, the design plans and most of all what it will do to the neighborhood. I see so much more than what is taken into account concerning this proposed project and as I work from home and keep very late hours, I have a view that no one else has on this. I can elaborate, but will share what is needed at this time.

You must look at the area, the businesses, the neighborhood, the streets and the community when thinking of this project, not just at the property. I believe in development of the corner, but much more must be considered for the welfare of residents, small businesses, and for pedestrians especially the school kids that swarm the area. I have 2 kids of my own. My own son was hit by a car right outside my house a year and half ago. We saw it happen and I have seen several close calls. Traffic flow here can be very haphazard.

I am against a 7-11 here because it does not fit with the revitalization and growth of the area.

It endangers the safety of the residents, drivers and pedestrians. I will give you just two examples of many. An exit from the 7-11 onto Braddock is in the design. A 6 foot wall would separate the alley from the 7-11 exit with 7-11 patrons, our family backing out(our only way out) and Pacific Alarms using basically the same exit without seeing each other, traffic or pedestrians. This alley is across from the alley Taco Bell is using for their

drive thru and patrons exiting Taco Bell. There is already mass confusion and rush hour has cars backed up nearly an entire block. The other...small businesses here. You have a coffee shop, restaurants, pizza place and Taco Bell all endangered by 7-11. Instead of revitalization, we may lose real small businesses, not franchises owned by someone. Why does downtown Culver City have predominantly only small businesses? Why aren't there big name restaurants/chains or clothing stores? Because Culver City would not be the same. Well, we feel the same about our neighborhood and we are Culver City too. Please do not destroy that.

7-11 never brings anything good with them for a community. It's a quick in and out place with people not caring about creating noise or trash around the location. It also causes more traffic issues, vagrancy already a bit of an issue, begging, crime in and around, along with trash and attraction of people who normally would never come here.

Do not forget that there is a bus stop on the same corner within feet of the proposed front door of 7-11. This bus is used by school kids every day along with many others. There is also a church with 2+ AA meetings everyday, a preschool & YMCA having aftercare, camps & kids all day less than 200 feet of this location also.

There are so many reasons not to allow 7-11 at this location and many agree that even a gas station is better. That's sad, but the ugly truth.

I do have so much more to say about being against the proposal, but if the project cannot be stopped, I have mitigation & requests before approval including but not limited to:

**STUDY.** Mornings, afternoons and evening including after midnight. I see it every day and just some numbers do not show the whole picture so video is a great tool and my rooftop is a great location if needed.

Not counting cars, but looking at the traffic pattern and how unsafe having a business on the corner of Braddock like this flanking another already with high in & out traffic.

Why?

Mornings...so much traffic and this will add to an already messy problem at the intersection & alley. Also pedestrian traffic & kids going to school & bus stop.

Afternoons...already lots of pedestrians/kids in the area. The proposed exit/entrance onto Braddock will be extremely dangerous for both peds & cars. Visibility would be extremely limited to all.

Evenings...traffic is often backed up nearly the entire block already, Taco Bell has cars in the alley across from the location with people turning in and out, danger for peds too.

After midnight...there's NO traffic. NONE. No reason to be open.

Doing the traffic study would at least show that even if project can NOT be stopped, that 7-11 needs to keep with the community aesthetics and flow. Being open after midnight would only bring people who should not or would not be in the neighborhood.

It would also show that the design must be changed. NO entrance or exit on Braddock. Dangerous and for residents using both sides of the alley, they would not be able to enter or exit safely. Primarily the 2 who live on along both sides of the alley on Braddock.

**PERMIT PARKING** on Braddock both below and above Sepulveda to keep both Taco Bell & 7-11 patrons off Braddock.

**LIGHTING:** The lighting of Taco Bell is beyond ridiculous. 13+ lights on one side including 2 bright street lights right there bordering the property. Now add 7-11 here with their lighting and this block would be like an operating room and esthetically unpleasing for the neighborhood.

**HOURS:** Hours of operation should be like other business around it. Close at 12am weekdays. Weekends possibly 2am. This is keeping with the other businesses and in respect to the neighborhood. Neighborhood would be safer, though any 7-11 brings danger.

**DESIGN:** NO entrance OR exit onto Braddock. This will greatly reduce traffic problem along with safety issues. Possibly also protecting us along the alley a bit more by keep 7-11 patrons off our side of the wall if there is no way off the property behind the building.

**TRASH:** Neighborhood trash clean up. I am constantly cleaning up Taco Bell trash from my property already as are my neighbors.

I am truly discouraged also that 7-11 has already announced on their website the launch of their newest location at 4436 Sepulveda and that not only is it under construction, but that it will open this spring. This shows that they assume that you will just walk right over the residents because they hold the money. I do hope that the City Counsel will prove them wrong. Mr. Swerdlow, the lessee of the property was very condescending at the last neighborhood meeting and told us that he "He had 6 figures into the project already and was going to see it through whether we liked it or not".

Please do not make our neighborhood like so many others.

Please let it continue to grow into the gem is that is beginning to shine.

Thank you for your time-

Marie Malahi

310.283.5033 cell

424.228.5144 hm

reremem@hotmail.com

TO: YVONNE HUNT

CC: HCC

JN

**Cole, Martin**

---

**From:** mars.cava@verizon.net  
**Sent:** Sunday, January 22, 2012 3:23 PM  
**To:** Cole, Martin  
**Cc:** mars.cava@verizon.net  
**Subject:** 7 11 on sepulved and braddock

I am against another 7-11 since we have enough close by. It will be in my kids path from school, and my prior experience with 7-11 was that it brought not only alcohol and cigarettes to teens, but homeless, criminals, and drug dealers. It will decline the value of our property and increase traffic in an already congested corner.

**Williams, Joshua**

---

**From:** Diana Romero [romerodianacarolina@gmail.com]  
**Sent:** Saturday, January 21, 2012 8:45 PM  
**To:** Williams, Joshua  
**Subject:** 7-Eleven development in Culver City

Dear Mr. Williams:

I am sending you this email to formally let the City know that I fully support the proposed 7-Eleven redevelopment project at Braddock & Sepulveda. My understanding is that the property is a former gas station that has been abandoned for several years so I am excited to hear that a new development is finally in the works. However, since I cannot make the hearing on February 8<sup>th</sup>, I would like you to present this letter to the Planning Commissioners so that they are aware of my support.

Thank you,

Diana Romero  
3670 Glendon Ave #232  
Los Angeles, CA 90034  
(310) 922-9682

## Williams, Joshua

---

**From:** knylori4@aol.com  
**Sent:** Saturday, January 21, 2012 8:58 AM  
**To:** Williams, Joshua  
**Subject:** Proposed 7 Eleven at Sepulveda & Braddock - Culver City, CA

Dear Mr. Williams:

I understand that the 7 Eleven project will be in front of the Planning Commission on February 8th. I have considered not attending the meeting as these meetings can be a hostile environment for project supporters when you have some residents respond rather emotionally in their opposition of an item. I do not understand the reason for the opposition to the 7 Eleven. Do they prefer the old gas station and auto repair better? Is their wish for the property to never be redeveloped? It makes more sense for construct a new 7 Eleven than to maintain the existing condition. Sepulveda is a major thoroughfare and I welcome their use. I also welcome the opportunity to remove a blighted, vacant gas station with the development of a new project with new landscaping, etc. It will revitalize this dead corner. The property has been an eyesore for many years and a new 7 Eleven represents an opportunity to change that. I trust the Planning Commission to make the right choice and support the project. I respectfully request that you distribute this email to the Planning Commissioners.

King regards,

Lori A. Jones

4128 Moore Street  
Culver City, CA 90066

## **Williams, Joshua**

---

**From:** Julian Fisher [julian9085@hotmail.com]  
**Sent:** Friday, January 20, 2012 11:36 AM  
**To:** Williams, Joshua  
**Subject:** Culver City 7-Eleven development

Dear Mr. Williams:

I would like to express my support for the new 7-Eleven development in Culver City at Braddock & Sepulveda. Currently the existing site is a vacant gas station that is an extreme detriment to the community; however, the new project appears to be a well designed building that should enhance the surrounding area and local businesses once it is complete.

Please forward this message along to the Planning Commissioners so that they have it for the upcoming meeting on February 8th.

Best Regards,

Julian Fisher

## Williams, Joshua

---

**From:** Brenda Ramsey [bramz@verizon.net]  
**Sent:** Friday, January 20, 2012 8:00 AM  
**To:** Williams, Joshua  
**Cc:** Ramsey, Brenda  
**Subject:** RE: Is another meeting scheduled?

Josh...

IMHO:

Several people have yet to receive this notice. Is this a "done deal" with the city? It is heartbreaking to think that the city does not give a hoot about the desires of its residents/tax paying people. I have a gut feeling that even tho there has pretty much been a majority consensus of residents rejecting this project, that it is going to be just another copy of the traffic circle at Huntley/Braddock where there was over 500% opposed but the city did it anyway. I noted in the flyer that there were 12 parking spaces allocated --- where are the employees going to park - on our streets in front of our houses. We are already inundated by trash from local store employees who eat and sleep in their cars in front of our homes.

I tell ya, I would never try to convince someone to move into Culver City. Forty plus years ago a co-worker kept telling me how great CC was to live in...I believed her. Today, it is a different story.

### Brenda Ramsey

310 398 8483 Voice

310 990 1334 Wireless

310 391 2888 FAX

[bramz@verizon.net](mailto:bramz@verizon.net)

[ramseybg@yahoo.com](mailto:ramseybg@yahoo.com)

<http://mysite.verizon.net/res8zemy/brendasplace>

---

**From:** Williams, Joshua [<mailto:Joshua.Williams@culvercity.org>]

**Sent:** Friday, January 20, 2012 7:42 AM

**To:** 'Brenda Ramsey'

**Subject:** RE: Is another meeting scheduled?

Hi Brenda,

Yes. On Wednesday, we (the City) sent out a Public Hearing notice for a Planning Commission meeting on February 8<sup>th</sup> in Council Chambers. You should receive it soon if you haven't already.

The meeting is before the Planning Commission who will be the decision making body on whether to approve or disapprove the 7-Eleven application. Rather than make the decision administratively, this will give the community the opportunity to speak before the commission and listen to the deliberations of the commissioners.

I look forward to seeing you there.

Josh

## Williams, Joshua

---

**From:** Douglas Warner [dougie03@sbcglobal.net]  
**Sent:** Thursday, January 19, 2012 8:26 PM  
**To:** Williams, Joshua  
**Subject:** 7-Eleven

Joshua,

I am very confused. I have been to all the meetings regarding the proposed 7-Eleven to be built at the corner of Braddock & Sepulveda. At all the meetings, just about everyone voiced their disapproval of said project. My question to you is WHY ARE WE (you guys) STILL considering this project when everyone in the neighborhood is against it ????? Is this really all about \$\$\$\$\$ or are all of you deaf to what has been said at these meetings ?

Doug & Amy Warner  
4461 Commonwealth Ave. resident for 23 years

## Williams, Joshua

---

**From:** Allen Drucker [alliedtrn@gmail.com]  
**Sent:** Thursday, January 19, 2012 10:27 AM  
**To:** Williams, Joshua  
**Subject:** 7-Eleven at 4436 Sepulveda

Dear Mr. Williams,

I own the properties located at 4365/4371 and 4411 Sepulveda Blvd.

We need another 7-Eleven in Culver City, like we need a hole in the head. All it will do is attract an unwelcome element into the area and will become a late night noise maker.

This wonderful, corner property should be acquired by the City, and turned into a public parking lot. With the shortage of parking in this area, a municipal parking lot is sorely needed.

Thank you,

Allen Drucker

**Williams, Joshua**

---

**From:** Peter Stern [pstern2@msn.com]  
**Sent:** Wednesday, January 18, 2012 6:14 PM  
**To:** Williams, Joshua  
**Subject:** 7-11

Re: ASPR-P2011127  
7-11 at 4436 Sepulveda Blvd.

I am very much against construction of this proposed 7-11. We have no need to bring late night activity to our neighborhood and no need to blight our neighborhood with unsightly store colors, ads in windows, dirty exteriors, and people hanging out in the parking lot.

Should there be any question about these comments, please observe the two existing stores on Washington Blvd. We often see a need for police presence, the grounds are filthy, and people congregate to drink liquor in the parking lots.

Culver City has enough junk food stores and doesn't need more stores selling the same. Please consider that this store is one block west of Culver High and facilitates poor diet to students.

Peter Stern  
4193 Le Bourget Ave.  
Culver City

## Williams, Joshua

---

**From:** marcelo cavaleiro [mars.cava@verizon.net]  
**Sent:** Thursday, November 10, 2011 9:27 PM  
**To:** Williams, Joshua  
**Subject:** 7-11 on Braddock and Sepulveda

Josh  
after the meeting I would be willing to accept a 7-11 in the corner of Braddock and Sepulveda on the condition of the lease having a 10 year freeze on the sales of tobacco and alcohol.  
in 10 years, the sale of tobacco and alcohol would have to once again go thru a community process, with residents in a X mile radius voting on the decision.  
that would be the ultimate and genuine demonstration from 7-11 that they respect the community and would contribute to, instead of harm the neighborhood, showing a commitment to wellness (specially) of our children coming from the 3 local public schools taking that path going west.

marcelo

**Williams, Joshua**

---

**From:** Brenda Ramsey [bramz@verizon.net]  
**Sent:** Tuesday, November 08, 2011 7:18 AM  
**To:** Brenda Ramsey  
**Subject:** 7-11 Mtg (inconveniently) scheduled on Election Day

I was asked to post this by a very concerned neighbor.

JOSH....it seems like they purposely schedule these meetings so we are inconvenienced in one way or another.

Please post some version of these facts.

7-11 has scheduled a "community mtg" on election day. The Corporation is trying to sell our neighborhood (eastern Vets Park) - that a 7-11 on Braddock and Sepulveda will be a win-win. From everyone I talk to, seems like a no - no for our family based neighborhood.

Numerous studies show that teen age cigarette smoking is significantly less when cigarettes are not sold in walking distance from home. I am equally concerned about alcohol being sold at that particular corner with proximity to the schools.

As pointed out in a previous Patch article, majority of people attending the last meeting strongly oppose the project for many reasons.

If 7-11 wanted to hear from the community - they would not be holding this meeting on election day. People are busy enough taking time to vote and in many cases helping getting out the vote.

I contacted the author of the last article. If he is not covering this mtg, I will.

## Williams, Joshua

---

**From:** Gorham, Thomas  
**Sent:** Monday, August 15, 2011 12:26 PM  
**To:** Williams, Joshua  
**Subject:** FW: 7-11 Braddock and Sepulveda

Not sure if you got this

---

**From:** [knylori4@aol.com](mailto:knylori4@aol.com) [<mailto:knylori4@aol.com>]  
**Sent:** Wednesday, August 10, 2011 6:45 PM  
**To:** [scott.zeidman@laslots.com](mailto:scott.zeidman@laslots.com); [kmsilbiger@juno.com](mailto:kmsilbiger@juno.com); [ssssteve@culvercitychamber.com](mailto:ssssteve@culvercitychamber.com); [oshua.williams@culvercity.org](mailto:oshua.williams@culvercity.org); Gorham, Thomas; Nachbar, John; [scott@malsin@culvercity.org](mailto:scott@malsin@culvercity.org); [michael.oleary@culvercity.com](mailto:michael.oleary@culvercity.com); [christopher.armental@culvercity.org](mailto:christopher.armental@culvercity.org); Weissman, Andrew; Cooper, Jeffrey; Garcia, Gabe  
**Subject:** 7-11 Braddock and Sepulveda

I wanted to voice my support for the proposed 7 Eleven at Sepulveda and Braddock. I think it is a good use that can successfully operate at that location and will benefit the community. It will be a major upgrade to the site and help rejuvenate the property.

Thank you,

Lori Jones

## Williams, Joshua

---

**From:** Janine Weiche [jweiche@yahoo.com]  
**Sent:** Monday, October 24, 2011 9:40 AM  
**To:** Williams, Joshua  
**Subject:** Re: 7\_eleven Proposal on Sepulveda

Dear Mr. Williams,

I just wanted you to know that my husband and I both support this proposal. Unfortunately my neighbors that oppose this do not understand, the difficulty in putting in something where there once was a gas station. It is an eye sore that we have lived with now for a long time. We hope this goes through, as a convenience store is much better than what there is now. And only a large company like 7-Eleven has the funds to do the required clean up.

regards,

Janine & Ricard Weiche  
11226 Barman Ave

# Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

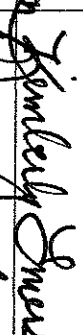
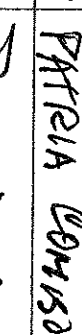
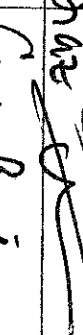
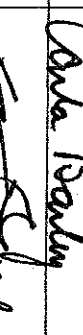
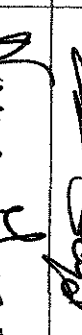
|                                 |                                                                                                                                                                                                                                                                                              |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Petition summary and background | We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.                                                                                            |
| Action petitioned for           | We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area. |

| Printed Name           | Signature          | Address & Phone #                               | Email                         | Date    |
|------------------------|--------------------|-------------------------------------------------|-------------------------------|---------|
| GARY BERGAL            | <i>[Signature]</i> | 11216 BARMAN AVE 90230                          | 397-6851                      | 6/30/11 |
| SUZIE KIEFER           | <i>[Signature]</i> | 11023 BARMAN AVE 90230                          | SUZIE@earthlink.net           | 6/30/11 |
| Mom Yagmanj            | <i>[Signature]</i> | 11158 Bradlock Dr 90230                         | mromhani@yahoo.com            | 6/30/11 |
| Bahman Rouhani         | <i>[Signature]</i> | 11158 Bradlock Dr 90230                         | BREATHANT@live.com            | 6/30/11 |
| Alvide Devoez          | <i>[Signature]</i> | 11347 Bradlock Dr. 90230                        |                               | 6/30/11 |
| Minor Wong             | <i>[Signature]</i> | 11241 Bradock Dr. 90230                         | mwong316@gmail.com            | 6/30/11 |
| KRISTINA KUCERA SCHWAB | <i>[Signature]</i> | 11250 <del>BRADLOCK DR</del> GARFIELD AVE 90230 | kimfabradock@yahoo.com        | 6/30/11 |
| Eric Schmid            | <i>[Signature]</i> | 11250 Garfield Ave 90230                        | schmid@gmail.com              | 6/30/11 |
| JACQUELINE VILLEGAS    | <i>[Signature]</i> | 11153 BRADOCK DR. 90230                         | villagas-jacqueline@yahoo.com | 6/30/11 |
| FUERTE LY              | <i>[Signature]</i> | 11102 LINDA BLVD 90230                          | (310) 408-4524                | 6/30/11 |
| Pam Barman             | <i>[Signature]</i> | 11716 Barman 90230                              | gordunwaker@aol.com           | 6/30/11 |
| Richard Bounie         | <i>[Signature]</i> | "                                               | Phostakc@Aol.com              |         |

# Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

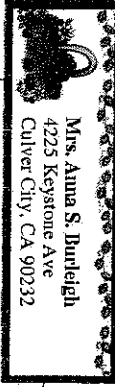
| Printed Name      | Signature                                                                           | Address & Phone #          | Email                     | Date    |
|-------------------|-------------------------------------------------------------------------------------|----------------------------|---------------------------|---------|
| T.J. OLIVA        |  | 11167 GARFIELD AVE<br>C.C. | Tom5025@aol.com           | 6/30/11 |
| Chris Herron      |  | 11108 Bradlock dr.<br>C.C. |                           |         |
| Rita Rich         | Rita Rich                                                                           | 11133 Bradlock St.         | RLCH142@aol.net           | 6/30/11 |
| Angela Campbell   | Angela Campbell                                                                     | 11144 Bradlock Dr.         | areaverc@chope.wednet.edu | 6/30    |
| GARLAND CAMPBELL  |  | 11144 Bradlock Dr.         | gcampbell61@aatt.net      | 6/30/11 |
| Lyndon Stambler   | Lyndon Stambler                                                                     | 4200 Motor Ave             | Stambler_Lyndon@scsdclo   | 6/30/11 |
| Debra My Warren   |    | 4461 Commonwealth          | darci03@sbcglobal.net     | 6/30    |
| Reiko Furuta      | Reiko Furuta                                                                        | 4455 Commonwealth          | r.furuta@gmail.com        | 6/30    |
| Tanet Koue        |    | 9520 Lucerne Ave           |                           | 6/30/11 |
| Robert Williamson |    | 11246 GARFIELD RD          |                           | 6/30/11 |
| BRANDY RAMSEY     |    | 4373 GLOBE                 | ramsbjbg@yahoo.com        | 6/30/11 |
| WASEL TOBY        |    | 11169 BRADDOCK DR          | areaman@mpac.com          | 6/30/11 |
| ERIN TOBY         |    | 11169 BRADDOCK DR          | Akaford@mac.com           | 6/30/11 |
| BOB SINS          |    |                            | 310-685-5670              | ~       |
| Yvonne Teofilo    |    | 4821 Sepulveda BLVD #114   | 310 Yvonne@aol.com        | 6/30/11 |
| ED OGOSTA         |    | 11157 BARMAN AVE<br>C.C.   | E.OGOSTA@gmail.com        | 6/30/11 |

# Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

| Printed Name         | Signature                                                                           | Address & Phone #                                   | Email                     | Date    |
|----------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------|---------|
| Mark Foss            |  | 444 3rd 397-6413<br>Cambridge Ave                   |                           | 6/22    |
| Kimberly Emma Jensen |  | 3307 S. Duwango, L.A. 90034                         |                           | 6/26    |
| Diana Jordan         |  | 5177 Culver Ave LA 90034                            |                           | 6/26    |
| Ilene B. Porter      |  | 12700 Bonaparte Ave LA 90066                        |                           | 6/26    |
| Red Maria            |  | 11062 Bermon St 90030                               |                           | 6/26    |
| DN RLEND M. Mary     |   | 8944 Kneggs St 90032                                |                           | 6/26    |
| Patricia Connor      |    | 16829 Palms Blvd.<br>510-8398587                    |                           | 6/26    |
| Rosert Bailey        |    | 4234 Madison Ave                                    |                           | 6/26    |
| Ernest M. Bradbury   |    | 4104 Madison Ave at<br>11807 Palms Blvd<br>LA 90046 |                           | 6-26    |
| Suane Maredia        |    |                                                     |                           | 6/26/11 |
| Carla Bailey         |    | 4234 Madison Ave 90032                              |                           | 6/26/11 |
| KAREN FROTH          |    | 3700 Bayley Ave. #212 LA 90034                      |                           | 6/26/11 |
| NORMAN HOBBS         |    | 11377 Sagore Way CC 90030                           |                           | 6/26/11 |
| Nor Brown            |    | 10680 Esterline St 90030                            |                           | 6/26/11 |
| Stephanie Donnelly   |    | 8153 Zetola Ter 90023                               |                           | 6/26/11 |
| Rhonda Hall Alter    |    | 5162 Southridge Ave 90043                           | rhondahallalter@yahoo.com | 6/26/11 |

CURECH

# Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

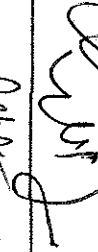
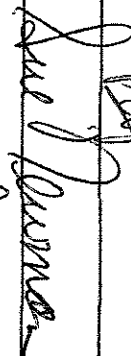
| Printed Name      | Signature                  | Address & Phone#                               | Email                                                                                | Date    |
|-------------------|----------------------------|------------------------------------------------|--------------------------------------------------------------------------------------|---------|
| GENE H. ROTHMAN   | <i>Gene H. Rothman</i>     | 4636 Berryman<br>Sepulveda Blvd. CA 90230      |                                                                                      | 6/26/11 |
| Timothy J. Grassl | <i>Timothy J. Grassl</i>   | 4042 McLaughlin Ave<br>Los Angeles CA 90066    |                                                                                      | 6/26/11 |
| Joseph Stephens   | <i>Joseph Stephens</i>     | 11659 McDonald St. CA 90230                    |                                                                                      | 6/26/11 |
| Mary Beyer        | <i>Mary Beyer</i>          | 5108 Cimarron Ln. CA 90230                     |                                                                                      | 6/26/11 |
| Ann Burstein      | <i>Ann Burstein</i>        | 4636 Berryman<br>Culver City 90230             |  | 6-26-11 |
| Fenelope Choy     | <i>Fenelope Choy</i>       | 11377 Sepulveda Way<br>Culver City CA 90230    |                                                                                      | 6-26-11 |
| ROBERT TURNER     | <i>Robert Turner</i>       | 951C Caltanaguerre<br>90034                    |                                                                                      | 6/26/11 |
| Judith Lohs       | <i>Judith Lohs</i>         | 11606 McDonald St<br>Culver city CA 90230      |                                                                                      | 6/26/11 |
| Se Hee Han        | <i>Se Hee Han</i>          | 11207 Sagrell Way<br>Culver City 90230         |                                                                                      | 6-26-11 |
| Dennis Trelean    | <i>Dennis Trelean</i>      | 10160 Culver Blvd<br>Culver City 90230         |                                                                                      | 6/26/11 |
| Shere HOLL        | <i>Shere HOLL</i>          | 4735 Beyerly Rd<br>Culver City CA 90230        |                                                                                      | 6-26-11 |
| SHIRLEY HARRISON  | <i>Shirley K. Harrison</i> | 11260 Overland Ave 2F<br>Culver City, CA 90230 |                                                                                      | 6/26/11 |
| Veda Veach        | <i>Veda Veach</i>          | 5108 Cimarron Lane<br>Culver City CA 90230     |                                                                                      | 6/26/11 |
| Quetta M. Beyer   | <i>Quetta M. Beyer</i>     | 4122 Duquesne Ave<br>Culver City, CA 90232     |                                                                                      | 6/26/11 |
| Lynette Fuka      | <i>Lynette Fuka</i>        | 11260 Overland 27F<br>Culver City, CA 90230    |                                                                                      | 6-27-11 |

CLURCH

# Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

## Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

|                                 |                                                                                                                                                                                                                                                                                              |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Petition summary and background | We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.                                                                                            |
| Action petitioned for           | We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area. |

| Printed Name     | Signature                                                                          | Address & Phone#                                            | Email                     | Date    |
|------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------|---------------------------|---------|
| KEVIN KODA       |  | 1148 LINDBLAD ST                                            | KEVINSKODA@HOTMAIL.COM    | 6/30/11 |
| Susan Grossman   |   | 4348 Teller Ave                                             | grossmansarah@gmail.com   | 6/30/11 |
| Nizar Dhanani    |   | 5356 BALONA LN<br>11228                                     | DHANANI NIZAR @ G.MAIL.CO |         |
| PAUL             |   | 310 625 5670<br>11228<br>CULVERDALE DR.                     |                           |         |
| Sue Newman       |   | 310 370-1830<br>11236 Garfield Ave                          |                           | 6/30/11 |
| Mary Kalene      |   | 310-916-8087<br>11173 Buddock A-90330                       | mkalene@CA.RA.COM         | 6-30-11 |
| LAURICE MARSHALL |   | 310.202.5441<br>10805 GARFIELD AVE<br>CULVER CITY, CA 90230 |                           | 6.30.11 |
| Peter Lenkey     |   | 4362 Huntington Ave<br>Culver City, CA                      | plenkey@gmail.com         | 6/30/11 |
|                  |                                                                                    |                                                             |                           |         |
|                  |                                                                                    |                                                             |                           |         |
|                  |                                                                                    |                                                             |                           |         |
|                  |                                                                                    |                                                             |                           |         |

# Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

## Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

|                                 |                                                                                                                                                                                                                                                                                              |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Petition summary and background | We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.                                                                                            |
| Action petitioned for           | We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area. |

| Printed Name      | Signature         | Address & Phone#                       | Email                      | Date    |
|-------------------|-------------------|----------------------------------------|----------------------------|---------|
| Shirley Koda      | Shirley Koda      | 310-839-7164<br>1148 Sandhill Lane St. | Kayikoda3@aol.net          | 6/30/11 |
| SEIC              | Seik Shigahara    | (310) 204-3216<br>1113 ALHAMBRA ST     |                            | 6/30/11 |
| SHIRLEY           | Shirley Koda      | 1113 ALHAMBRA ST                       | (310) 204-3216             | 6/30/11 |
| Shirley Koda      | Shirley Koda      | 1113 ALHAMBRA ST                       | hpscript1es@sigladyne      | 6/30/11 |
| Helena Finkston   | Helena Finkston   | 1113 ALHAMBRA ST                       | secret45garden@hotmail.com | 6/30/11 |
| Helinda Dickinson | Helinda Dickinson | 11156 Wagner St                        | gaas4@yahoo.com            | 6/30/11 |
| Amy Dedaux        | Amy Dedaux        | 11236 Bayman Ave. CC                   |                            | 6/30/11 |
| Shawn Dedaux      | Shawn Dedaux      | 11236 Bayman St<br>(310) 939-2743      | sqizze1@yahoo.com          | 6/30/11 |
| Chris Herrera     | Chris Herrera     | 11108 Broadback dr.                    |                            | 6/30/11 |
| Marci Bain        | Marci Bain        | 10847 Franklin Ave                     |                            | 6/30/11 |
|                   |                   |                                        |                            |         |
|                   |                   |                                        |                            |         |
|                   |                   |                                        |                            |         |

Petition to Stop 7-11 @ 436 Glenview Blvd.

Person to STOP 7-11 @ 430 S. Main Ave. Blvd.

|                                 |                                                                                                                                                                                                                                                                                              |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Petition summary and background | We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.                                                                                            |
| Action petitioned for           | We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area. |

[illegible]

[illegible]

1 RESOLUTION NO. 2012-P003

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

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

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

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

17 Administrative Site Plan Review: To ensure compliance with the required  
18 standards and City ordinances and establish all onsite and offsite conditions of  
19 approval to reflect the site features and compatibility of the proposed project with  
20 the uses on adjoining properties.  
21  
22

23 WHEREAS, Pursuant to the California Environmental Quality Act (CEQA) guidelines,  
24 the project has been determined to be Categorically Exempt pursuant to Section 15303,  
25 Class 3, New Construction and Section 15332, Class 32, In-Fill Development Projects; and  
26  
27  
28  
29

1 WHEREAS, on March 14, 2012, after conducting a duly noticed public hearing on the  
2 subject application, including full consideration of the application, plans, staff report,  
3 environmental information and all testimony presented, the Planning Commission by a vote  
4 of \_\_to \_\_, conditionally approved Administrative Site Plan Review, ASPR P-2011127 as set  
5 forth herein below.  
6

7 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER  
8 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

9 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City  
10 Municipal Code (CCMC), the following findings are hereby made:  
11

12 **Administrative Site Plan Review:**

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

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

19 The general layout of the project is consistent with the applicable development  
20 standards of the Commercial General (CG) zoning district and the Commercial Zero  
21 Setback Overlay. The building is oriented toward Sepulveda Boulevard in order to  
22 create a pedestrian friendly commercial streetscape, consistent with adjacent buildings  
23 in the immediate vicinity located in the CG zone. The building has been set back  
24 between five and six feet from the property line on Braddock Drive and ten feet from  
25 the property line on Sepulveda Boulevard. The layout of the project will accommodate  
26 additional landscaping along Braddock Drive and a pedestrian oriented streetscape  
27 along Sepulveda Boulevard with the inclusion of a secondary, pedestrian serving retail  
28 use. The ten-foot setback along Sepulveda will provide space for a secondary retail  
29 use. This area of approximately 350 sq. ft. (10 feet deep by 35 feet wide) will be paved  
with decorative pavers or stamped concrete and will visually designate the area for a  
separate retail use. Above ground planters will further delineate the area, creating a  
landscaped separation between the public right-of-way and the private retail use.

1 The building mass and scale is modest compared to the height allowed by Code and  
2 has been designed to limit impacts on the adjacent residential uses. The project will  
3 include elements designed to enhance the attractiveness of the structure and to  
4 provide a buffer between the commercial use and abutting residential uses. Design  
5 elements include the use of structural canopies, varied materials and colors, stamped  
6 concrete or decorative pavers along the Sepulveda Boulevard setback, and extensive  
7 landscaping on the site and around the perimeter. The project will include an 8-foot  
8 high wall along the rear property line with a six-foot planter on the interior to allow for  
9 the installation of a row of tall columnar trees designed to add additional height and to  
10 provide buffering of potential noise and light impacts on adjacent residential uses. The  
11 single story, 20-foot tall building is consistent with the Code required 56 foot height  
12 limit. The secondary use will reinforce the pedestrian orientation of the Sepulveda  
13 Boulevard commercial corridor in the neighborhood by activating what would otherwise  
14 be a blank commercial storefront.

15 The project provides a total of 12 on-site parking spaces. This will exceed the Code  
16 required 11 parking spaces for convenience store uses (1 space per 225 sq. ft.).  
17 These parking spaces are sufficient for customers and employees of the convenience  
18 store use. Loading areas are provided through an on-site standard parking space for  
19 daytime deliveries and an on-street loading zone located on Sepulveda Boulevard for  
20 late evening and early morning deliveries.

21 Vehicular access to the site is provided through a two-way (entry and exit) driveway on  
22 Braddock Drive and a two-way driveway on Sepulveda Boulevard. The proposed  
23 access locations have been reviewed by the City's traffic engineers and are  
24 anticipated to operate adequately, with clear sightlines at both driveways in order to  
25 see oncoming vehicles and pedestrians. In addition, a restriction on left turns for  
26 exiting vehicles from the Sepulveda Boulevard driveway is designed to reduce  
27 conflicts between vehicles traveling north on Sepulveda Boulevard and those  
28 attempting to travel south from the project site.

29  
30 **B. The architectural design of the structure and the materials and colors are  
31 compatible with the scale and character of surrounding development and other  
32 improvements on the site and are consistent with the purpose and intent of this  
33 Chapter, the requirements of the zoning district in which the site is located, and  
34 with all applicable development standards and design guidelines.**

35 The building mass and scale are consistent with the one- and two-story commercial  
36 structures along the Sepulveda Boulevard commercial corridor. The building has been  
37 designed to be compatible with the adjacent residential uses by limiting noise and light  
38 sources to areas closest to Sepulveda Boulevard and by limiting signage to areas on  
39 the building and site that face away from residential uses.

40 The building's architecture is contemporary, and makes use of stone and stucco  
41 materials in the building's façade, with windows wrapping along the portion of the

1 building facing the parking lot, and continuing for a portion of the facade facing  
2 Sepulveda Boulevard and the rear driveway. The building is well articulated with the  
3 use of structural canopies, differing materials on the facade, and a varied roofline. The  
4 color palette of the building will include a mix of earth tones, primarily dark browns.

5 The project does not include windows on the northern façade, facing Braddock Drive,  
6 where a line of trees located in the landscaped setback area will provide additional  
7 visual relief. The contemporary architectural style, color palette, and material choice  
8 are consistent with the appearance of surrounding buildings on Sepulveda Boulevard.  
9 The project will also include structural canopies which will emulate the cloth and  
10 structural canopy elements found on other buildings in the vicinity.

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

17 The proposed landscaping meets all Zoning Code requirements. The project will  
18 include several distinct landscape areas designed to enhance the overall appearance  
19 of the structure and to also provide an additional buffer between the project and  
20 adjacent residential uses.

21 The project will include landscaping along Sepulveda Boulevard in the form of three  
22 foot high above grade planters that will help to designate the area for a secondary  
23 pedestrian oriented use, in addition to the decorative pavers or stamped concrete. In  
24 ground planter areas will be provided on either side of the driveway, and will be  
25 planted with a mixture of shrubs, trees, and ground cover to allow for clear sightlines  
26 while providing adequate screening of the parking area from passers-by.

27 The setback area abutting Braddock Drive will be planted with a mixture of ground  
28 cover and trees in order to provide visual relief to the building. Growing vines along  
29 the Braddock Drive frontage will also allow for the creation of a green wall element that  
will enhance the overall appearance of the building.

Lastly, the area abutting the building's rear property line, adjacent to the new 8-foot  
high wall along the 20-foot alley, will include two planter areas – one facing the alley  
and one facing the interior of the property. The small planter area facing the alley will  
be planted with growing vines, intended to cover the western face of the wall in order  
to create visual relief and to act as a deterrent to tagging. The interior planter will be  
approximately six feet wide and will be planted with tall columnar type trees, designed  
to create height to the rear wall and visual relief from the property interior. The trees  
will serve as an additional buffer to noise and light spillage onto the residential  
properties located to the east.

Overall, the landscaping improvements will complement the contemporary style of architecture for the project and serve to reduce aesthetic, noise, and light impacts on adjoining properties.

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

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

The project will include two access driveways to the parking lot through a two-way driveway on Sepulveda Boulevard and a two-way driveway on Braddock Drive. Each driveway has been designed according to City standards in order to provide clear sightlines for cross traffic from vehicles and pedestrians. A sign restricting left turns will be included at the Sepulveda Boulevard driveway in order to prevent vehicles from crossing multiple lanes of northbound traffic to access the southerly travelling lanes. In addition, the driveway at Braddock Drive has been moved an additional three feet to the west in order to create greater separation from the access driveway for the adjacent alley. Any landscaping at driveway locations will not exceed "eye height" of exiting drivers to maintain clear sightlines for both vehicles and pedestrians.

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

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

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

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

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

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

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

29  
SECTION 2. Pursuant to the foregoing recitations and findings, the Planning  
Commission of the City of Culver City, California, hereby approves Administrative Site Plan  
Review, ASPR P-2011127 subject to the conditions of approval set forth in Exhibit A attached  
hereto and incorporated in herein by this reference.

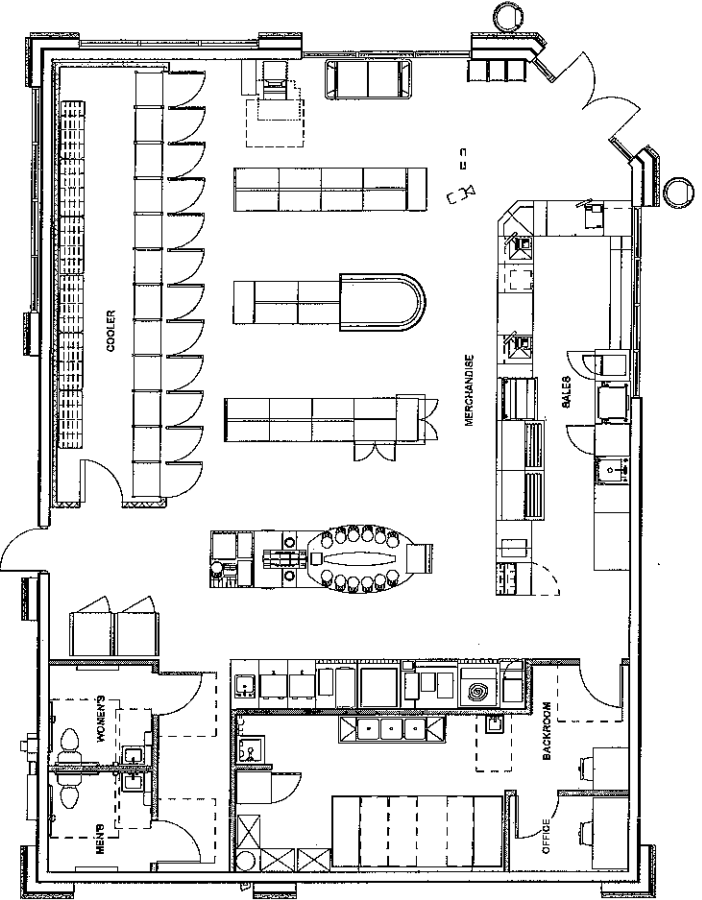
1 APPROVED and ADOPTED this 14th day of March, 2012.

2  
3  
4  
5 \_\_\_\_\_  
6 ANTHONY PLESKOW - CHAIRPERSON  
7 PLANNING COMMISSION  
8 CITY OF CULVER CITY, CALIFORNIA

9 Attested by:

10 \_\_\_\_\_  
11 Yvonne Hunt  
12 Administrative Secretary  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29





**1 FLOOR PLAN**

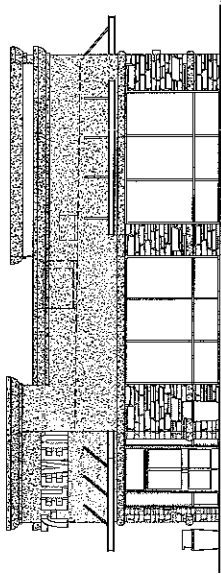
**HARRISON ENGINEERING**  
 10450 E. A Street, Suite 200  
 Fresno, California 93712  
 (559) 231-1444  
 www.hse-engineer.com

**7-ELEVEN**  
 7-ELEVEN STORE # 10000  
 10000 S. GARDEN AVENUE  
 GARDEN CITY, CA 95959  
 (916) 438-1100

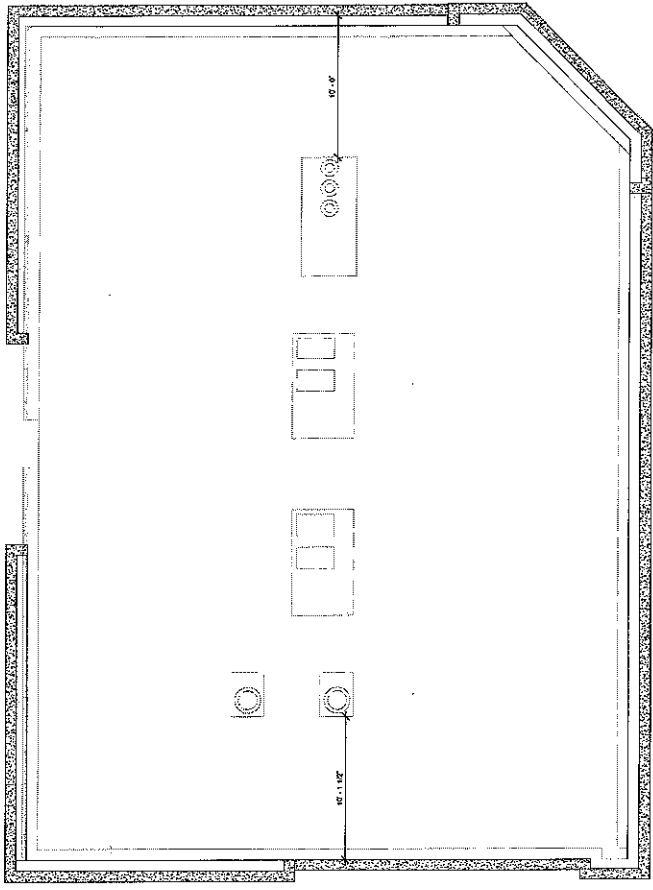
**7-ELEVEN**  
 7-ELEVEN STORE # 10000  
 10000 S. GARDEN AVENUE  
 GARDEN CITY, CA 95959  
 (916) 438-1100

|                          |                        |
|--------------------------|------------------------|
| DATE: 11/28              | BY: [Signature]        |
| CHECKED BY: [Signature]  | DATE: 11/28            |
| DESIGNED BY: [Signature] | DATE: 11/28            |
| PROJECT NO. 11/28        | PROJECT NAME: 7-ELEVEN |

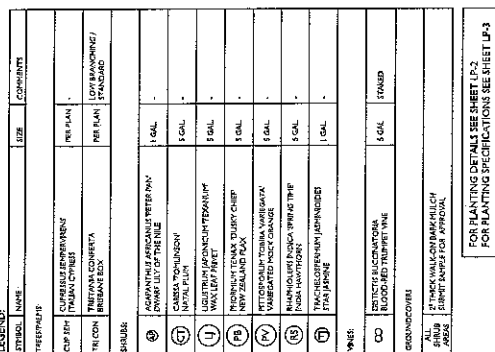
**ROOF PLAN**  
 SHEET: RB-G



**2 MECHANICAL SCREENING (PARAPET)**  
 1/8" = 1'-0"

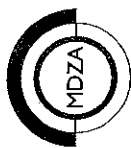


**1 ROOF PLAN**  
 1/8" = 1'-0"

[illegible]

**GENERAL PLANTING NOTES:**

- [illegible]

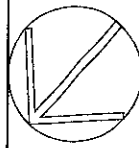
LANDSCAPE ARCHITECTURE  
PLANNING DESIGN

7-Eleven  
Jessepulveda Blvd & Braddock Dr.  
Culver City, California



7-Eleven

|                       |
|-----------------------|
| RESIDENT              |
| DOB NO.               |
| DRAWN BY: SH          |
| CHECKED BY: MD        |
| DATE: August 23, 2011 |
| TIME: 1:00 PM         |



TITLE: PLANTING PLAN

SHEET NO.: LP-1



City of Culver City, California  
**Planning Commission Agenda Item Report**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                                                                        |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------|--|
| Meeting Date: March 14, 2012                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | Item Number: PH-1                                                                      |  |
| <b>AGENDA ITEM: Administrative Site Plan Review to allow the development of a one story retail building with 2,500 square feet of floor area and 12 on-site parking spaces located at 4436 Sepulveda Boulevard</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |                                                                                        |  |
| Contact Person/Dept.: Joshua Williams,<br>Associate Planner                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | Phone Number: (310) 253-5706                                                           |  |
| Public Hearing: <input checked="" type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  | Action Item: <input type="checkbox"/> Attachments: <input checked="" type="checkbox"/> |  |
| Public Notification: On January 18, 2012, a notice was mailed to all the property owners and occupants within a 1000-foot radius of the site and emailed to the Master Notification List. On February 2, 2012 a revised notice announcing the continuation of the item to March 14, 2012 was mailed to all the property owners and occupants within a 1000-foot radius of the site and emailed to the Master Notification List.                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                                                                        |  |
| Planning Approval:<br>Thomas Gorham, Planning Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  | Department Approval:<br>Sol Blumenfeld, Community Development Director                 |  |
| <p><b><u>RECOMMENDATION:</u></b></p> <p>That the Planning Commission:</p> <ol style="list-style-type: none"><li>1. Approve Administrative Site Plan Review, ASPR P-2011127 subject to the Conditions of Approval as stated in Resolution No. 2012-P003 (Attachment No. 5).</li></ol> <p><b><u>PROCEDURES:</u></b></p> <ol style="list-style-type: none"><li>1. Chair calls on staff for a staff report and Commission poses questions to staff as desired.</li><li>2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.</li><li>3. Chair seeks a motion to close the public hearing after all testimony has been presented.</li><li>4. Commission discusses the matter and arrives at its decision.</li></ol> <p><b><u>BACKGROUND:</u></b></p> <p><b><u>General Information</u></b></p> <p>See Attachment No. 1, Project Summary</p> |  |                                                                                        |  |

City of Culver City, California  
**Planning Commission Agenda Item Report**

**Existing Conditions**

The project site, comprised of four lots totaling approximately 12,600 square feet in area, is located on four contiguous parcels on the southeast corner of Sepulveda Boulevard and Braddock Drive (see Area Map - Attachment No. 2); the site is in the Commercial General (CG) zone. The project site is surrounded by commercial retail and restaurant uses to the north and west; and a commercial office use to the south in the CG zone. Single family residential uses are located to the east in the Single-Family Residential (R1) zone. Abutting the property to the east, separating it from the adjacent residential uses, is a 20-foot wide alley, which terminates at the parking area of the southerly abutting commercial office use.

The subject property is occupied by a vacant gas station that has remained unused since December 1998. The gas station is comprised of one small structure and two stand-alone canopy structures. A “no further action” letter was issued by the California Regional Water Quality Control Board in October 2009, indicating the conclusion of investigation and corrective actions on the site related to the underground storage tanks formerly located on the site.

**Project Description**

The project consists of construction of a new 2,500 square foot one story retail commercial building intended to be occupied by a 7-Eleven convenience store. A total of 12 on-site parking spaces will be provided, one more than the Zoning Code-required 11 on-site parking spaces. The parking area will be located along the southerly side of the store, with access provided via two two-way driveways – one off of Sepulveda Boulevard and one off of Braddock Drive. Bicycle parking will be provided adjacent to the building’s entrance, close to Sepulveda Boulevard.

Based on staff and community comments, the project has changed significantly since the original submittal in 2010. Staff has recommended relocating the parking area from the front to the side of the building, orienting the building to Sepulveda Boulevard and rotating the building to create additional frontage to accommodate a secondary retail use along Sepulveda Boulevard as a means to activate the pedestrian environment. The kinds of recommended uses for the secondary retail area include a flower vendor, coffee vendor cart or newsstand integrated with the primary use. The secondary retail use area is a paved area of approximately 10 feet in depth and 35 feet wide and will be required to incorporate water supply, electrical stub and lighting from the 7-11 canopy above to allow for these uses.

City of Culver City, California  
**Planning Commission Agenda Item Report**

The site has been landscaped along all frontages with tall columnar trees that complement the street tree planting on Sepulveda Boulevard. A planting berm has been included along Braddock Avenue frontage and a large planter has been included along the alley to provide a visual screen from residential neighbors to the east.

Other changes include varied building materials and colors, the location of an on-street loading zone on Sepulveda Boulevard, and extensive use of landscaping around the property. The Applicant has included all changes to the site plan as requested by staff. The Applicant has withdrawn its request for an Administrative Use Permit for the sale of alcoholic beverages.

The City Attorney's Office has determined that there is a rational basis to impose a project condition of approval requiring the inclusion of a secondary pedestrian serving retail use in addition to the 7-Eleven convenience store, based upon the City's expressed intent to create a pedestrian oriented commercial corridor as outlined in the Commercial Zero Setback Overlay Zone which is intended to preserve and reinforce a traditional city streetscape and create a more pedestrian oriented environment and through the significant capital improvements on Sepulveda Boulevard through the Area Improvement Plan, which is discussed in further detail later in this report.

The secondary retail use is intended to provide a complimentary retail service to 7-Eleven, providing goods not otherwise emphasized by the 7-Eleven store. As an example of a similar comingling of uses, the 7-Eleven store located at 630 Wilshire Boulevard in Santa Monica provides space outside the store for an open air flower stand. The flower stand is open between 8 AM and 8 PM daily and is operated separately from the 7-Eleven store. The outside space occupied by the flower stand is provided through an agreement with the store owner.

**Entitlement Request and Applicable Zoning Code Sections**

The proposed entitlement request is an Administrative Site Plan Review to allow the development of a one story retail commercial building comprised of 2,500 square feet of floor area and providing 12 on-site parking spaces. The intended use of the proposed building is a 7-Eleven convenience store.

Zoning Code Section 17.540.010.A.2 requires a Site Plan Review for new non-residential buildings of 5,000 gross square feet or more. The proposed 2,500 square foot commercial building does not meet the threshold to require a site plan review and would otherwise be permitted without any discretionary approval. However, pursuant to Zoning Code Section 17.540.010.A.3 a change of use or

City of Culver City, California  
**Planning Commission Agenda Item Report**

intensification of a use that is not similar to the previous use requires a Site Plan Review. The previous use was a gas station and therefore the proposed commercial building is subject to a Site Plan Review. As the building does not exceed 15,000 square feet, pursuant to Zoning Code Section 17.540.015.C, it qualifies for an Administrative Site Plan Review subject to approval by the Director. Under the provisions of Zoning Code Section 17.630.010.D an Administrative Site Plan Review requires mailed notice to adjacent property owners and occupants 15 days prior to the anticipated date of the decision by the Director. Generally there would not be a public hearing on the Project other than community meetings.

There have been three community meetings<sup>1</sup> on the proposed project. Due to the high level of public interest and in order to provide an opportunity for local residents to provide comments on the project in a public hearing setting, the matter was referred to the Planning Commission for review and decision pursuant to Zoning Code Section 17.540.015.D, "Referral to the Planning Commission". Further, due to the high level of interest in the proposed Project by local residents pursuant to Zoning Code Section 17.630.010.E, the public notice for the Project was extended beyond the required adjacent property owners and occupants to property owners and occupants within a 1000 foot radius of the Project site.

**Required Findings**

The following provides the required findings to approve the subject application. Staff believes such findings can be made as outlined in the attached Resolution No. 2012-P003 (Attachment No. 5)

Zoning Code Chapter 17.540 – "Site Plan Review" outlines procedures and standards for the comprehensive review of proposed development projects including the required findings that must be made in order to approve the Site Plan Review as listed below:

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

*B. The architectural design of the structure(s) and their 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*

City of Culver City, California  
**Planning Commission Agenda Item Report**

*Chapter, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.*

*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.*

*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.*

*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.*

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

As mentioned above, the intended use of the proposed commercial building is a 7-Eleven convenience store. A convenience store is listed as a permitted or “by-right” use in the subject Commercial General (CG) zone as outlined in Table 2-5 – Allowable Uses and Permit Requirements for Commercial Zoning Districts.

Based on the above outlined Zoning Code provisions, review of the Project is limited to the Site Plan Review findings including: the proposed site plan layout the architectural design; the landscaping; the general compatibility of the Project with surrounding uses and development; and the best interest of the public health, safety and general welfare.

Staff has received numerous comments from the public by phone and email (refer to Attachment No. 4). Comments in opposition to the project cite issues previously stated during the three community meetings, including concerns regarding traffic, an overconcentration of 7-Eleven stores in the community, negative impacts on property values, transients, traffic, and hours of operation. Comments in favor of the project cite the redevelopment of an abandoned gas station and the removal of a blighted property at that intersection.

City of Culver City, California  
**Planning Commission Agenda Item Report**

To the extent feasible, Staff has sought to address issues related to the site design and compatibility of the project with adjacent properties. The Applicant has worked closely with staff to modify the building's architecture and the site plan. In addition, the Applicant has volunteered changes to the site plan and conditions of approval to address some of the neighbor's concerns, including the relocation of late night/early morning loading to an on-street location on Sepulveda Boulevard, trash pick-up by 7-Eleven staff at multiple times during the day on and around the property location, and the placement of dense landscaping around the perimeter of the property.

**ANALYSIS:**

**Site Plan and Architectural Design**

The project has been designed to conform to all applicable provisions of the Commercial Zero Setback Overlay, Commercial General (CG) Zone, and all other applicable City development standards. The Applicant has worked with staff to develop a design that enhances the visual appeal of the store while also improving compatibility with surrounding commercial and residential uses.

Preliminary development plans for the project presented to staff in 2010 showed a standard convenience store site plan, with parking in front of the building directly off of Sepulveda Boulevard and a typical, but unremarkable, 7-Eleven convenience store design. Staff worked with the Applicant to modify the site plan to bring the building to the front of the property, consistent with other commercial structures on Sepulveda Boulevard. Staff and the Applicant worked through multiple iterations of the site and building design based on comments from the community and internal review by Community Development, Public Works and Transportation staff.

The proposed site layout has oriented the building toward the corner of Sepulveda Boulevard and Braddock Drive. The building's entry is located along the southwest corner of the building, providing access from the parking lot and for pedestrians via Sepulveda Boulevard. The building façade is well articulated by incorporating structural canopies and varying materials. The project's mechanical equipment and refuse containers have been designed to be concealed from the street, public places and neighboring properties. The 20-foot high, one-story tall building is well below the 56-foot height limit permitted by the Zoning Code.

City of Culver City, California  
**Planning Commission Agenda Item Report**

**Parking**

A total of 12 parking spaces are provided on site to serve the commercial retail use, in excess of the 11 parking spaces required pursuant to the Zoning Code. One van accessible handicap parking space is included. Bicycle parking is also provided on-site near the entrance to the building.

**Traffic and Circulation**

Access to the parking lot will be provided through two two-way (entry and exit) driveways, one on Sepulveda Boulevard and one on Braddock Drive. An early iteration of the site plan provided only one access driveway off of Sepulveda Boulevard. This was later revised to include a one-way exit-only driveway on Braddock Drive. Following further review by the City's Traffic Engineers it was determined that a second two-way driveway would provide the safest method to access the site for vehicles traveling south on Sepulveda Boulevard. The traffic engineers have further proposed a condition of approval to only allow right turns into and out of the Sepulveda Boulevard driveway in order to avoid potential conflicts of vehicles having to cross multiple lanes of traffic in close proximity to the intersection of Sepulveda Boulevard and Braddock Drive.

A traffic impact analysis prepared for the proposed project, dated February 1, 2012, by RK Engineering Group, was reviewed and accepted by the City's Traffic Engineer (Attachment No. 3). The traffic analysis estimated that the project will generate 1,384 net new daily vehicle trips, including 126 net vehicles per hour during the AM peak hour, and 98 total vehicles per hour during the PM peak hour. The traffic analysis evaluated the existing (year 2011) and forecast future (year 2013) conditions at four intersections (Sepulveda Boulevard and Culver Boulevard, Sepulveda Boulevard and Braddock Drive, Sepulveda Boulevard and the project access driveway 1, and Braddock Drive and the project access driveway 2) in the immediate vicinity during the most congested periods of the day, the AM and PM peak hours. The traffic study also evaluated the project's impact on Braddock Drive, east and west of Sepulveda Boulevard.

The traffic study identified the future levels of service at the four intersections for both "with" and "without" the new development. According to the traffic study the four intersections will not exceed the intersection thresholds and therefore will not result in a significant impact. The traffic study also determined that the project will not have a significant impact on any portion of Braddock Drive.

The 8-foot high wall along the rear of the property will extend to within five feet of the Braddock Drive property line. Vehicles entering and exiting the driveway at

City of Culver City, California  
**Planning Commission Agenda Item Report**

this location are provided with adequate visibility of vehicles and pedestrians exiting the abutting driveway serving the Pacific Alarms building and the residential use at 11172 Braddock Drive. In addition, in order to prevent vehicle maneuvers between the two driveways, a 6 inch curb will be extended to the property line and the two abutting driveways will be separated to provide further protection to pedestrians and vehicles. Site distance and driver visibility of oncoming vehicles at the site exits are also acceptable. Any landscaping at driveway locations will not exceed “eye height” of exiting drivers, and site lines will not be affected.

Addressing the concerns of the neighbors regarding late night and early morning deliveries, the Applicant has worked with Public Works/Engineering to identify an on-street loading area on Sepulveda Boulevard that can be restricted for loading only during certain hours. The designated on-street loading zone is proposed to be on-street in front of the Pacific Alarms building (4444 Sepulveda Boulevard), located to the south of the subject property, and will restrict on-street parking between 9 PM and 5 AM daily. Deliveries for the retail use are expected to be serviced by freight vehicles between 20 and 53 feet (trailer) in length. A proposed condition of approval requires the applicant to process the curbside loading request through the Engineering Division and to make necessary curbside demarcations/improvements as required by the City Engineer/Public Works Director.

**Offsite/Streetscape Improvements**

The Transportation Department has proposed a condition that the Culver City bus stop located on the southwest corner of Sepulveda Boulevard and Braddock Drive be relocated to the southeast corner, adjacent to the project site. In its current location, the bus stop is identified by a sign post. The relocated bus stop will include a 13-foot bus shelter with a four foot bench with back and arm rests. The bus shelter will also be outfitted with a trash receptacle and transit information display.

Public Works/Engineering will also require the installation of one street tree on the south side of Braddock Drive in conformity with the City’s approved Street Tree Master Plan including tree wells and irrigation. The new street tree will be located between the proposed bus shelter and the corner of Sepulveda Boulevard and Braddock Drive.

The project will also include a dedication and improvement requirement for the sidewalk corner cut-off area at the intersection of Sepulveda Boulevard and Braddock Drive. The dedicated corner cut-off will be reconstructed for sidewalk purposes.

City of Culver City, California  
**Planning Commission Agenda Item Report**

During the preliminary design phase of the project, staff identified a lack of pedestrian friendliness in the proposed project as the use was wholly insular to the building and was not in conformance with the City's goals of creating a pedestrian oriented streetscape along Sepulveda Boulevard. The City is spending approximately \$1 million as part of the Sepulveda Boulevard Area Improvement Plan (AIP) for design, engineering and installation of improvements on Sepulveda Boulevard between Culver Boulevard to the north and the City boundary with Los Angeles to the south. The AIP includes pedestrian and bikeway improvements intended to support the ongoing revitalization of the Sepulveda Corridor, which has seen improvements to commercial facades and the introduction of new businesses that have provided pedestrian amenities such as outdoor dining, bicycle racks, and planter boxes. As part of the AIP program, improvements include the placement of new street trees and feather grass planters in the parkway, installation of new benches and trash receptacles, repairs to damaged sidewalks, installation of enhanced crosswalks providing for high-visibility pedestrian crossings, and installation of new street lights. Other proposed improvements in the AIP area include bicycle sharrows on Sepulveda Boulevard and inter-locking concrete pavers at crosswalk locations. The design of any new development on Sepulveda Boulevard should reflect the emphasis on connectivity with the pedestrian that is being emphasized in the AIP program.

**CONCLUSION:**

Staff has worked closely with the Applicant from the project inception to guide its design in order to meet Zoning Code requirements, address community concerns to the extent feasible, provide a more visually interesting building and create a more pedestrian friendly project. The Applicant has responded to staff's recommendations but is also guided by corporate concerns. Furthermore, the project is a permitted use in the zone and consistent with the General Plan. Therefore based on the analysis contained herein staff believes the findings for an Administrative Site Plan Review can be made as outlined in proposed Resolution No. 2012-P003 (Attachment No. 5) and recommends project approval.

**ENVIRONMENTAL DETERMINATION:**

Pursuant to the California Environmental Quality Act (CEQA) guidelines, initial review of the project by staff established that there are no potentially significant impacts on the environment and the project has been determined to be

City of Culver City, California  
**Planning Commission Agenda Item Report**

Categorically Exempt pursuant to Section 15303, Class 3, New Construction as it will not result in a structure exceeding 2,500 square feet of floor area nor will it involve the use of significant amounts of hazardous substances; and Section 15332, Class 32, In-Fill Development Projects as the project is consistent with the General Corridor General Plan designation and applicable General Plan policies and regulations as well as with the Commercial General (CG) zoning and Commercial Zero Setback Overlay. Furthermore, the project site is substantially surrounded by urbanized and commercially developed uses and so it has minimal potential as a habitat for endangered, rare or threatened species. Also, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services.

.

**ALTERNATIVE OPTIONS:**

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

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

**ATTACHMENTS:**

1. Project Summary
2. Area Map
3. Traffic Study
4. Written Comments or Correspondence Regarding the Project.
5. Draft Resolution No. 2012-P003 (ASPR P-2011162)
6. Development Plans, stamped received January 31, 2012

City of Culver City, California  
**Planning Commission Agenda Item Report**

**NOTES:**

1. Community Meetings: Prior to application submittal, the Applicant held two community meetings. The first community meeting was held on October 14, 2010. Notification of the meeting was sent out to property owners and occupants within a 500-foot radius. Community members in attendance voiced concerns regarding the sale of beer and wine for offsite consumption; the proximity of schools to the store and the potential for students to buy alcohol or cigarettes; increased traffic congestion at the intersection of Sepulveda and Braddock; the 24-hour, 7 days a week operation of the store being incompatible with surrounding residential uses; the overconcentration of 7-Eleven's in the community; the potential increase in transients; an increase in trash in the neighborhood; and the store will negatively impact the uniqueness of the neighborhood and mom and pop businesses.

The second community meeting was held on June 30, 2011. Notification of the meeting was sent out to property owners and occupants within a 1,000-foot radius. The Applicant increased the notification radius to 1,000 feet at the request of Staff due to the considerable interest from neighbors outside the original 500-foot radius. Community members in attendance continued to voice concerns regarding the overconcentration of 7-Eleven's in the community, transients, hours of operation, access to alcohol by minors, crime, trash, and traffic. Other concerns expressed by the community included late night/early morning deliveries that would impact the neighbors, unhealthy food being sold to children, noise from cars in the 7-Eleven parking lot, and few jobs being added to the community by the new store.

A third community meeting was held after submittal of the project application, on November 8, 2011. Notification of the meeting was sent to property owners and occupants within a 1,000-foot radius. Attendees at the meeting continued to express opposition due to concerns about traffic, transients, hours of operation, and the impact of the 7-Eleven on neighboring businesses and home values. Several attendees stated that they would consider supporting the 7-Eleven if the Applicant agreed to never apply for alcohol. The property owner also addressed questions from attendees about alternative uses on the site, including other small retailers, a parking lot for neighboring businesses, or an office building.

**PROJECT SUMMARY**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>APPLICATION TITLE &amp; CASE NO:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| Administrative Site Plan Review, ASPR P-2011127, to allow the development of a one story retail building with 2,500 square feet of floor area and 12 on-site parking spaces located at 4436 Sepulveda Boulevard at 4436 Sepulveda Boulevard in the Commercial General (CG) Zone.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <b>PROJECT ADDRESS/LOCATION:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>APPLICANT INFORMATION:</b>                                                                                                                                                                            |
| 4436 Sepulveda Boulevard<br>Culver City, CA 90230                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 7-Eleven, Inc.<br>330 E. Lambert Rd., Brea, CA 92821; 562-217-0526                                                                                                                                       |
| <b>PERMIT/APPLICATION TYPE:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <input type="checkbox"/> Administrative Use Permit<br><input type="checkbox"/> Conditional Use Permit<br><input checked="" type="checkbox"/> Administrative Site Plan Review<br><input type="checkbox"/> Site Plan Review<br><input type="checkbox"/> Administrative Modification<br><input type="checkbox"/> Variance<br><input type="checkbox"/> Master Sign Program<br><input type="checkbox"/> Certificate of Appropriateness<br><input type="checkbox"/> Certificate of Exemption<br><input type="checkbox"/> DOBI <input type="checkbox"/> Tentative Parcel Map<br><input type="checkbox"/> Tentative Tract Map<br><input type="checkbox"/> Lot Line Adjustment<br><input type="checkbox"/> Zoning Code Amendment - Text<br><input type="checkbox"/> Zoning Code Amendment -Map<br><input type="checkbox"/> General Plan Amendment - Text<br><input type="checkbox"/> General Plan Amendment - Map<br><input type="checkbox"/> Planned Unit Development<br><input type="checkbox"/> Specific Plan<br><input type="checkbox"/> Other: |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <b>APPROVAL BODY:</b> <input checked="" type="checkbox"/> Public Hearing <input type="checkbox"/> Public Meeting <input type="checkbox"/> Administrative                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <input type="checkbox"/> Administrative<br><input checked="" type="checkbox"/> Planning Commission <input type="checkbox"/> City Council <input type="checkbox"/> Redevelopment Agency<br><input type="checkbox"/> Other:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <b>ENVIRONMENTAL DETERMINATION AND NOTICING:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <b>CEQA Determination</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <input checked="" type="checkbox"/> Categorical Exemption, Class 3: New Construction<br><input type="checkbox"/> Negative Declaration or <input type="checkbox"/> Mitigated Negative Declaration<br><input type="checkbox"/> Environmental Impact Report, Type: _____                                                                                                                                                                                                                              |                                                                                                                                                                                                          |
| <b>CEQA Noticing</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <input checked="" type="checkbox"/> Notice of Exemption (w/in 5 days of decision)<br><input type="checkbox"/> Notice of Intent to Adopt (21 days prior to decision)<br><input type="checkbox"/> Notice of Determination (w/in 5 days of decision)<br><input type="checkbox"/> Fish & Game Certificate of Fee Exemption (w/in 5 days of decision)<br><input type="checkbox"/> Notice of Preparation <input type="checkbox"/> Notice of Availability <input type="checkbox"/> Notice of Completeness |                                                                                                                                                                                                          |
| <b>PUBLIC NOTIFICATION:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <b>Mailing</b><br>Date: 1/18/12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <input checked="" type="checkbox"/> Property Owners<br><input checked="" type="checkbox"/> Occupants<br><input type="checkbox"/> Adjacent Property Owners & Occupants                                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/> w/in 500' foot radius<br><input type="checkbox"/> w/in 500' foot radius / Extended<br><input checked="" type="checkbox"/> Other: 1,000 foot radius                              |
| <b>Posting</b><br>Date: N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/> Onsite <input type="checkbox"/> Offsite                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Other:                                                                                                                                                                          |
| <b>Publication</b><br>Date: N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> Culver City News                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> Other:                                                                                                                                                                          |
| <b>Courtesy</b><br>Date: 11/23/11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input checked="" type="checkbox"/> City Council <input type="checkbox"/> Cable Crawler<br><input checked="" type="checkbox"/> Commissions<br><input checked="" type="checkbox"/> Master Notification List<br><input type="checkbox"/> Culver City Website                                                                                                                                                                                                                                         | <input type="checkbox"/> Press Release<br><input type="checkbox"/> HOA /Neighborhood Groups<br><input type="checkbox"/> Culver City Organizations<br><input type="checkbox"/> Other: Chamber of Commerce |
| <b>GENERAL INFORMATION:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                          |
| <b>General Plan:</b> General Corridor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Zoning:</b> Commercial General (CG)                                                                                                                                                                   |
| <b>Redevelopment Plan:</b> Area #4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Overlay Zone/District:</b> 0-Setback Overlay (CZ) Zone                                                                                                                                                |
| <b>Legal Description</b><br>Lots 12, 13, 14, 15 of Tract No. 9111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Existing Land Use</b><br>A vacant gas station; vacant since 1998.                                                                                                                                     |

# PROJECT SUMMARY

## ADJACENT ZONING AND LAND USES

| <u>Location</u> | <u>Zoning</u> | <u>Land Use</u>                                                                                         |
|-----------------|---------------|---------------------------------------------------------------------------------------------------------|
| North:          | CG            | Single story restaurant uses, Taco Bell and Abbots Pizza                                                |
| South:          | CG            | Commercial office use for Pacific Alarm Systems; and further south Culver Palms United Methodist Church |
| East:           | R1            | Single family residential neighborhood, separated from subject property by 20-foot alley                |
| West:           | CG            | One- and two-story commercial businesses, including Green Peas restaurant and Bronze Buns tanning salon |

| <u>Project Data</u> | <u>Existing</u> | <u>Proposed</u> | <u>Required/Allowed</u> |
|---------------------|-----------------|-----------------|-------------------------|
| Lot Area            | 12,600 S.F.     | no change       | N/A                     |
| Building Coverage:  | 1,120 S.F.      | 2,500 S.F.      | N/A                     |

| <u>Project Data</u>            | <u>Existing</u> | <u>Proposed</u> | <u>Required/Allowed</u> |
|--------------------------------|-----------------|-----------------|-------------------------|
| <b>Parking:</b>                |                 |                 |                         |
| Convenience Store              | 0               | 12              | 11                      |
| Handicapped<br>(Part of Total) | 0               | 1               | 1                       |
| <b>Total:</b>                  | <b>0</b>        | <b>12</b>       | <b>11</b>               |

|                         |                 |       |       |
|-------------------------|-----------------|-------|-------|
| <b>Building Height:</b> | estimated 15 ft | 20 ft | 56 ft |
|-------------------------|-----------------|-------|-------|

### Building Setbacks:

|                       |                    |                              |
|-----------------------|--------------------|------------------------------|
| Front (Sepulveda)     | 10 ft              | 0' or setback with amenities |
| Rear                  | 35.74 ft           | 2 ft off of alley            |
| Side (North-Braddock) | Between 5 and 6 ft | 0' or setback with amenities |
| Side (South)          | 71 ft              | None Required                |

### ESTIMATED FEES:

|                                                                        |                                                     |                                                            |
|------------------------------------------------------------------------|-----------------------------------------------------|------------------------------------------------------------|
| <input checked="" type="checkbox"/> New Development Impact: <u>TBD</u> | <input type="checkbox"/> School District:           | <input checked="" type="checkbox"/> Plan Check: <u>TBD</u> |
| <input type="checkbox"/> In Lieu Parkland:                             | <input checked="" type="checkbox"/> Art: <u>TBD</u> | <input checked="" type="checkbox"/> Sewer: <u>TBD</u>      |

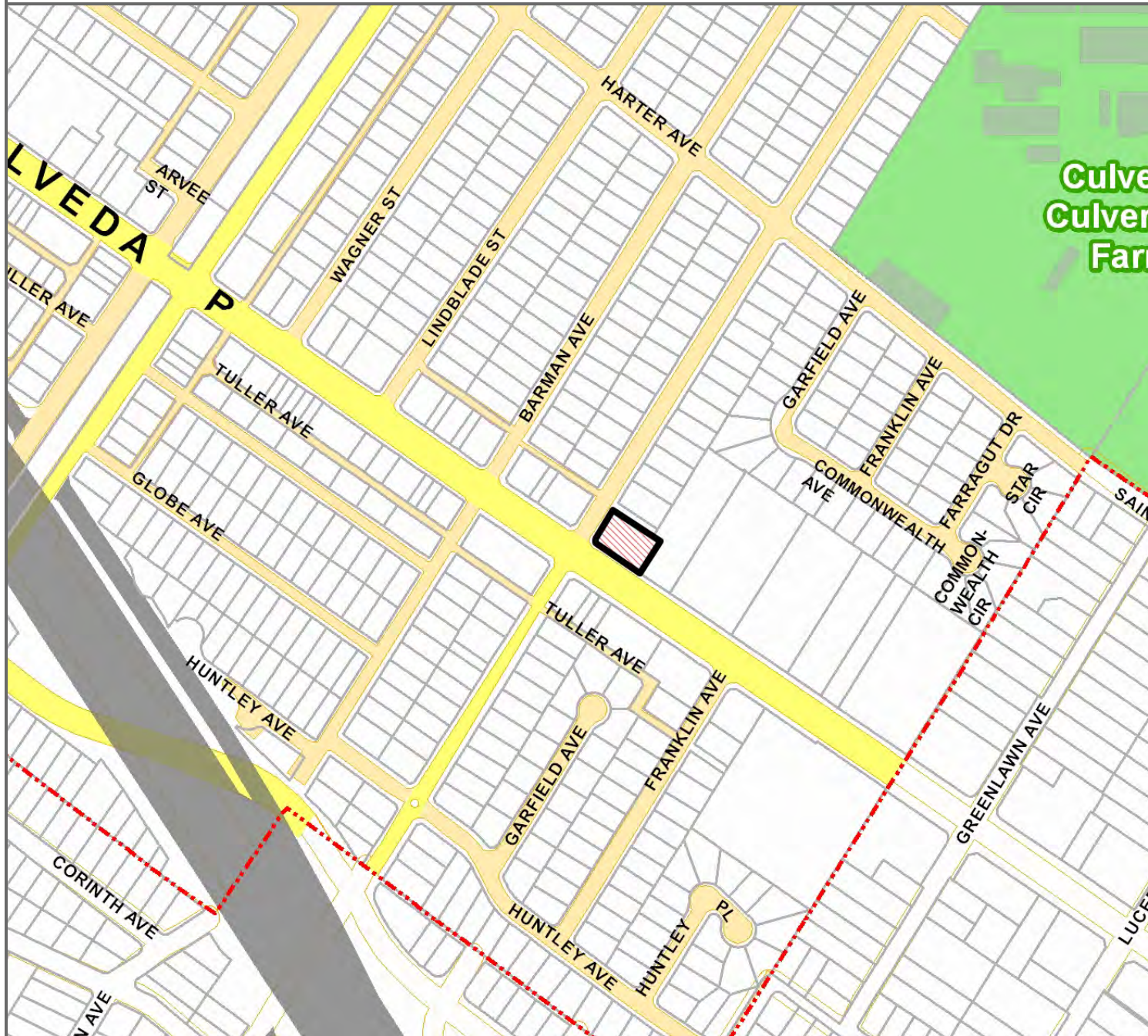
### INTERDEPARTMENTAL REVIEW:

Planning, Engineering/Traffic, Building & Safety, Fire Prevention, Police, and Transportation reviewed the project. Comments have been incorporated into the plans or where made part of the recommended conditions of approval.

### ART IN PUBLIC PLACES:

Applies to Project - In lieu fee TBD

Attachment No. 2  
4436 SEPULVEDA BOULEVARD



Source: Planning Division  
Map Created: 02/02/2012  
Meeting Date: February 8, 2012

Administrative Site Plan Review,  
ASPR P-2011127



**THE CITY OF  
CULVER CITY**



INFORMATION TECHNOLOGY DEPARTMENT  
GEOGRAPHIC INFORMATION SYSTEMS

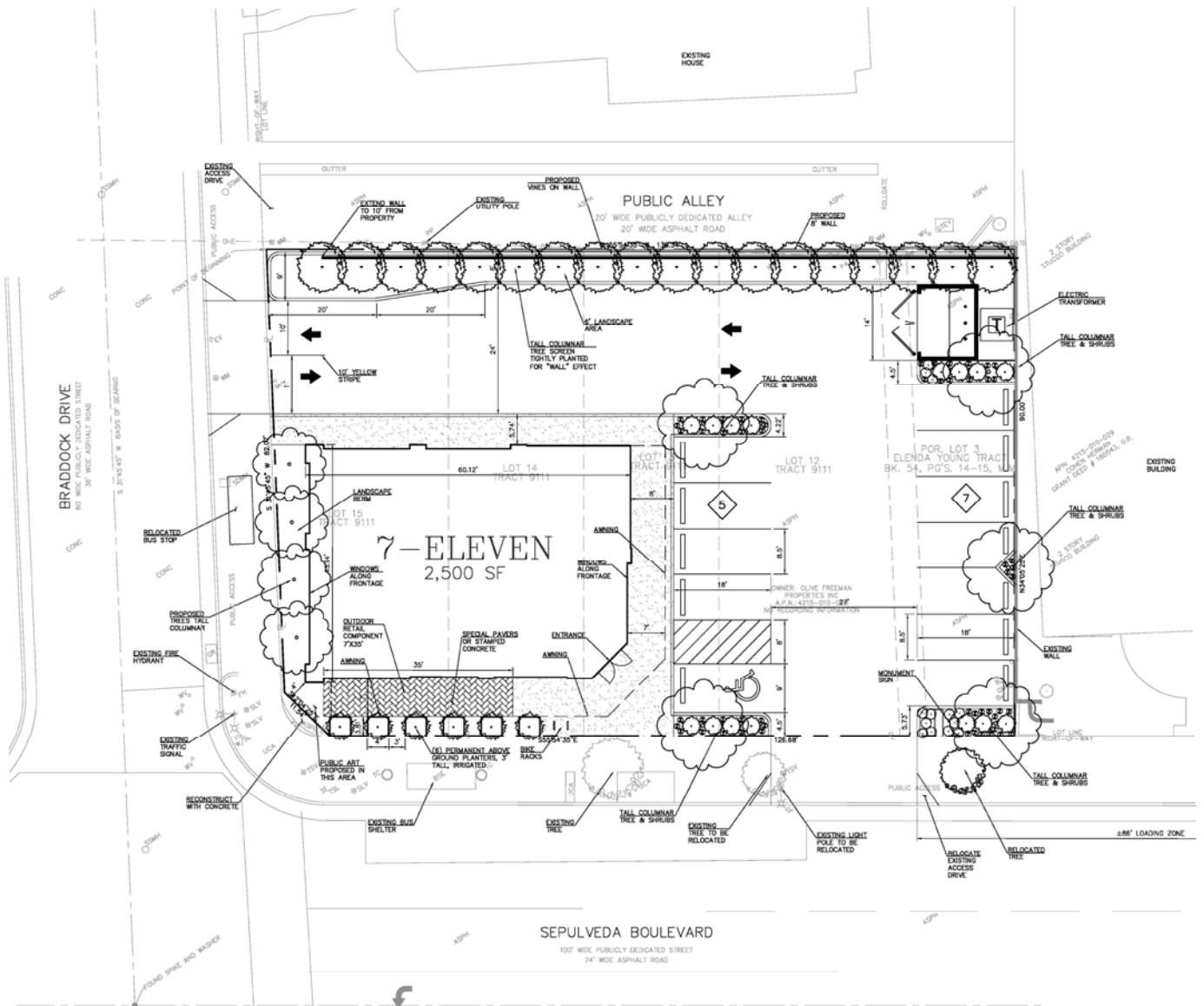
9770 CULVER BLVD  
CULVER CITY, CA 90232  
TEL: 310-253-5976

Scale: 1:4,249



0 177.03 354.1 Feet

# 7-ELEVEN 24-HOUR CONVENIENCE MARKET TRAFFIC IMPACT STUDY (UPDATED 02/01/12) City of Culver City, California



February 1, 2012

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

**Subject: 7-Eleven 24-Hour Convenience Market Traffic Impact Study, Culver City  
(Updated 02/01/12)**

Dear Ms. Reeder:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this updated traffic impact study for the proposed 7-Eleven 24-hour Convenience Market, to be located at the southeast corner of Sepulveda Boulevard and Braddock Drive in Culver City, as shown in Exhibit A. The proposed 7-Eleven would occupy a parcel of land previously occupied by a gas service that has been vacant since 1998. The proposed 7-Eleven is expected to be 2,500 square feet. One (1) full access driveway is provided on Braddock Drive and one (1) restricted access (right-in/right-out only) driveway is provided on Sepulveda Boulevard.

The purpose of this traffic impact study is to review existing and future conditions with and without the proposed future development. Project Buildout conditions will include area-wide growth and Year 2013 conditions.

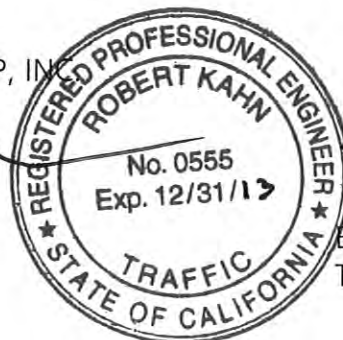
**Based upon our analysis of existing and future traffic volumes, the proposed project can be accommodated in the City of Culver City with the recommendations included within this report. The project will not have a significant impact to the study area intersections or roadways.**

RK is pleased to provide this traffic study for the 7-Eleven 24-hour Convenience Market. If you have any questions regarding this study, please do not hesitate to call our office at (949) 474-0809.

Sincerely,  
RK ENGINEERING GROUP, INC.

*Robert Kahn*

Robert Kahn, P.E.  
Principal



*Bryan Estrada*

Bryan Estrada  
Transportation Planner

**7-ELEVEN 24 HOUR CONVENIENCE MARKET  
TRAFFIC IMPACT STUDY (UPDATED 02/01/12)  
Culver City, California**

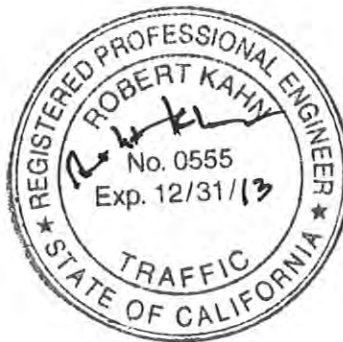
**Prepared for:**

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

**Prepared by:**

RK ENGINEERING GROUP, INC.  
4000 Westerly Place, Suite 280  
Newport Beach, CA 92660

**Robert Kahn, P.E.  
Bryan Estrada**



**February 1, 2012**

# Table of Contents

| <b>Section</b>                                                                                | <b>Page</b> |
|-----------------------------------------------------------------------------------------------|-------------|
| <b>1.0 Introduction.....</b>                                                                  | <b>1-1</b>  |
| <b>2.0 Existing Conditions.....</b>                                                           | <b>2-1</b>  |
| <b>3.0 Intersection Analysis.....</b>                                                         | <b>3-1</b>  |
| 3.1 ICU Methodology                                                                           | 3-1         |
| 3.2 HCM Methodology                                                                           | 3-3         |
| 3.3 Thresholds of Significance                                                                | 3-3         |
| 3.4 Existing Level of Service                                                                 | 3-4         |
| <b>4.0 Trip Generation.....</b>                                                               | <b>4-1</b>  |
| <b>5.0 Trip Distribution .....</b>                                                            | <b>5-1</b>  |
| <b>6.0 Trip Assignment.....</b>                                                               | <b>6-1</b>  |
| <b>7.0 Traffic Impact Analysis .....</b>                                                      | <b>7-1</b>  |
| 7.1 Existing Plus Project Conditions                                                          | 7-1         |
| 7.2 Existing Plus Ambient Growth (Year 2013) Plus<br>Related Projects Conditions              | 7-1         |
| 7.3 Existing Plus Ambient Growth (Year 2013) Plus<br>Related Projects Plus Project Conditions | 7-2         |
| <b>8.0 Residential Streets Segment Analysis.....</b>                                          | <b>8-1</b>  |
| <b>9.0 Recommendations.....</b>                                                               | <b>9-1</b>  |
| <b>10.0 Conclusions.....</b>                                                                  | <b>9-1</b>  |

# List of Attachments

## Exhibits

---

|                                                                                                               |     |
|---------------------------------------------------------------------------------------------------------------|-----|
| Location Map .....                                                                                            | A   |
| Site Plan .....                                                                                               | B   |
| Existing Lane Geometry and Intersection Controls.....                                                         | C   |
| City of Culver City General Plan Circulation Element.....                                                     | D   |
| Existing Peak Hour Traffic Volumes.....                                                                       | E   |
| Project Outbound Trip Distribution.....                                                                       | F-1 |
| Project Inbound Trip Distribution .....                                                                       | F-2 |
| Project Peak Hour Traffic Volumes.....                                                                        | G   |
| Existing Plus Project Peak Hour Traffic Volumes .....                                                         | H   |
| Related Projects Location Map .....                                                                           | I   |
| Related Projects Peak Hour Traffic Volumes .....                                                              | J   |
| Existing Plus Ambient Growth (Year 2013)<br>Plus Related Projects Peak Hour Traffic Volumes .....             | K   |
| Existing Plus Ambient Growth (Year 2013)<br>Plus Related Projects Plus Project Peak Hour Traffic Volumes..... | L   |
| Recommendations.....                                                                                          | M   |

## Tables

---

|                                                                                                              |    |
|--------------------------------------------------------------------------------------------------------------|----|
| Intersection Analysis for Existing Conditions .....                                                          | 1  |
| Trip Generation Rates .....                                                                                  | 2  |
| Project Trip Generation Comparison .....                                                                     | 3  |
| Intersection Analysis for Existing Plus Project Conditions .....                                             | 4  |
| Related Projects Trip Generation.....                                                                        | 5  |
| Intersection Analysis for Project Buildout (Year 2013)<br>Plus Related Projects Conditions .....             | 6  |
| Intersection Analysis for Project Buildout (Year 2013)<br>Plus Related Projects Plus Project Conditions..... | 7  |
| Summary Intersection Analysis .....                                                                          | 8  |
| Residential Streets Segment Analysis .....                                                                   | 9  |
| Project Fair-Share Intersection Contribution.....                                                            | 10 |

## Appendices

---

|                                                                                                                                     |   |
|-------------------------------------------------------------------------------------------------------------------------------------|---|
| Traffic Count Worksheets .....                                                                                                      | A |
| Existing Level of Service Analysis Worksheets .....                                                                                 | B |
| Existing Plus Project Level of Service Analysis Worksheets.....                                                                     | C |
| Related Projects Data .....                                                                                                         | D |
| Existing Plus Ambient Growth (Year 2013)<br>Plus Related Projects Conditions Level of Service Analysis Worksheets .....             | E |
| Existing Plus Ambient Growth (Year 2013)<br>Plus Related Projects and Project Conditions Level of Service Analysis Worksheets ..... | F |
| City of Culver City Thresholds of Significance for Traffic Impacts .....                                                            | G |
| Memorandum of Understanding (MOU) .....                                                                                             | H |

## 1.0 Introduction

---

The proposed 7-Eleven 24-hour Convenience Market will be located at the southeast corner of Sepulveda Boulevard and Braddock Drive in the City of Culver City, as shown in Exhibit A. The proposed project would consist of approximately 2,500 square feet of 24-hour convenience market. The site was previously occupied by a gas service station but has been vacant since 1998. No vehicle trip credit has been taken for a previously existing land use. A site plan is available in Exhibit B. The project's anticipated buildout year is 2013.

The project site would be served by one (1) right-in/right-out access point on Sepulveda Boulevard and one full access point on Braddock Drive.

The City of Culver City has specified that RK analyze the following area-wide intersections from a traffic standpoint:

| North-South Street  | East-West Street |
|---------------------|------------------|
| Sepulveda Boulevard | Culver Boulevard |
| Sepulveda Boulevard | Braddock Drive   |
| Sepulveda Boulevard | Project Access 1 |
| Project Access 2    | Braddock Drive   |

The purpose of this traffic impact study is to review (1) Existing conditions; (2) Existing Plus Project Conditions; (3) Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions; and (4) Existing Plus Ambient Growth (Year 2013) Plus Related Projects and Project conditions. The traffic impact study will determine any recommendations necessary to accommodate the project. This traffic impact study utilized AM and PM peak hour traffic data provided by the City.

RK has been in frequent contact with the City of Culver City regarding this 7-Eleven Project, and has included the necessary requirements and specifications for this analysis. The scoping for the project and all study assumptions were discussed with the City staff during the preparation of the traffic impact study.

## **2.0 Existing Conditions**

---

Exhibit C identifies the existing roadway conditions, number of through traffic lanes and the intersection controls for the study area roadways, and Exhibit D shows the City of Culver City General Plan Circulation Element for the area adjacent to the project location.

Existing traffic volumes throughout the study area are shown on Exhibit E. These volumes are based upon traffic data provided by the City and were conducted in September 2011. Traffic count worksheets are included in Appendix A.

THIS PAGE INTENTIONALLY LEFT BLANK

## 3.0 Intersection Analysis

---

The methodology used to assess the operation of the signalized study area intersections is Intersection Capacity Utilization (ICU). To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

Research has determined that signalized intersections connected by an Automated Traffic Surveillance and Control (ATSAC)-type advanced traffic signal synchronization system experience an approximate seven percent increase in capacity as compared to signalized intersections without such advanced traffic signal synchronization. Therefore, per Culver City policy, and as approved by the City Traffic Engineer, the level of service values using the ICU methodology for the signalized intersections analyzed were reduced by 0.070

### 3.1. ICU Methodology

1. Intersection Capacity Utilization (ICU) methodology was used to analyze signalized study area intersections.
2. Saturation Flow Rate:  
Saturation flow value of 1,600 vehicles per lane per hour;  
2,880 vehicles per lane per hour for dual left-turn lanes.
3. Clearance Interval and Cycle Time:  
A clearance interval factor of 10% (0.10) is applied to the ICU calculations. The cycle time is 90 seconds for ICU analysis purposes.
4. Level of Service Ranges:

| LOS | CRITICAL VOLUME TO CAPACITY RATIO |
|-----|-----------------------------------|
| A   | 0.00 - 0.600                      |
| B   | 0.601 - 0.700                     |
| C   | 0.701 - 0.800                     |
| D   | 0.801 - 0.900                     |
| E   | 0.901 - 1.000                     |
| F   | >1.00                             |

5. Peak-Periods:

Weekday peak-hour analysis periods are defined as follows:

7:00 AM to 9:00 AM

4:00 PM to 6:00 PM

6. Peak-Hour:

The highest one-hour period in the AM and PM peak periods, as determined by four (4) consecutive 15-minute count periods are used in the ICU calculations. AM and PM peak hours are studied. No peak hour factor is applied to the traffic volumes for ICU methodology.

7. Peak-Hour Data Consistency:

Variations in peak-hour volumes can affect LOS calculations because they vary from day-to-day. To minimize these variations, no counts are taken on Mondays, Fridays or holidays. The traffic count worksheets for this study are included in Appendix A.

8. Right Turn Movements:

If the distance from the edge of the outside through lane is at least 22 feet and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this "unofficial" right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g., northbound right turns during westbound left turn phase), as well as non-conflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios that are greater than the normal through/left turn critical movements.

### 3.2 HCM Methodology

Study area intersections that are stop sign controlled with stop control on the minor street only have been analyzed using the unsignalized intersection methodology of the Highway Capacity Manual (HCM 2000). For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at these locations, the level of service has been calculated. The level of service is determined based on the worst individual movement or movements sharing a single lane. The relationship between the level of service and delay is different than for signalized intersections.

The level of service is defined for the various analysis methodologies as follows:

| LOS | Average Control Delay Per Vehicle (Seconds) |
|-----|---------------------------------------------|
|     | Unsignalized                                |
| A   | 0.0 - 10.0                                  |
| B   | 10.1 - 15.0                                 |
| C   | 15.1 - 25.0                                 |
| D   | 25.1 - 35.0                                 |
| E   | 35.1 - 50.0                                 |
| F   | >50.1                                       |

### 3.3 Thresholds of Significance

In Culver City, the impact of a project on a signalized intersection is considered significant if the project related increase in the V/C ratio equals or exceeds the thresholds shown below:

*<Table shown on following page>*

| SIGNALIZED INTERSECTIONS |               |                                       |
|--------------------------|---------------|---------------------------------------|
| Pre-project              |               | Project Related Increase in V/C Ratio |
| LOS                      | V/C           |                                       |
| A                        | 0.600 or less | No Significant Impact                 |
| B                        | 0.601 – 0.700 | No Significant Impact                 |
| C                        | 0.701 – 0.800 | Equal or greater than 0.05            |
| D                        | 0.801 - 0.900 | Equal or greater than 0.04            |
| E                        | 0.901 – 1.000 | Equal or greater than 0.02            |
| F                        | 1.00 or more  | Equal or greater than 0.02            |

**Based on the analysis, the proposed 7-Eleven is not expected to exceed the intersection thresholds and therefore does not create a significant impact.**

### **3.4 Existing Level of Service**

Table 1 shows the existing intersection levels of service. Currently, the intersection of Sepulveda Boulevard (NS) at Braddock Drive (EW) is operating at a LOS D in both the weekday AM and PM peak hours. The levels of service worksheets for existing conditions are included in Appendix B.

## **4.0 Trip Generation**

---

Trip generation represents the amount of traffic that is attracted to and produced by a development. The traffic generation for the proposed project is based upon the specific land uses which have been planned for the development.

Trip generation rates for the proposed project's land uses are shown in Table 2. These rates were pre-approved by the City of Culver City staff. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE). The ITE description of a convenience market (open 24 hours), ITE Trip Code 851, accurately reflects the operation of the proposed 7-Eleven project. The ITE trip rates are based off of 33 weekday peak hour samples. Based upon these samples, it is justifiable to use ITE Trip Code 851 for this project.

Based on surveys published by ITE, it is generally acceptable to assume a conservative 50% of all vehicles frequenting a convenience market (open 24 hours) are from pass-by traffic. However, in order to be conservative, the City of Culver City has required that a maximum of 25% pass-by trip credits be taken for this project. The net trip generation has been applied to the two (2) signalized study intersections and the full trip generation has been applied to the project driveways.

The proposed development is projected to generate on weekdays approximately 1,384 net trip-ends per day with 168 total net vehicles per hour during the AM peak hour and 98 total vehicles per hour during the PM peak hour. The net trip generation, with a 25% pass-by credit, was utilized when analyzing the proposed project. The net trip generation is calculated by subtracting 25% of the total trips generated by the project. Table 3 provides a detailed summary of the project trip generation.

THIS PAGE INTENTIONALLY LEFT BLANK

## **5.0 Trip Distribution**

---

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment, commercial and recreational opportunities and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community and existing traffic volumes.

The trip distribution for this analysis has been based upon Future (Year 2013) conditions, based upon those highway facilities, which are in place or will be contemplated over the near-term. Outbound and inbound trip distribution patterns for this project are shown on Exhibit F-1 and F-2, respectively. The project trip distribution was pre-approved by the City of Culver City prior to completing the analysis.

THIS PAGE INTENTIONALLY LEFT BLANK

## **6.0 Trip Assignment**

---

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, existing arterial highway and local street systems. Based on the identified project trip generation and distributions, project related traffic volumes are shown on Exhibit G.

THIS PAGE INTENTIONALLY LEFT BLANK

## **7.0 Traffic Impact Analysis**

---

Traffic impacts have been projected and analyzed for (1) Existing Plus Project Conditions; (2) Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions; and (3) Existing Plus Ambient Growth (Year 2013) Plus Related Projects and Project conditions. The traffic impact study will determine any recommendations necessary to accommodate the project.

### **7.1 Existing Plus Project Conditions**

Existing Plus Project conditions traffic volumes are determined by adding the project traffic to the existing traffic volumes. These volumes are shown in Exhibit H.

Table 4 shows the intersection analysis for Existing Plus Project conditions. The LOS calculation worksheets are included in Appendix C.

### **7.2 Existing Plus Ambient Growth (Year 2013) Plus Related Projects Conditions**

A list of related projects has been obtained from the City of Culver City staff. Table 5 summarizes the trip generation for each of these projects. Exhibit I shows the related projects locations. Appendix D contains the related projects list provided to RK by the City. The related projects are based upon a report previously submitted to the City. The projected weekday AM and PM peak hour traffic volumes for the related projects are available in Exhibit J.

Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions traffic volumes are determined by adding area wide growth (1% per year) to the existing traffic volumes and adding in the Related Project's traffic volumes. These volumes are shown in Exhibit K.

Table 6 shows the intersection analysis for Existing Plus Ambient Growth Plus (Year 2013) Plus Related Projects conditions.

The LOS calculation worksheets are included in Appendix E.

### **7.3 Existing Plus Ambient Growth (Year 2013), Plus Related Projects Plus Project Conditions**

To assess Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project conditions, traffic for the proposed project was added to the Existing Plus Ambient Growth (Year 2013) Plus Related Projects conditions. Weekday AM and PM peak hour traffic volumes for this scenario are shown in Exhibit L.

Table 7 presents the intersection analysis for Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project conditions. The LOS calculation worksheets are included in Appendix F.

**Based on the City's thresholds, this project will not significantly impact any the study area intersections or roadway segments. Table 8 shows a level of service summary.**

## 8.0 Residential Streets Segment Analysis

---

Due to the close proximity of the proposed project to a residential neighborhood, a residential street segment analysis has been performed. Braddock Drive, east and west of Sepulveda Boulevard, is classified as a collector street and the surrounding land uses are zoned residential. To determine a significant impact on the residential streets, the project's average daily traffic (ADT) was compared to the future ADT along the roadway segment for the Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project conditions. This analysis follows the guidelines for determining significant impacts set forth by the City of Culver City.

The following table shows the City of Culver City's significant impact thresholds.

| Projected Average Daily Traffic (ADT) with Project | Project-Related Increase in Average Daily Traffic (ADT) |
|----------------------------------------------------|---------------------------------------------------------|
| 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                          |

**Based on the City's thresholds the proposed project will not significantly impact any of the study area roadway segments.** Table 9 shows the results of the Residential Street Segment Analysis

THIS PAGE INTENTIONALLY LEFT BLANK

## **9.0 Recommendations**

---

As aforementioned, based on the City's thresholds, this project will not significantly impact any off-site study area intersection. As such, given the findings of the traffic impact study, RK would make the following recommendations:

1. Complete internal circulation system per City of Culver City standards. This will include constructing the two (2) project driveways to existing City standards.
2. Complete any remaining half-section improvements to Sepulveda Boulevard and Braddock Drive adjacent to the project.
3. In conjunction with the preparation of precise grading and landscape plans, sight distance should be reviewed at project access points per City of Culver City standards.
4. Install stop signs, stop bars and stop legends at the project access points.
5. Participate in any City appropriate Development Impact Fees as they pertain to the project.
6. Recommendations are graphically summarized in Exhibit M.

THIS PAGE INTENTIONALLY LEFT BLANK

## **10.0 Conclusions**

---

Based upon the analysis of Existing and Future (Year 2013) traffic volumes, the proposed 7-Eleven 24-hour Convenience Market can be accommodated within the City of Culver City, with the implementation of the recommendations stated in this report. **The project will not have a significant traffic impact to the City of Culver City.**

THIS PAGE INTENTIONALLY LEFT BLANK

---

# Exhibits

# Exhibit A Location Map

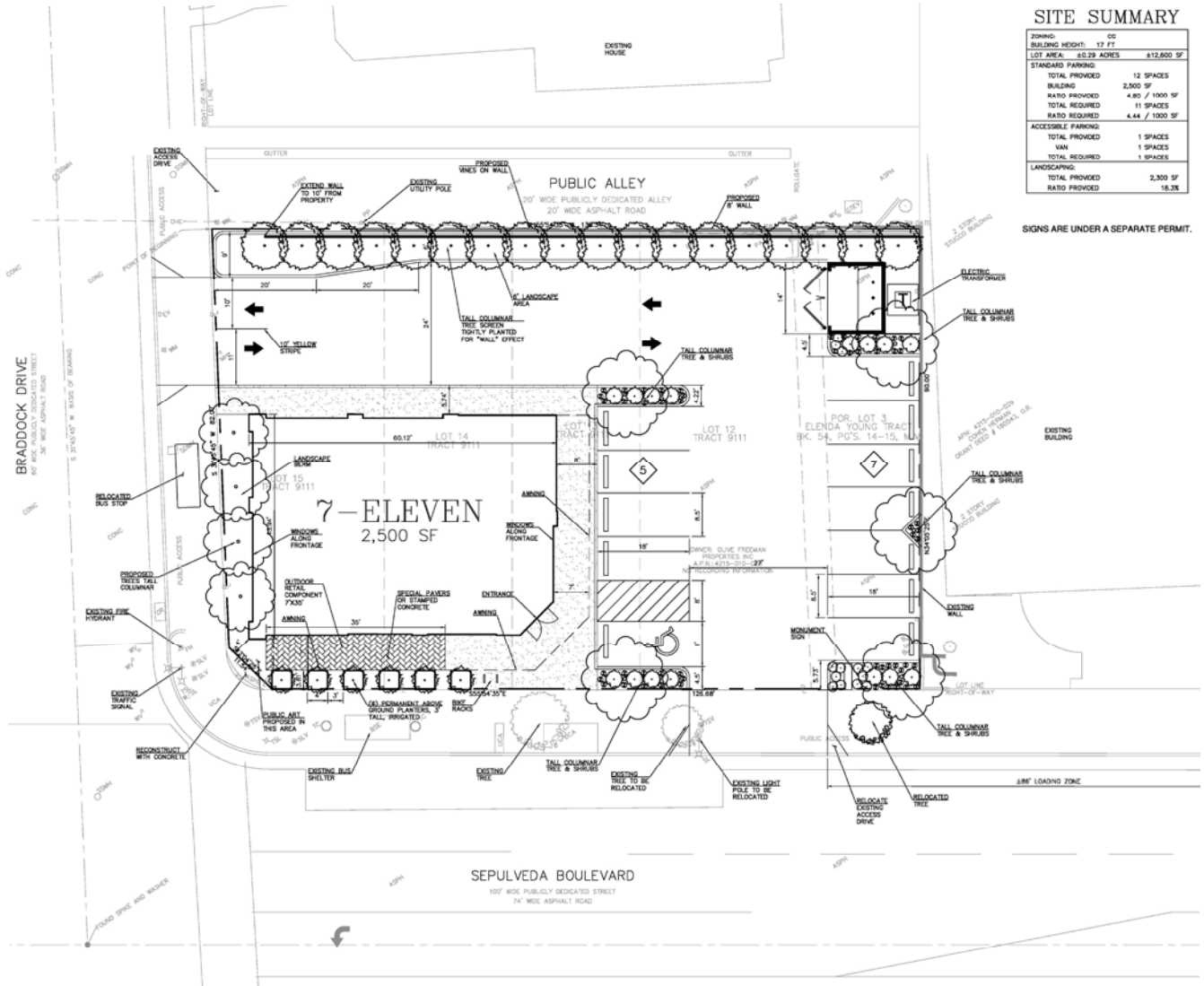


## Legend:

● = Study Area Intersection



# Exhibit B Site Plan

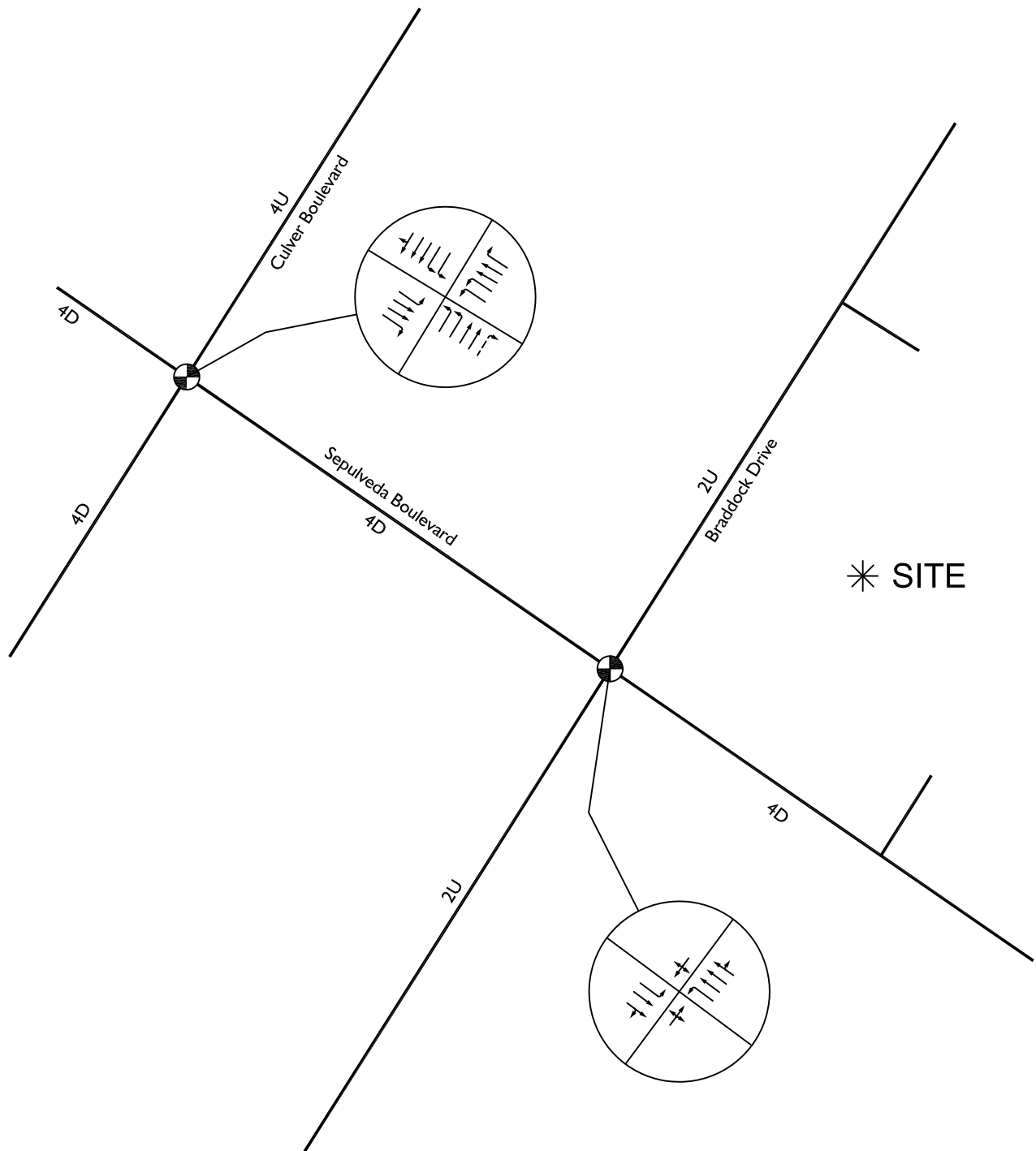


## SITE SUMMARY

|                    |                |
|--------------------|----------------|
| ZONING:            | CO             |
| BUILDING HEIGHT:   | 17 FT          |
| LOT AREA:          | 40.29 ACRES    |
| STANDARD PARKING   | 812,600 SF     |
| TOTAL PROVIDED     | 12 SPACES      |
| BUILDING           | 2,500 SF       |
| RATIO PROVIDED     | 4.80 / 1000 SF |
| TOTAL REQUIRED     | 11 SPACES      |
| RATIO REQUIRED     | 4.44 / 1000 SF |
| ACCESSIBLE PARKING | 1 SPACES       |
| TOTAL PROVIDED     | 1 SPACES       |
| VAN                | 1 SPACES       |
| TOTAL REQUIRED     | 1 SPACES       |
| LANDSCAPING        |                |
| TOTAL PROVIDED     | 2,300 SF       |
| RATIO PROVIDED     | 18.38          |

SIGNS ARE UNDER A SEPARATE PERMIT.

# Existing Lane Geometry and Intersection Controls



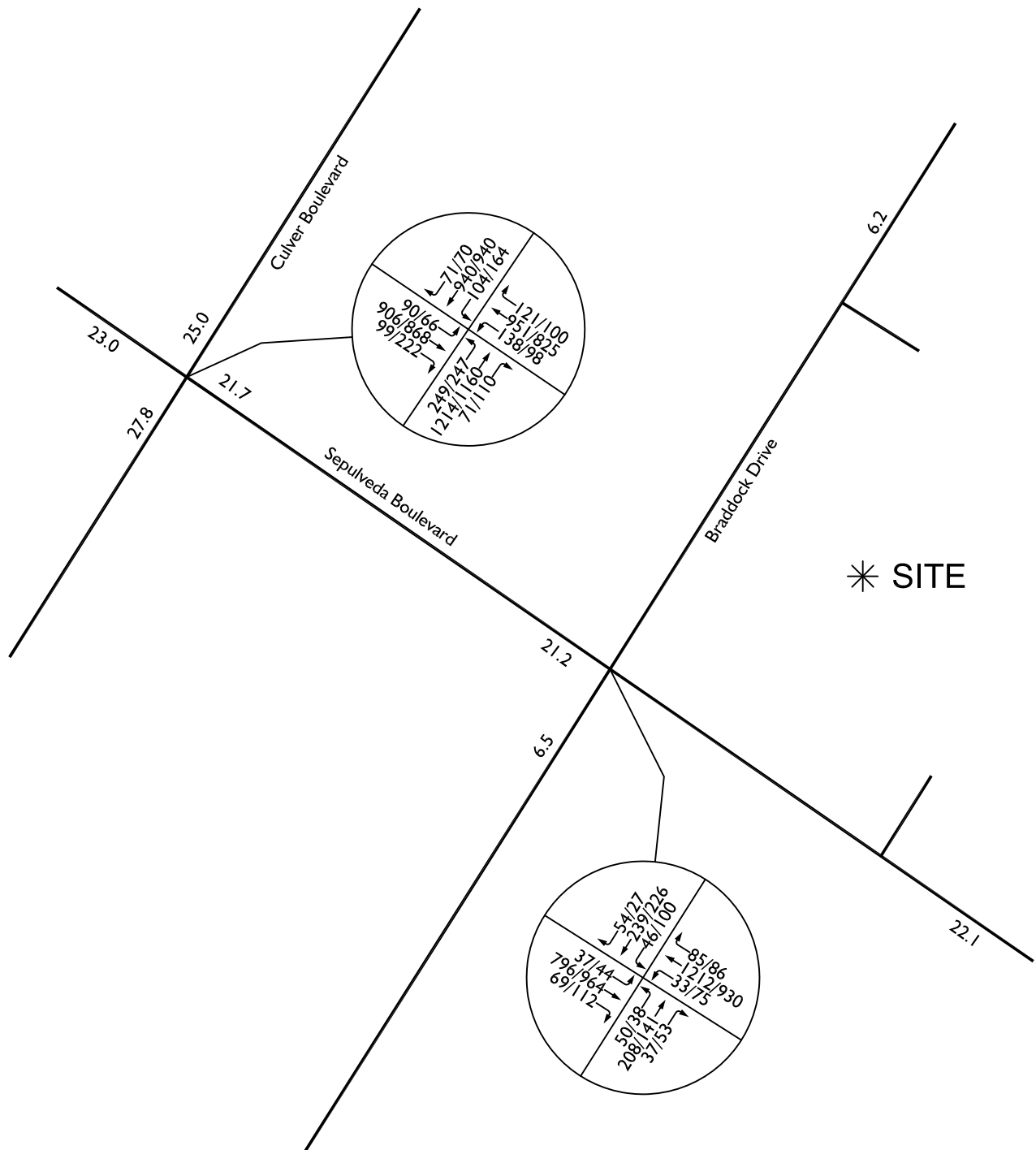
## Legend:

-  = Traffic Signal
- 4 = Number of Lanes
- D = Divided
- U = Undivided
-  = Defacto Right Turn

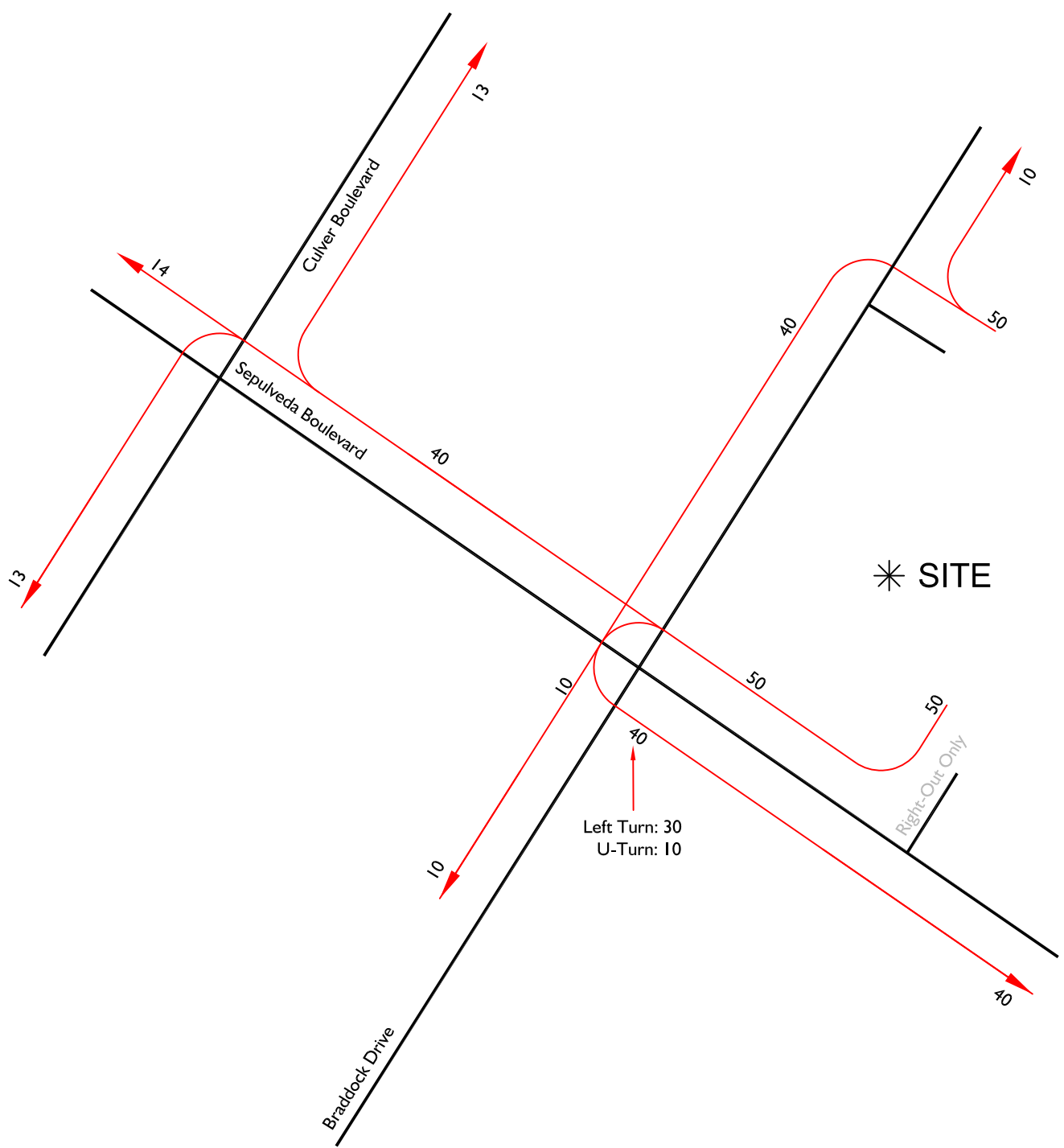




# Exhibit E Existing Peak Hour Traffic Volumes



# Project Outbound Trip Distribution

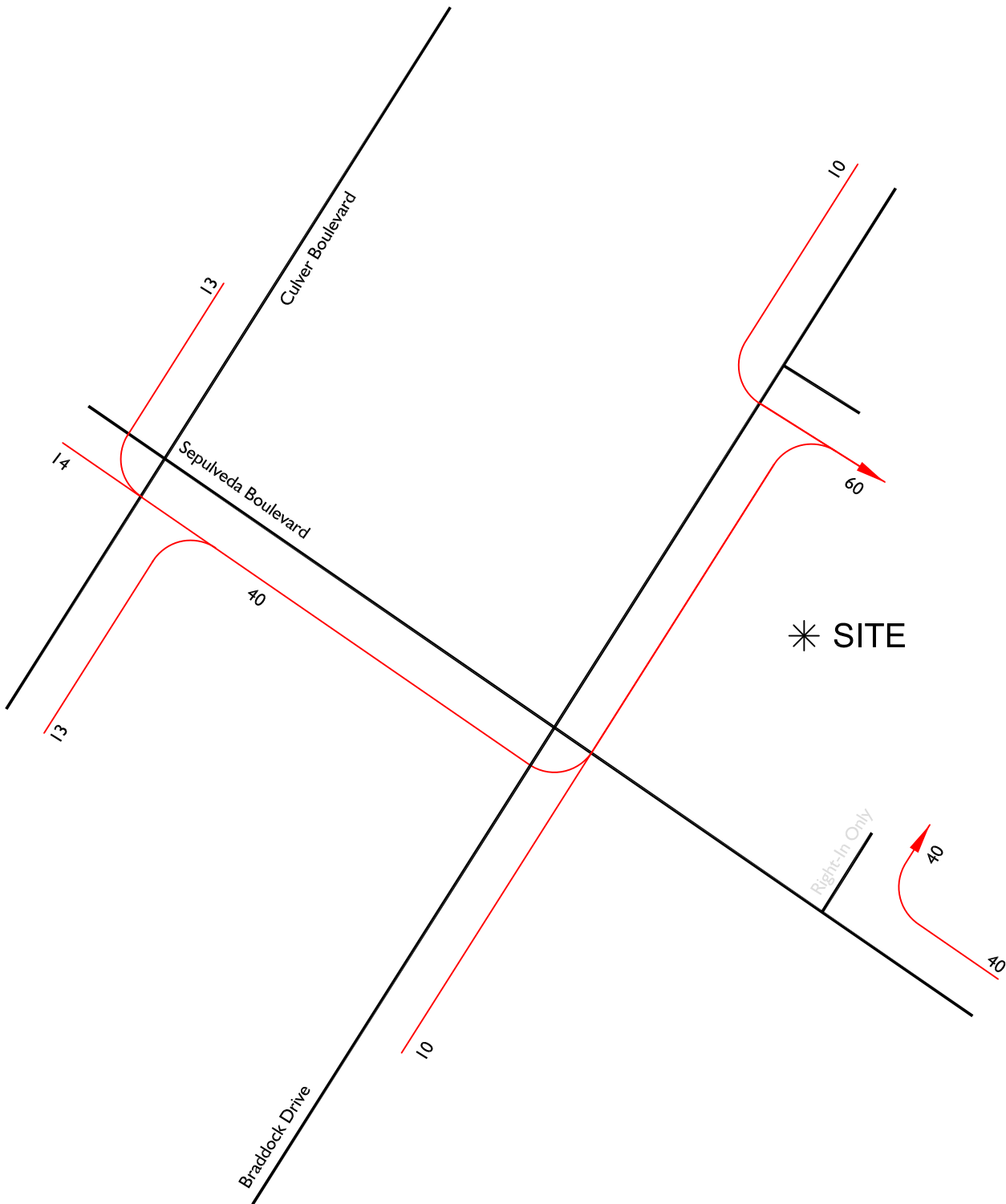


**Legend:**

10 = Percent from Project



# Project Inbound Trip Distribution

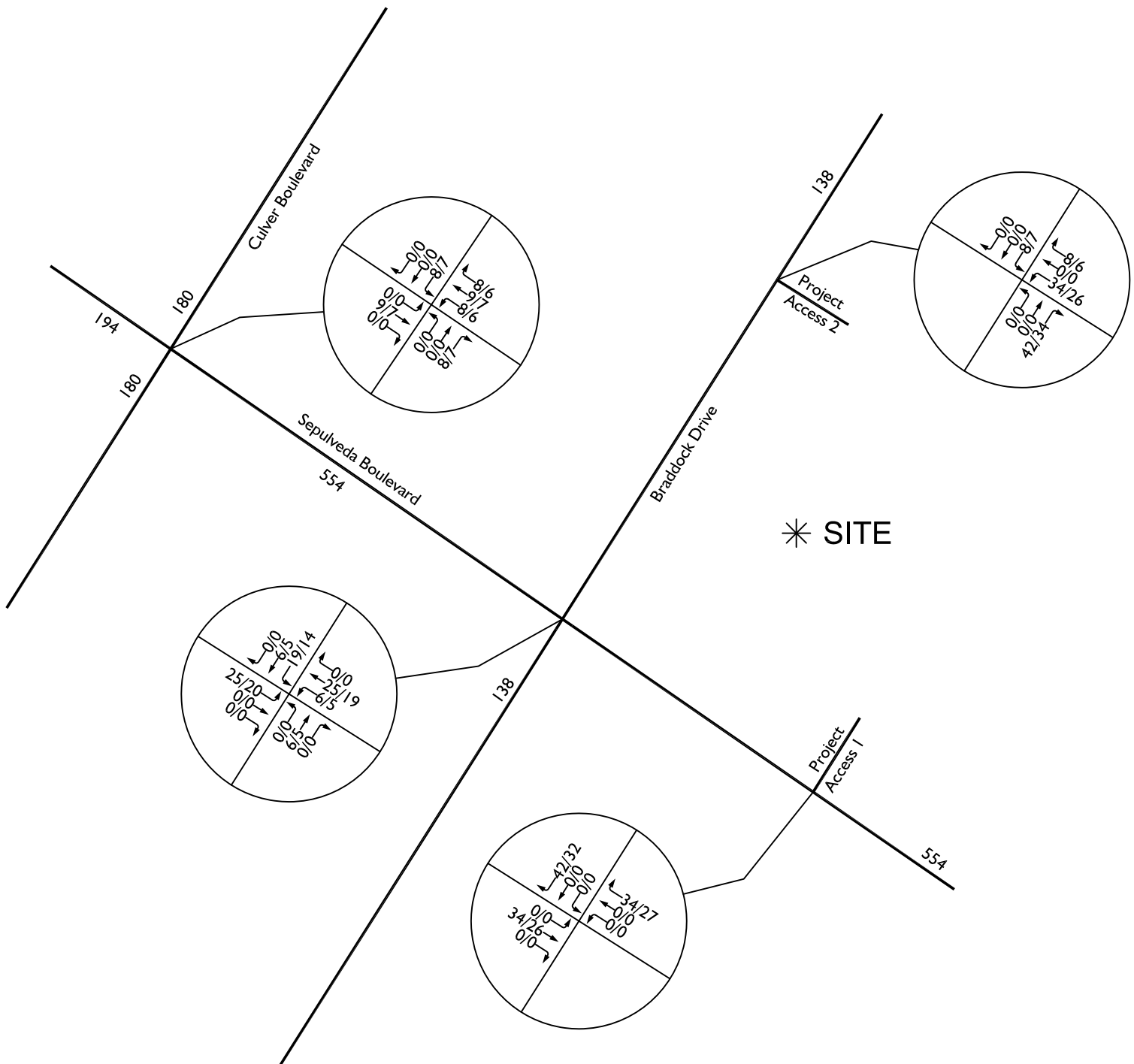


## Legend:

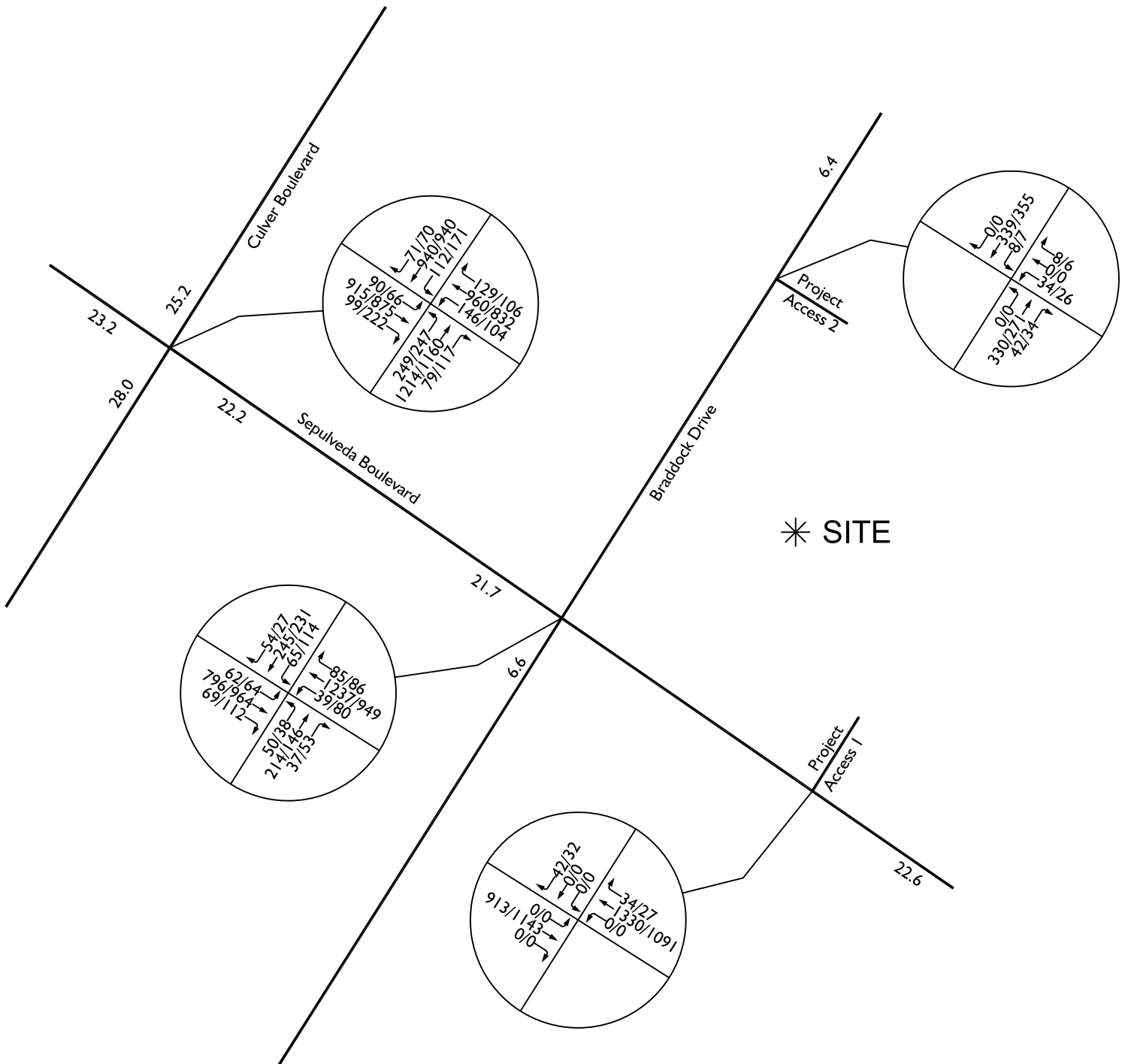
10 = Percent to Project



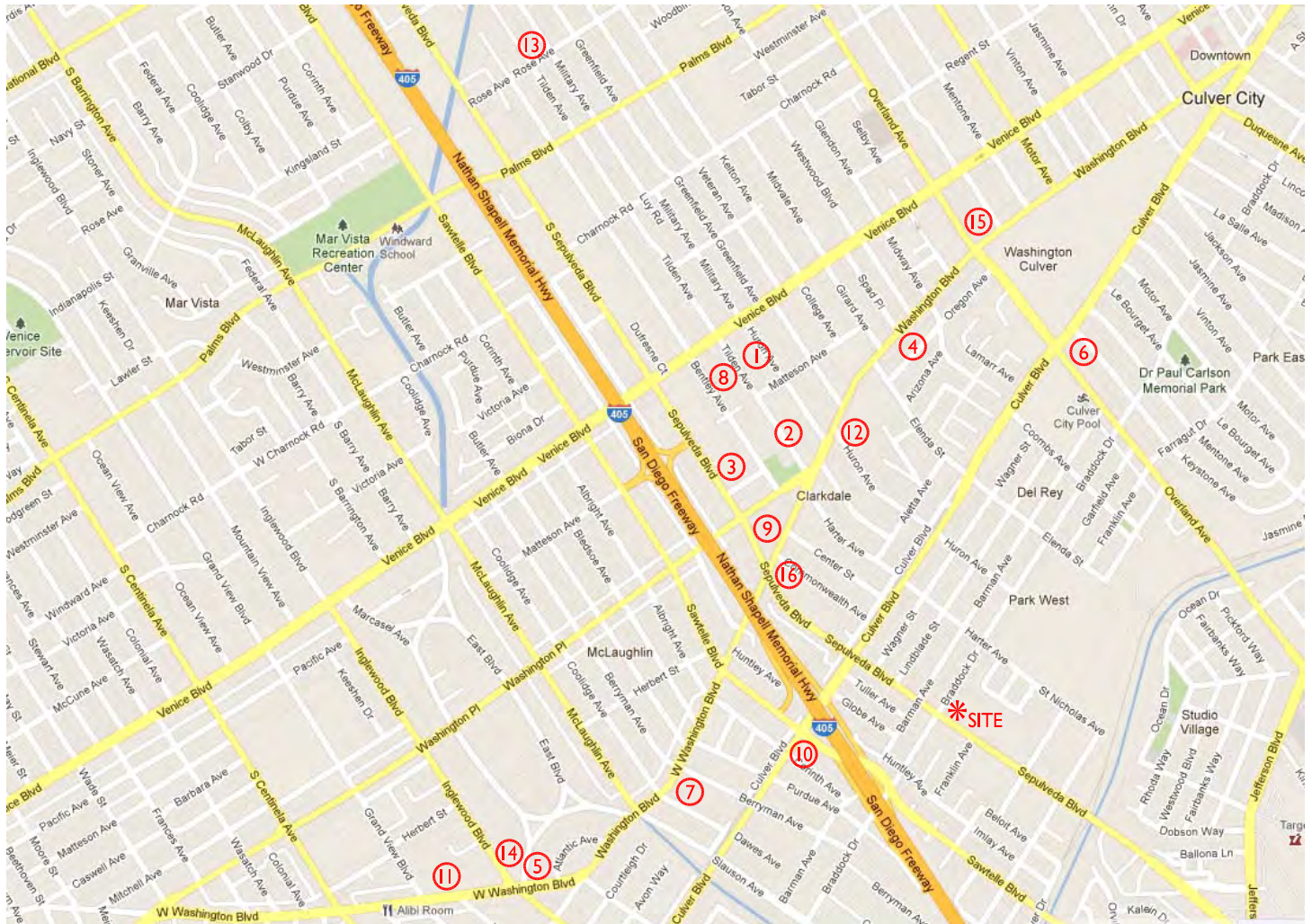
# Exhibit G Project Peak Hour Traffic Volumes



# Existing Plus Project Peak Hour Traffic Volumes



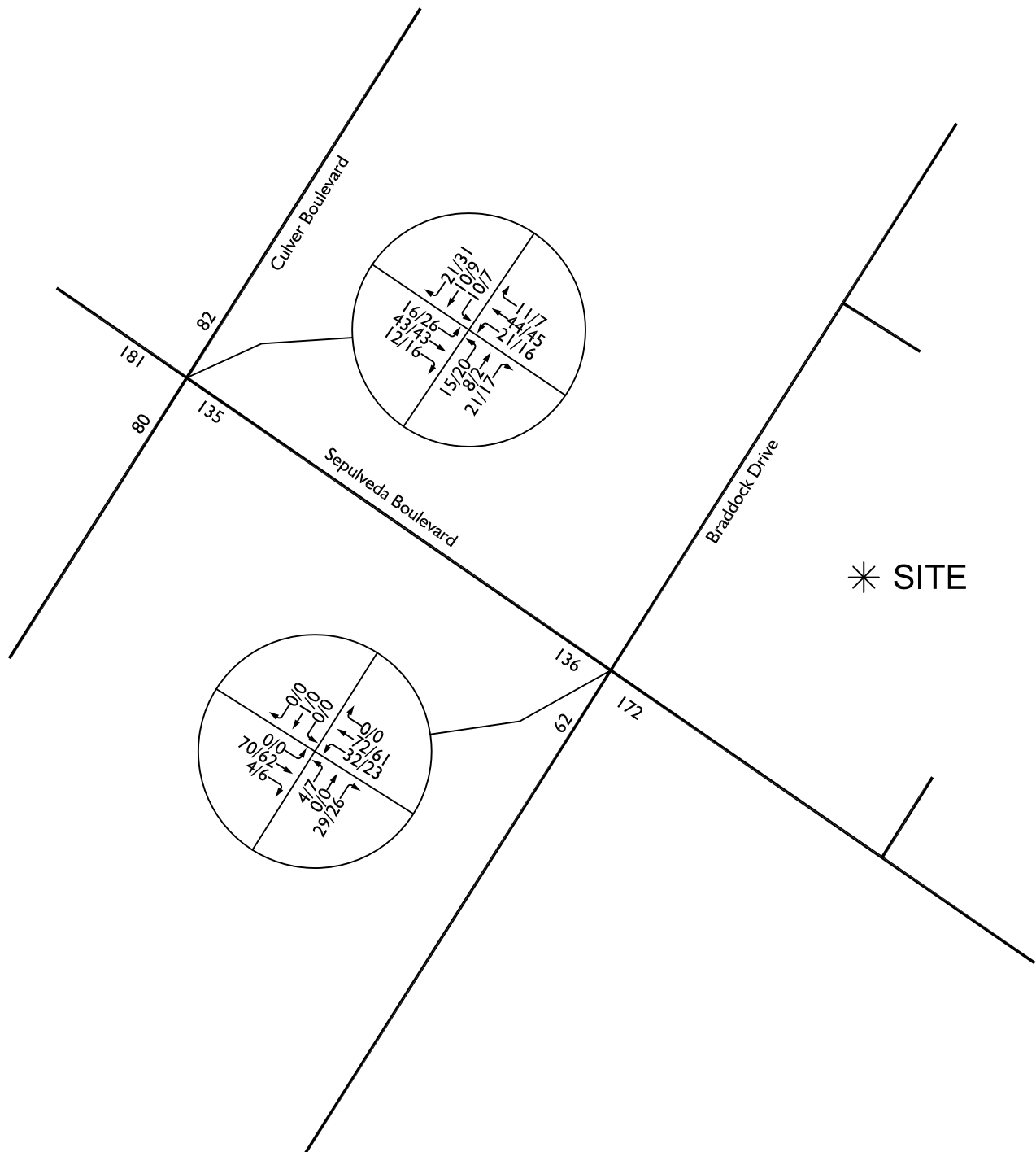
# Exhibit I Related Projects Location Map



## Legend:

- |                                  |                                  |
|----------------------------------|----------------------------------|
| ① = 3823-3833 Huron Ave.         | ⑩ = 11304 Culver Blvd.           |
| ② = 3972 Tilden Ave.             | ⑪ = 12095-12101 Washington Blvd. |
| ③ = 3954 Sepulveda Blvd.         | ⑫ = 11012-11014 Washington Blvd. |
| ④ = 10826-10830 Washington Blvd. | ⑬ = 11042-11056 Tilden Ave.      |
| ⑤ = 11957 Washington Blvd.       | ⑭ = 11955 Washington Blvd.       |
| ⑥ = 10638 Culver Blvd.           | ⑮ = 10601 Washington Blvd.       |
| ⑦ = 11501-11509 Washington Blvd. | ⑯ = 4114 Sepulveda Blvd.         |
| ⑧ = 3846 Bentley Ave.            |                                  |
| ⑨ = 11167 Washington Blvd.       |                                  |

# Related Projects Peak Hour Traffic Volumes

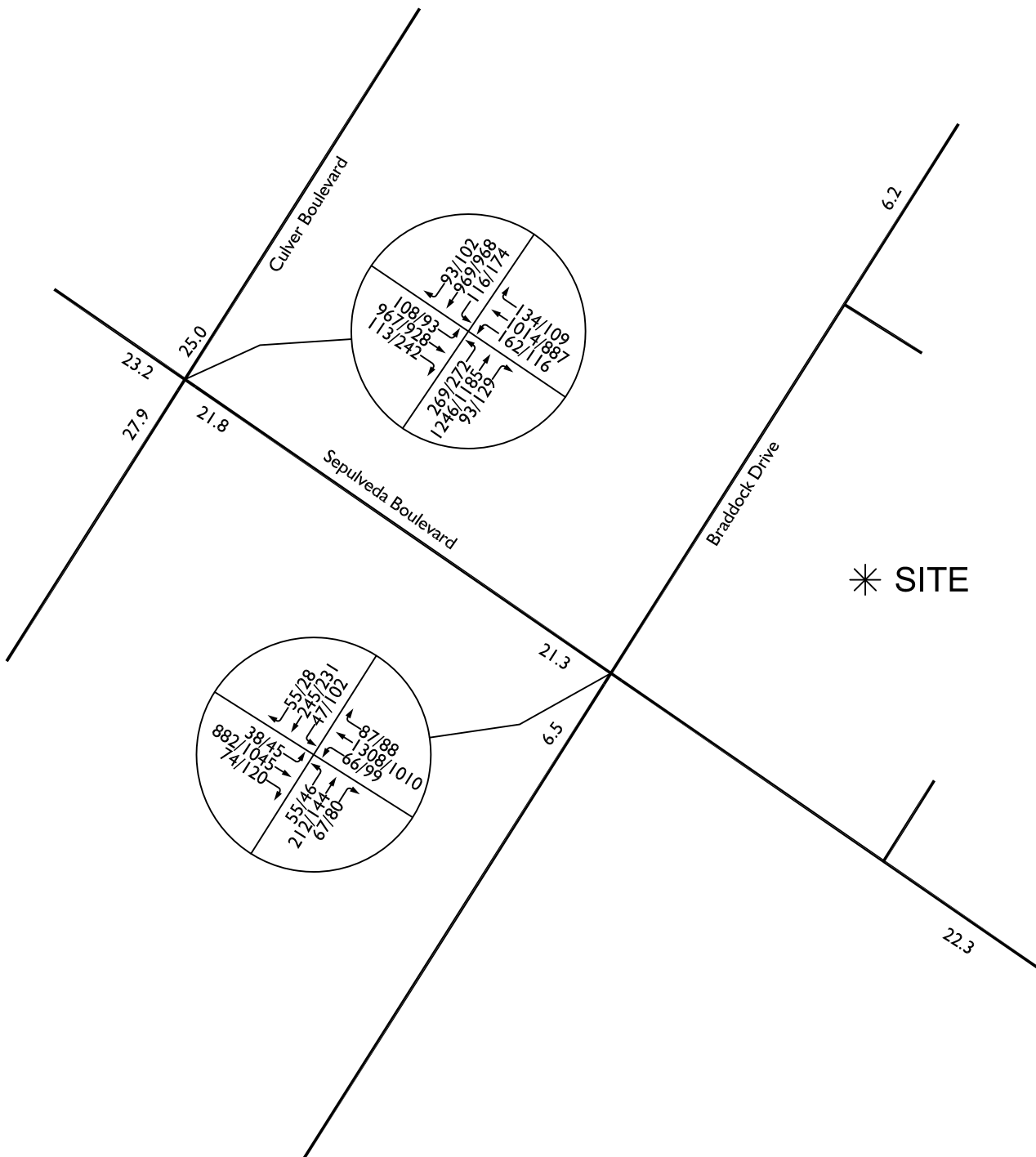


## Legend:

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



# **Exisiting Plus Ambient Growth (Year 2013) Plus Related Projects Peak Hour Traffic Volumes**

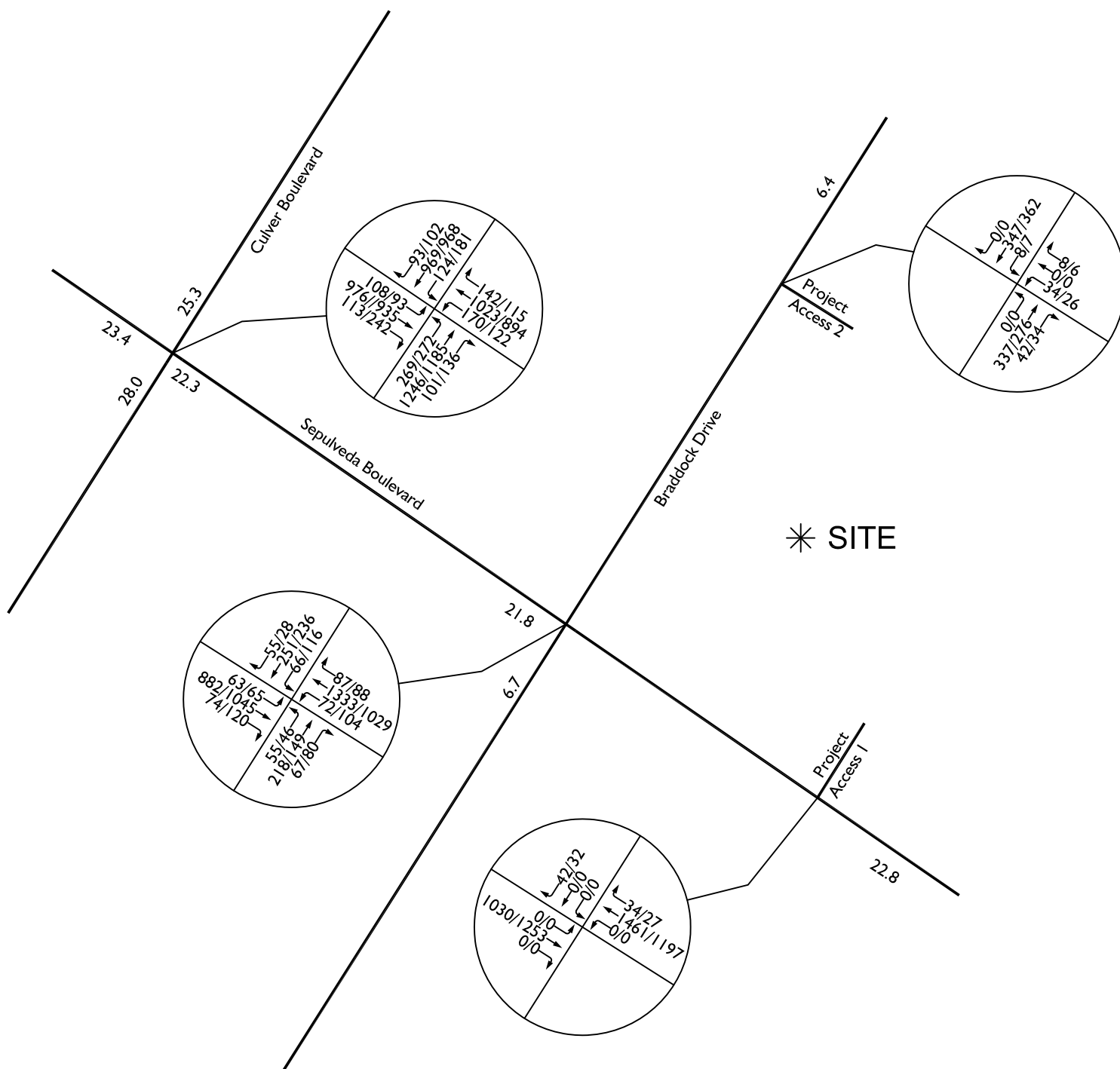


## **Legend:**

- 10/20 = AM/PM Peak Hour Volumes
- 10.0 = Average Daily Traffic (1000s)



# Existing Plus Ambient Growth (Year 2013) Plus Related Projects Plus Project Peak Hour Traffic Volumes



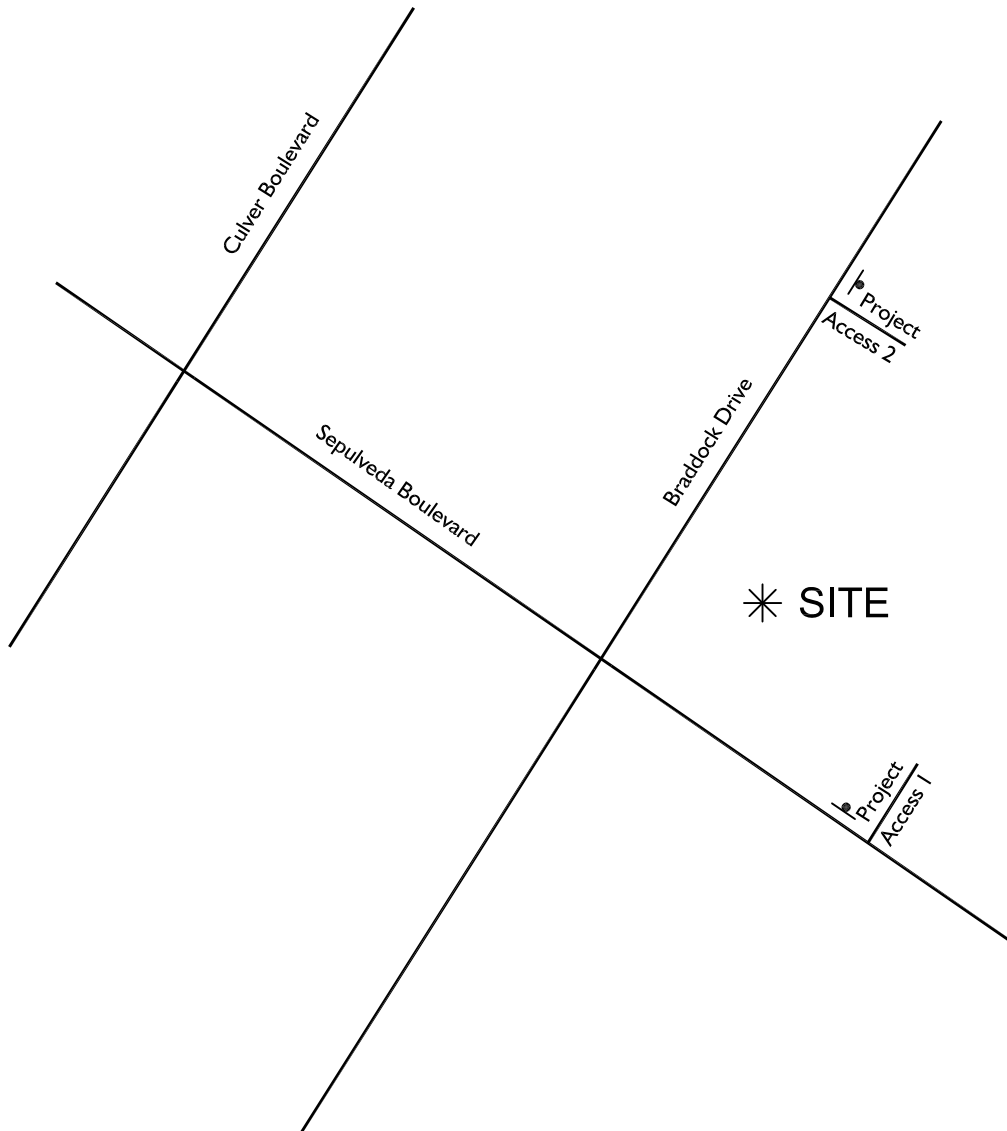
✱ SITE

## Legend:

10/20 = AM/PM Peak Hour Volumes  
10.0 = Average Daily Traffic (1000s)

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

# Recommendations



## Recommendations

1. Complete internal circulation system per City of Culver City standards. This will include constructing the two (2) project driveways to existing City standards.
2. Complete any remaining half-section improvements to Sepulveda Boulevard and Braddock Drive adjacent to the project.
3. In conjunction with the preparation of precise grading and landscape plans, sight distance should be reviewed at project access points per City of Culver City standards.
4. Install stop signs, stop bars and stop legends at the project access points.
5. Participate in any Culver City Development Impact Fees as they pertain to the project.

## Legend:

☐ = Install Stop Sign



---

# Tables

**TABLE 1**  
**Intersection Analysis For Existing Conditions**

| Intersection              | Traffic Control <sup>3</sup> | Intersection Approach Lane(s) <sup>1</sup> |     |     |            |     |     |           |     |     |           |     |     | Critical V/C Ratio or Delay (Sec.) <sup>2</sup> |       | V/C Less ATSAC Adjustment <sup>4</sup> |       | Level of Service |     |
|---------------------------|------------------------------|--------------------------------------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|-------------------------------------------------|-------|----------------------------------------|-------|------------------|-----|
|                           |                              | Northbound                                 |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     |                                                 |       |                                        |       |                  |     |
|                           |                              | L                                          | T   | R   | L          | T   | R   | L         | T   | R   | L         | T   | R   | AM                                              | PM    | AM                                     | PM    | AM               | PM  |
| Sepulveda Blvd. (NS) at:  |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                                        |       |                  |     |
| • Culver Boulevard (EW)   | TS                           | 2.0                                        | 2.0 | 1.0 | 1.0        | 2.0 | 1.0 | 2.0       | 2.0 | 1.0 | 2.0       | 2.5 | 0.5 | 0.869                                           | 0.825 | 0.799                                  | 0.755 | C                | C   |
| • Braddock Drive (EW)     | TS                           | 1.0                                        | 1.5 | 0.5 | 1.0        | 1.5 | 0.5 | 0.0       | 1!  | 0.0 | 0.0       | 1!  | 0.0 | 0.772                                           | 0.727 | 0.702                                  | 0.657 | C                | B   |
| • Project Access 1 (EW)   | CSS                          | N/A                                        | N/A | N/A | N/A        | N/A | N/A | N/A       | N/A | N/A | N/A       | N/A | N/A | N/A                                             | N/A   | N/A                                    | N/A   | N/A              | N/A |
| Project Access 2 (NS) at: |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                                        |       |                  |     |
| • Braddock Drive (EW)     | CSS                          | N/A                                        | N/A | N/A | N/A        | N/A | N/A | N/A       | N/A | N/A | N/A       | N/A | N/A | N/A                                             | N/A   | N/A                                    | N/A   | N/A              | N/A |

<sup>1</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Improvement** = Improvement

<sup>2</sup>

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

<sup>3</sup> TS = Traffic Signal  
CSS = Cross Street Stop

<sup>4</sup> A 0.07 reduction in the V/C ratio was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City  
ATSAC = Automated Traffic Surveillance and Control

**TABLE 2**  
**Trip Generation Rates<sup>1</sup>**

PROPOSED PROJECT (7-ELEVEN) LAND USE

| Land Use                                    | ITE CODE | Units <sup>2</sup> | Peak Hour |       |       |       | Daily  |
|---------------------------------------------|----------|--------------------|-----------|-------|-------|-------|--------|
|                                             |          |                    | AM        |       | PM    |       |        |
|                                             |          |                    | In        | Out   | In    | Out   |        |
| 7-Eleven Convenience Market (Open 24 Hours) | 851      | TSF                | 33.52     | 33.52 | 26.73 | 25.68 | 737.99 |

---

<sup>1</sup> Source: Institute of Transportation Engineers (ITE), *Trip Generation, 8th Edition*, 2008 (Trip Code 851).

<sup>2</sup> TSF = Thousand Square Feet

**TABLE 3**  
**Project Trip Generation Comparison**

**Proposed Project (7-Eleven) Land Use**

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

---

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> Pass-by trip percentages were approved by City of Culver City Traffic Engineer.

**TABLE 4**  
**Intersection Analysis For Existing Plus Project Conditions**

| Intersection              | Traffic Control <sup>3</sup> | Intersection Approach Lane(s) <sup>1</sup> |     |     |            |     |     |           |     |     |           |     |     | Critical V/C Ratio or Delay (Sec.) <sup>2</sup> |       | V/C Less ATSAC Adjustment |       | Level of Service |    |
|---------------------------|------------------------------|--------------------------------------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|-------------------------------------------------|-------|---------------------------|-------|------------------|----|
|                           |                              | Northbound                                 |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | AM                                              | PM    | AM                        | PM    | AM               | PM |
|                           |                              | L                                          | T   | R   | L          | T   | R   | L         | T   | R   | L         | T   | R   |                                                 |       |                           |       |                  |    |
| Sepulveda Blvd. (NS) at:  |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                           |       |                  |    |
| • Culver Boulevard (EW)   | TS                           | 2.0                                        | 2.0 | 1.0 | 1.0        | 2.0 | 1.0 | 2.0       | 2.0 | 1.0 | 2.0       | 2.5 | 0.5 | 0.875                                           | 0.831 | 0.805                     | 0.761 | D                | C  |
| • Braddock Drive (EW)     | TS                           | 1.0                                        | 1.5 | 0.5 | 1.0        | 1.5 | 0.5 | 0.0       | 1!  | 0.0 | 0.0       | 1!  | 0.0 | 0.811                                           | 0.742 | 0.741                     | 0.672 | C                | B  |
| • Project Access 1 (EW)   | CSS                          | 0.0                                        | 1.5 | 0.5 | 0.0        | 2.0 | 0.0 | 0.0       | 0.0 | 0.0 | 0.0       | 0.0 | 1.0 | 15.1                                            | 13.1  | N/A                       | N/A   | C                | B  |
| Project Access 2 (NS) at: |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                           |       |                  |    |
| • Braddock Drive (EW)     | CSS                          | 0.5                                        | 0.0 | 0.5 | 0.0        | 0.0 | 0.0 | 0.0       | 0.5 | 0.5 | 0.5       | 0.5 | 0.0 | 14.1                                            | 13.2  | N/A                       | N/A   | B                | B  |

<sup>1</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

<sup>2</sup>

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

<sup>3</sup> TS = Traffic Signal

CSS = Cross Street Stop

<sup>4</sup> A 0.07 reduction in the V/C ration was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City  
ATSAC = Automated Traffic Surveillance and Control

**TABLE 5**  
**Related Projects Trip Generation<sup>1</sup>**

| Zone                  | Project Address              | Land Use          | Size           | Peak Hour |     |       |     |     |       | Daily |
|-----------------------|------------------------------|-------------------|----------------|-----------|-----|-------|-----|-----|-------|-------|
|                       |                              |                   |                | AM        |     |       | PM  |     |       |       |
|                       |                              |                   |                | In        | Out | Total | In  | Out | Total |       |
| 1                     | 3823-3833 Huron Ave.         | Townhomes         | 15 units       | 1         | 6   | 7     | 5   | 3   | 8     | 87    |
|                       |                              | Townhomes         | -3 units       | 0         | -1  | -1    | -1  | -1  | -2    | -17   |
|                       | Net Total Zone 1             |                   |                | 1         | 5   | 6     | 4   | 2   | 6     | 70    |
| 2                     | 3972 Tilden Ave.             | Condominiums      | 4 units        | 0         | 2   | 2     | 1   | 1   | 2     | 23    |
| 3                     | 3954 Sepulveda Blvd.         | Hotel             | 77 rooms       | 26        | 17  | 43    | 24  | 21  | 45    | 629   |
| 4                     | 10826-10830 Washington Blvd. | Dental Office     | 2,989 sq. ft.  | 6         | 1   | 7     | 3   | 7   | 10    | 108   |
| 5                     | 11957 Washington Blvd.       | Office            | 73,569 sq. ft. | 100       | 14  | 114   | 24  | 21  | 45    | 810   |
| 6                     | 10638 Culver Blvd.           | Gas Station       | N/A            | 5         | 5   | 10    | 0   | 0   | 0     | 125   |
| 7                     | 11501-11509 Washington Blvd. | Retail            | 2,359 sq. ft   | 2         | 1   | 3     | 3   | 3   | 6     | 105   |
|                       |                              | Office            | 937 sq. ft.    | 1         | 0   | 1     | 0   | 1   | 1     | 10    |
|                       |                              | Apartments        | 2 units        | 0         | 1   | 1     | 1   | 0   | 1     | 13    |
|                       | Net Total Zone 7             |                   |                | 3         | 2   | 5     | 4   | 4   | 8     | 128   |
| 8                     | 3846 Bentley Ave.            | Condominiums      | 4 units        | 0         | 2   | 2     | 1   | 1   | 2     | 23    |
| 9                     | 11167 Washington Blvd.       | Auto Repair Shop  | 1,196 sq. ft.  | 3         | 1   | 4     | 2   | 2   | 4     | 42    |
| 10                    | 11304 Culver Blvd.           | Auto Repair Shop  | 1,280 sq. ft.  | 3         | 1   | 4     | 2   | 2   | 4     | 45    |
| 11                    | 12095-12101 Washington Blvd. | Elementary School | 124 Students   | 31        | 25  | 56    | 9   | 10  | 19    | 160   |
|                       |                              | Middle School     | 42 Students    | 13        | 10  | 23    | 3   | 3   | 6     | 68    |
|                       |                              | High School       | 84 Students    | 24        | 11  | 35    | 5   | 6   | 11    | 144   |
|                       |                              | Medical Office    | 10,000 sq. ft. | -18       | -5  | -23   | -9  | -25 | -34   | -363  |
|                       | Net Total Zone 11            |                   |                | 50        | 41  | 91    | 8   | -6  | 2     | 9     |
| 12                    | 11012-11014 Washington Blvd. | Commercial        | 3,385 sq. ft.  | 4         | 1   | 5     | 1   | 4   | 5     | 162   |
| 13                    | 11042-11056 Tilden Ave.      | Retail            | 10,700 sq. ft. | 8         | 6   | 14    | 13  | 16  | 29    | 474   |
|                       |                              | Apartments        | 33 units       | 3         | 14  | 17    | 13  | 7   | 20    | 219   |
|                       | Net Total Zone 13            |                   |                | 11        | 20  | 31    | 26  | 23  | 49    | 693   |
| 14                    | 11955 Washington Blvd.       | Apartments        | 30 units       | 3         | 12  | 15    | 12  | 7   | 19    | 200   |
|                       |                              | Special Retail    | 8,798          | 7         | 5   | 12    | 10  | 13  | 23    | 390   |
|                       | Net Total Zone 14            |                   |                | 10        | 17  | 27    | 22  | 20  | 42    | 590   |
| 15                    | 10601 Washington Blvd.       | Apartments        | 126 units      | --        | --  | --    | --  | --  | --    | --    |
|                       |                              | Office            | 23,000 sq. ft. | --        | --  | --    | --  | --  | --    | --    |
|                       |                              | Retail            | 9,000 sq. ft   | --        | --  | --    | --  | --  | --    | --    |
|                       | Net Total Zone 15            |                   |                | 52        | 73  | 125   | 96  | 71  | 167   | 1,802 |
| 16                    | 4114 Sepulveda Boulevard     | Retail            | 6,500 sq. ft.  | 3         | 3   | 6     | 11  | 11  | 22    | 251   |
|                       |                              | Restaurant        | 12,722 sq. ft  | 61        | 57  | 118   | 67  | 47  | 114   | 1,294 |
|                       |                              | Supermarket       | 14,900 sq. ft  | 25        | 17  | 42    | 64  | 61  | 125   | 1,218 |
|                       | Net Total Zone 16            |                   |                | 89        | 77  | 166   | 142 | 119 | 261   | 2,763 |
| Net Total (All Zones) |                              |                   |                | 363       | 279 | 642   | 360 | 292 | 652   | 8,022 |

<sup>1</sup> Note: Related projects trip generation provided by the City of Culver City

**TABLE 6**  
**Intersection Analysis For Buildout Year (2013) Plus Related Projects Conditions**

| Intersection              | Traffic Control <sup>3</sup> | Intersection Approach Lane(s) <sup>1</sup> |     |     |            |     |     |           |     |     |           |     |     | Critical V/C Ratio or Delay (Sec.) <sup>2</sup> |       | V/C Less ATSAC Adjustment |       | Level of Service |     |
|---------------------------|------------------------------|--------------------------------------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|-------------------------------------------------|-------|---------------------------|-------|------------------|-----|
|                           |                              | Northbound                                 |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | AM                                              | PM    | AM                        | PM    | AM               | PM  |
|                           |                              | L                                          | T   | R   | L          | T   | R   | L         | T   | R   | L         | T   | R   |                                                 |       |                           |       |                  |     |
| Sepulveda Blvd. (NS) at:  |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                           |       |                  |     |
| • Culver Boulevard (EW)   | TS                           | 2.0                                        | 2.0 | 1.0 | 1.0        | 2.0 | 1.0 | 2.0       | 2.0 | 1.0 | 2.0       | 2.5 | 0.5 | 0.914                                           | 0.866 | 0.844                     | 0.796 | D                | C   |
| • Braddock Drive (EW)     | TS                           | 1.0                                        | 1.5 | 0.5 | 1.0        | 1.5 | 0.5 | 0.0       | 1!  | 0.0 | 0.0       | 1!  | 0.0 | 0.811                                           | 0.780 | 0.741                     | 0.710 | C                | C   |
| • Project Access 1 (EW)   | CSS                          | N/A                                        | N/A | N/A | N/A        | N/A | N/A | N/A       | N/A | N/A | N/A       | N/A | N/A | N/A                                             | N/A   | N/A                       | N/A   | N/A              | N/A |
| Project Access 2 (NS) at: |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                           |       |                  |     |
| • Braddock Drive (EW)     | CSS                          | N/A                                        | N/A | N/A | N/A        | N/A | N/A | N/A       | N/A | N/A | N/A       | N/A | N/A | N/A                                             | N/A   | N/A                       | N/A   | N/A              | N/A |

<sup>1</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

<sup>2</sup>

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

<sup>3</sup> TS = Traffic Signal  
CSS = Cross Street Stop

<sup>4</sup> A 0.07 reduction in the V/C ration was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City  
ATSAC = Automated Traffic Surveillance and Control

**TABLE 7**  
**Intersection Analysis For Buildout Year (2013) Plus Related Projects Plus Project Conditions**

| Intersection              | Traffic Control <sup>3</sup> | Intersection Approach Lane(s) <sup>1</sup> |     |     |            |     |     |           |     |     |           |     |     | Critical V/C Ratio or Delay (Sec.) <sup>2</sup> |       | V/C Less ATSAC Adjustment |       | Level of Service |    |
|---------------------------|------------------------------|--------------------------------------------|-----|-----|------------|-----|-----|-----------|-----|-----|-----------|-----|-----|-------------------------------------------------|-------|---------------------------|-------|------------------|----|
|                           |                              | Northbound                                 |     |     | Southbound |     |     | Eastbound |     |     | Westbound |     |     | AM                                              | PM    | AM                        | PM    | AM               | PM |
|                           |                              | L                                          | T   | R   | L          | T   | R   | L         | T   | R   | L         | T   | R   |                                                 |       |                           |       |                  |    |
| Sepulveda Blvd. (NS) at:  |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                           |       |                  |    |
| • Culver Boulevard (EW)   | TS                           | 2.0                                        | 2.0 | 1.0 | 1.0        | 2.0 | 1.0 | 2.0       | 2.0 | 1.0 | 2.0       | 2.5 | 0.5 | 0.920                                           | 0.871 | 0.850                     | 0.801 | D                | D  |
| • Braddock Drive (EW)     | TS                           | 1.0                                        | 1.5 | 0.5 | 1.0        | 1.5 | 0.5 | 0.0       | 1!  | 0.0 | 0.0       | 1!  | 0.0 | 0.850                                           | 0.795 | 0.780                     | 0.725 | C                | C  |
| • Project Access 1 (EW)   | TS                           | 0.0                                        | 1.5 | 0.5 | 0.0        | 2.0 | 0.0 | 0.0       | 0.0 | 0.0 | 0.0       | 0.0 | 1.0 | 16.3                                            | 13.8  | N/A                       | N/A   | B                | C  |
| Project Access 2 (NS) at: |                              |                                            |     |     |            |     |     |           |     |     |           |     |     |                                                 |       |                           |       |                  |    |
| • Braddock Drive (EW)     | TS                           | 0.5                                        | 0.0 | 0.5 | 0.0        | 0.0 | 0.0 | 0.0       | 0.5 | 0.5 | 0.5       | 0.5 | 0.0 | 14.3                                            | 13.4  | N/A                       | N/A   | B                | B  |

<sup>1</sup> When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

<sup>2</sup>

Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst individual movement or movements sharing a single lane.

<sup>3</sup> TS = Traffic Signal  
CSS = Cross Street Stop

<sup>4</sup> A 0.07 reduction in the V/C ration was taken for ATSAC-type traffic signal synchronization, as specified by the City of Culver City  
ATSAC = Automated Traffic Surveillance and Control

**TABLE 8**  
**Summary Intersection Analysis**

| Intersection                 | Intersection Analysis for Existing Conditions |       |                  |     | Intersection Analysis For Existing Plus Project Conditions |       |                  |    | Project Related Increase V/C Ratio |       | Significant Impact <sup>3</sup> |     |
|------------------------------|-----------------------------------------------|-------|------------------|-----|------------------------------------------------------------|-------|------------------|----|------------------------------------|-------|---------------------------------|-----|
|                              | ICU Critical V/C Ratio <sup>1,2</sup>         |       | Level of Service |     | ICU Critical V/C Ratio <sup>1,2</sup>                      |       | Level of Service |    |                                    |       |                                 |     |
|                              | AM                                            | PM    | AM               | PM  | AM                                                         | PM    | AM               | PM | AM                                 | PM    | AM                              | PM  |
| Sepulveda Boulevard (NS) at: |                                               |       |                  |     |                                                            |       |                  |    |                                    |       |                                 |     |
| • Culver Boulevard (EW)      | 0.799                                         | 0.755 | C                | C   | 0.805                                                      | 0.761 | D                | C  | 0.006                              | 0.006 | NO                              | NO  |
| • Braddock Drive (EW)        | 0.702                                         | 0.657 | C                | B   | 0.741                                                      | 0.672 | C                | B  | 0.039                              | 0.015 | NO                              | NO  |
| • Project Access 1 (EW)      | N/A                                           | N/A   | N/A              | N/A | 15.1                                                       | 13.1  | C                | B  | N/A                                | N/A   | N/A                             | N/A |
| Project Access 2 (NS) at     |                                               |       |                  |     |                                                            |       |                  |    |                                    |       |                                 |     |
| • Braddock Drive (EW)        | N/A                                           | N/A   | N/A              | N/A | 14.1                                                       | 13.2  | B                | B  | N/A                                | N/A   | N/A                             | N/A |

| Intersection                 | Intersection Analysis For Buildout Year (2013) With Related Projects Conditions |       |                  |     | Intersection Analysis For Buildout Year (2013) With Related Projects and Project Conditions |       |                  |    | Project Related Increase in V/C Ratio |       | Significant Impact <sup>3</sup> |     |
|------------------------------|---------------------------------------------------------------------------------|-------|------------------|-----|---------------------------------------------------------------------------------------------|-------|------------------|----|---------------------------------------|-------|---------------------------------|-----|
|                              | ICU Critical V/C Ratio <sup>1,2</sup>                                           |       | Level of Service |     | ICU Critical V/C Ratio <sup>1,2</sup>                                                       |       | Level of Service |    |                                       |       |                                 |     |
|                              | AM                                                                              | PM    | AM               | PM  | AM                                                                                          | PM    | AM               | PM | AM                                    | PM    | AM                              | PM  |
| Sepulveda Boulevard (NS) at: |                                                                                 |       |                  |     |                                                                                             |       |                  |    |                                       |       |                                 |     |
| • Culver Boulevard (EW)      | 0.844                                                                           | 0.796 | D                | C   | 0.850                                                                                       | 0.801 | D                | D  | 0.006                                 | 0.005 | NO                              | NO  |
| • Braddock Drive (EW)        | 0.741                                                                           | 0.710 | C                | C   | 0.780                                                                                       | 0.725 | C                | C  | 0.039                                 | 0.015 | NO                              | NO  |
| • Project Access 1 (EW)      | N/A                                                                             | N/A   | N/A              | N/A | 16.3                                                                                        | 13.8  | B                | C  | N/A                                   | N/A   | N/A                             | N/A |
| Project Access 2 (NS) at     |                                                                                 |       |                  |     |                                                                                             |       |                  |    |                                       |       |                                 |     |
| • Braddock Drive (EW)        | N/A                                                                             | N/A   | N/A              | N/A | 14.3                                                                                        | 13.4  | B                | B  | N/A                                   | N/A   | N/A                             | N/A |

<sup>1</sup> Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Hig.

<sup>2</sup> V/C Ratio for all signalized intersections include ATSAC-type adjustment.

<sup>3</sup> Significant Impact = Yes, if project related increase in V/C ratio is:

- LOS C, equal or greater than 0.05
- LOS D, equal or greater than 0.04
- LOS E, equal or greater than 0.02
- LOS F, equal or greater than 0.02

**TABLE 9**  
**Residential Streets Segment Analysis<sup>1</sup>**

| Roadway Segment               | Project Buildout (Year 2013) Plus Related Projects Plus Project (ADT) | Project Traffic (ADT) | Project % of Project Buildout (Year 2013) Plus Related Projects Plus Project Conditions | Significant Impact |
|-------------------------------|-----------------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------|--------------------|
| Braddock Drive                |                                                                       |                       |                                                                                         |                    |
| • East of Sepulveda Boulevard | 6,400                                                                 | 138                   | 2.16%                                                                                   | NO                 |
| • West of Sepulveda Boulevard | 6,700                                                                 | 138                   | 2.06%                                                                                   | NO                 |

---

<sup>1</sup> Residential Street Analysis performed in accordance with City of Culver City guidelines.

---

# Appendices

---

## **Appendix A**

### Traffic Count Worksheets

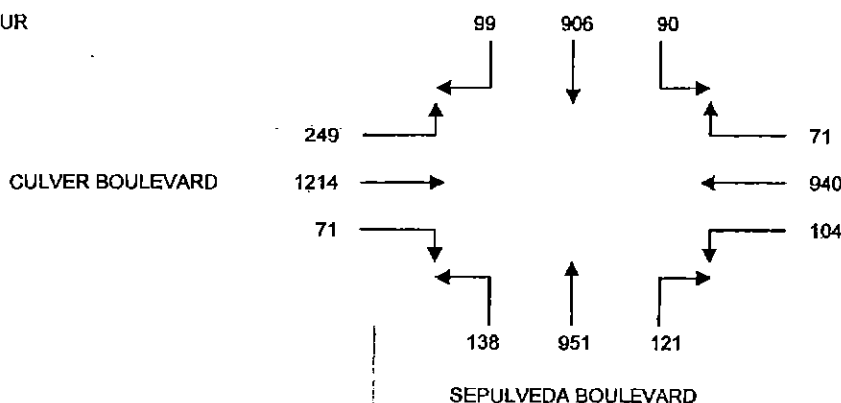
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S SEPULVEDA BOULEVARD  
 E/W CULVER BOULEVARD  
 FILE NUMBER: 11-AM

| 15 MINUTE | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| TOTALS    | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |
| 0700-0715 | 18   | 156  | 17   | 13   | 157  | 14   | 23   | 180  | 24   | 16   | 274  | 45   |
| 0715-0730 | 15   | 192  | 22   | 11   | 149  | 21   | 28   | 208  | 40   | 9    | 303  | 48   |
| 0730-0745 | 20   | 204  | 30   | 8    | 201  | 17   | 38   | 261  | 45   | 13   | 309  | 59   |
| 0745-0800 | 23   | 178  | 42   | 15   | 204  | 27   | 27   | 258  | 61   | 10   | 282  | 77   |
| 0800-0815 | 33   | 199  | 31   | 17   | 248  | 21   | 34   | 260  | 44   | 15   | 308  | 61   |
| 0815-0830 | 23   | 194  | 23   | 21   | 263  | 29   | 26   | 245  | 35   | 19   | 291  | 65   |
| 0830-0845 | 24   | 248  | 19   | 18   | 227  | 26   | 28   | 234  | 33   | 21   | 302  | 59   |
| 0845-0900 | 19   | 265  | 17   | 15   | 202  | 28   | 33   | 212  | 26   | 16   | 313  | 64   |
| 0900-0915 | 16   | 261  | 14   | 11   | 215  | 22   | 28   | 218  | 24   | 13   | 298  | 53   |
| 0915-0930 | 11   | 273  | 10   | 14   | 220  | 25   | 19   | 223  | 28   | 15   | 279  | 55   |
| 0930-0945 | 13   | 255  | 12   | 10   | 205  | 14   | 22   | 209  | 21   | 9    | 284  | 48   |
| 0945-1000 | 8    | 290  | 8    | 6    | 189  | 16   | 14   | 201  | 17   | 6    | 263  | 38   |

| 1 HOUR    | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | TOTALS |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| TOTALS    | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT | TOTALS |
| 0700-0800 | 76   | 730  | 111  | 47   | 711  | 79   | 116  | 887  | 170  | 48   | 1168 | 229  | 4372   |
| 0715-0815 | 81   | 773  | 125  | 51   | 802  | 86   | 127  | 987  | 190  | 47   | 1202 | 245  | 4728   |
| 0730-0830 | 99   | 775  | 126  | 61   | 916  | 94   | 125  | 1024 | 185  | 57   | 1190 | 262  | 4914   |
| 0745-0845 | 103  | 819  | 115  | 71   | 942  | 103  | 115  | 997  | 173  | 65   | 1183 | 262  | 4948   |
| 0800-0900 | 99   | 906  | 90   | 71   | 940  | 104  | 121  | 951  | 138  | 71   | 1214 | 249  | 4954   |
| 0815-0915 | 82   | 968  | 73   | 65   | 907  | 105  | 115  | 909  | 118  | 69   | 1204 | 241  | 4858   |
| 0830-0930 | 70   | 1047 | 60   | 58   | 864  | 101  | 108  | 887  | 111  | 65   | 1182 | 231  | 4794   |
| 0845-0945 | 59   | 1054 | 53   | 50   | 842  | 89   | 102  | 862  | 99   | 53   | 1174 | 220  | 4657   |
| 0900-1000 | 48   | 1079 | 44   | 41   | 829  | 77   | 83   | 851  | 90   | 43   | 1124 | 194  | 4503   |

A.M. PEAK HOUR  
0800-0900



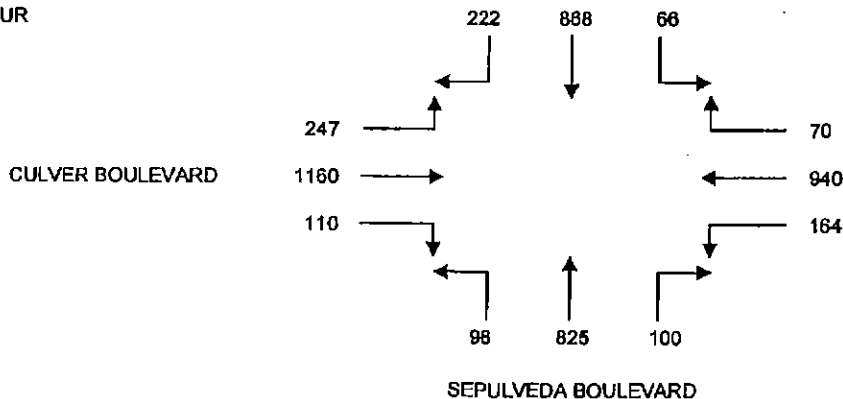
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011  
 PERIOD: 04:00 PM TO 07:00 PM  
 INTERSECTION N/S SEPULVEDA BOULEVARD  
 E/W CULVER BOULEVARD  
 FILE NUMBER: 11-PM

| 15 MINUTE | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| TOTALS    | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |
| 0400-0415 | 27   | 231  | 4    | 9    | 208  | 28   | 14   | 186  | 12   | 17   | 253  | 22   |
| 0415-0430 | 36   | 242  | 7    | 14   | 215  | 32   | 19   | 199  | 18   | 24   | 271  | 31   |
| 0430-0445 | 43   | 238  | 10   | 18   | 237  | 36   | 21   | 207  | 22   | 28   | 286  | 44   |
| 0445-0500 | 55   | 216  | 15   | 16   | 222  | 38   | 26   | 205  | 40   | 26   | 270  | 73   |
| 0500-0515 | 53   | 219  | 26   | 19   | 204  | 43   | 34   | 188  | 31   | 24   | 262  | 93   |
| 0515-0530 | 74   | 215  | 13   | 15   | 214  | 35   | 32   | 225  | 28   | 27   | 294  | 59   |
| 0530-0545 | 56   | 210  | 28   | 16   | 220  | 54   | 29   | 212  | 26   | 23   | 306  | 60   |
| 0545-0600 | 53   | 215  | 14   | 25   | 229  | 41   | 22   | 192  | 25   | 25   | 289  | 62   |
| 0600-0615 | 39   | 228  | 11   | 14   | 277  | 34   | 17   | 196  | 19   | 35   | 271  | 66   |
| 0615-0630 | 37   | 239  | 16   | 9    | 282  | 28   | 28   | 204  | 26   | 23   | 285  | 51   |
| 0630-0645 | 31   | 233  | 13   | 11   | 275  | 31   | 23   | 192  | 21   | 26   | 273  | 59   |
| 0645-0700 | 25   | 227  | 9    | 6    | 242  | 22   | 20   | 199  | 16   | 18   | 254  | 42   |

| 1 HOUR    | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | TOTALS |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| TOTALS    | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |        |
| 0400-0500 | 161  | 927  | 36   | 57   | 882  | 134  | 80   | 797  | 92   | 95   | 1080 | 170  | 4511   |
| 0415-0515 | 187  | 915  | 58   | 67   | 878  | 149  | 100  | 799  | 111  | 102  | 1089 | 241  | 4686   |
| 0430-0530 | 225  | 888  | 64   | 68   | 877  | 152  | 113  | 825  | 121  | 105  | 1112 | 269  | 4619   |
| 0445-0545 | 238  | 860  | 82   | 66   | 860  | 170  | 121  | 830  | 125  | 100  | 1132 | 285  | 4869   |
| 0500-0600 | 238  | 859  | 81   | 75   | 867  | 173  | 117  | 817  | 110  | 99   | 1151 | 274  | 4859   |
| 0515-0615 | 222  | 868  | 66   | 70   | 940  | 164  | 100  | 825  | 98   | 110  | 1160 | 247  | 4870   |
| 0530-0630 | 185  | 892  | 69   | 64   | 1008 | 157  | 96   | 804  | 96   | 106  | 1151 | 239  | 4867   |
| 0545-0645 | 160  | 915  | 54   | 59   | 1063 | 134  | 90   | 784  | 91   | 109  | 1118 | 238  | 4815   |
| 0600-0700 | 132  | 927  | 49   | 40   | 1076 | 115  | 88   | 791  | 82   | 102  | 1083 | 218  | 4703   |

P.M. PEAK HOUR  
 0515-0615



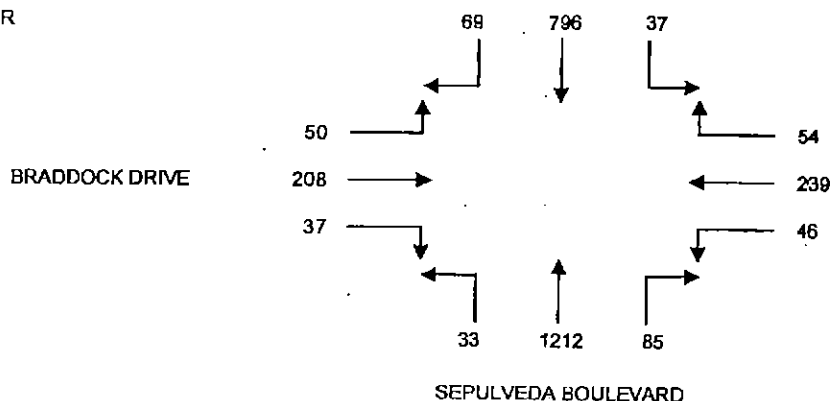
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011  
 PERIOD: 07:00 AM TO 10:00 AM  
 INTERSECTION N/S SEPULVEDA BOULEVARD  
 E/W BRADDOCK DRIVE  
 FILE NUMBER: 13-AM

| 15 MINUTE | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|
| TOTALS    | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |
| 0700-0715 | 7    | 168  | 2    | 3    | 23   | 8    | 20   | 195  | 3    | 5    | 12   | 5    |
| 0715-0730 | 7    | 204  | 5    | 9    | 34   | 4    | 12   | 247  | 3    | 2    | 27   | 11   |
| 0730-0745 | 18   | 198  | 10   | 16   | 49   | 15   | 22   | 312  | 7    | 7    | 54   | 9    |
| 0745-0800 | 20   | 175  | 16   | 12   | 65   | 13   | 31   | 324  | 11   | 11   | 65   | 7    |
| 0800-0815 | 19   | 203  | 6    | 15   | 68   | 11   | 21   | 306  | 9    | 8    | 38   | 14   |
| 0815-0830 | 12   | 220  | 5    | 11   | 57   | 7    | 11   | 270  | 6    | 11   | 51   | 20   |
| 0830-0845 | 16   | 268  | 3    | 8    | 35   | 8    | 11   | 261  | 8    | 12   | 53   | 16   |
| 0845-0900 | 11   | 286  | 7    | 5    | 44   | 13   | 10   | 265  | 6    | 11   | 36   | 4    |
| 0900-0915 | 12   | 272  | 5    | 4    | 35   | 8    | 13   | 249  | 8    | 15   | 32   | 9    |
| 0915-0930 | 8    | 204  | 4    | 6    | 22   | 10   | 7    | 256  | 12   | 12   | 23   | 3    |
| 0930-0945 | 12   | 255  | 4    | 4    | 23   | 13   | 10   | 236  | 8    | 23   | 14   | 8    |
| 0945-1000 | 9    | 292  | 3    | 5    | 18   | 12   | 2    | 216  | 8    | 6    | 15   | 2    |

| 1 HOUR    | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | TOTALS |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| TOTALS    | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |        |
| 0700-0800 | 52   | 745  | 33   | 40   | 171  | 40   | 85   | 1078 | 24   | 26   | 158  | 32   | 2483   |
| 0715-0815 | 64   | 780  | 37   | 52   | 216  | 43   | 86   | 1189 | 30   | 28   | 184  | 41   | 2760   |
| 0730-0830 | 69   | 796  | 37   | 54   | 239  | 46   | 85   | 1212 | 33   | 37   | 208  | 50   | 2866   |
| 0745-0845 | 67   | 866  | 30   | 48   | 225  | 39   | 74   | 1161 | 34   | 42   | 207  | 57   | 2848   |
| 0800-0900 | 58   | 977  | 21   | 39   | 204  | 39   | 53   | 1102 | 29   | 42   | 178  | 54   | 2796   |
| 0815-0915 | 51   | 1046 | 20   | 28   | 171  | 36   | 45   | 1045 | 28   | 49   | 172  | 49   | 2740   |
| 0830-0930 | 47   | 1120 | 19   | 23   | 136  | 39   | 41   | 1031 | 34   | 50   | 144  | 32   | 2716   |
| 0845-0945 | 43   | 1107 | 20   | 19   | 124  | 44   | 40   | 1006 | 34   | 61   | 105  | 24   | 2627   |
| 0900-1000 | 41   | 1113 | 16   | 19   | 98   | 43   | 32   | 957  | 36   | 56   | 84   | 22   | 2517   |

A.M. PEAK HOUR  
 0730-0830



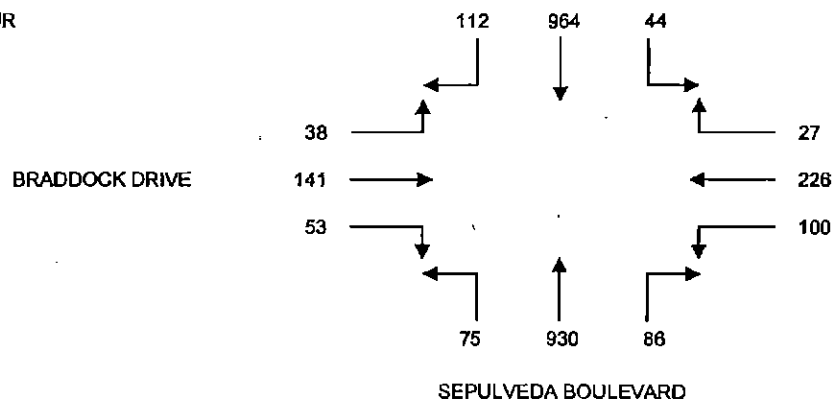
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

DATE: THURSDAY SEPTEMBER 8, 2011  
 PERIOD: 04:00 PM TO 07:00 PM  
 INTERSECTION N/S SEPULVEDA BOULEVARD  
 E/W BRADDOCK DRIVE  
 FILE NUMBER: 13-PM

| 15 MINUTE TOTALS | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|
|                  | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |
| 0400-0415        | 24   | 243  | 3    | 13   | 29   | 12   | 12   | 187  | 18   | 19   | 28   | 5    |
| 0415-0430        | 31   | 251  | 12   | 8    | 38   | 15   | 11   | 214  | 11   | 10   | 21   | 9    |
| 0430-0445        | 20   | 262  | 11   | 5    | 48   | 13   | 12   | 226  | 16   | 21   | 24   | 16   |
| 0445-0500        | 26   | 242  | 8    | 3    | 41   | 22   | 17   | 258  | 20   | 10   | 31   | 12   |
| 0500-0515        | 30   | 240  | 7    | 6    | 43   | 18   | 10   | 236  | 34   | 7    | 28   | 9    |
| 0515-0530        | 25   | 235  | 8    | 5    | 53   | 19   | 9    | 261  | 20   | 16   | 34   | 14   |
| 0530-0545        | 32   | 244  | 9    | 7    | 59   | 24   | 21   | 239  | 19   | 13   | 38   | 12   |
| 0545-0600        | 27   | 233  | 16   | 6    | 58   | 27   | 26   | 221  | 19   | 11   | 37   | 5    |
| 0600-0615        | 28   | 252  | 11   | 9    | 56   | 30   | 30   | 209  | 17   | 13   | 32   | 7    |
| 0615-0630        | 31   | 246  | 7    | 6    | 47   | 16   | 19   | 252  | 19   | 16   | 22   | 2    |
| 0630-0645        | 22   | 254  | 7    | 7    | 44   | 14   | 18   | 211  | 10   | 11   | 19   | 9    |
| 0645-0700        | 20   | 228  | 12   | 6    | 23   | 10   | 16   | 214  | 17   | 22   | 20   | 10   |

| 1 HOUR TOTALS | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | TOTALS |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
|               | SBRT | SBTH | SBLT | WBRT | WBTH | WBLT | NBRT | NBTH | NBLT | EBRT | EBTH | EBLT |        |
| 0400-0500     | 101  | 998  | 34   | 29   | 152  | 62   | 52   | 885  | 65   | 60   | 102  | 42   | 2582   |
| 0415-0515     | 107  | 995  | 38   | 22   | 166  | 68   | 50   | 934  | 81   | 48   | 102  | 46   | 2857   |
| 0430-0530     | 101  | 979  | 34   | 19   | 183  | 72   | 48   | 981  | 90   | 54   | 115  | 51   | 2727   |
| 0445-0545     | 113  | 961  | 32   | 21   | 196  | 83   | 57   | 994  | 93   | 48   | 129  | 47   | 2772   |
| 0500-0600     | 114  | 952  | 40   | 24   | 213  | 88   | 66   | 957  | 92   | 47   | 135  | 40   | 2768   |
| 0515-0615     | 112  | 964  | 44   | 27   | 226  | 100  | 86   | 930  | 75   | 53   | 141  | 38   | 2798   |
| 0530-0630     | 118  | 975  | 43   | 28   | 220  | 97   | 96   | 921  | 74   | 53   | 129  | 28   | 2780   |
| 0545-0645     | 108  | 985  | 41   | 28   | 205  | 87   | 93   | 893  | 65   | 51   | 110  | 23   | 2689   |
| 0600-0700     | 101  | 978  | 37   | 28   | 170  | 70   | 83   | 886  | 63   | 62   | 93   | 28   | 2599   |

P.M. PEAK HOUR  
0515-0615



## **Appendix B**

Existing Level of Service Analysis Worksheets

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.869
Loss Time (sec):   10      Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     87      Level Of Service:      D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Prot+Permit      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Y+R:      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:      2 0 2 0 1      1 0 2 0 1      2 0 2 0 1      2 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      138 951 121      90 906 99      249 1214 71      104 940 71
Growth Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      138 951 121      90 906 99      249 1214 71      104 940 71
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      138 951 121      90 906 99      249 1214 71      104 940 71
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      138 951 121      90 906 99      249 1214 71      104 940 71
PCE Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:      138 951 121      90 906 99      249 1214 71      104 940 71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:      0.90 1.00 1.00      1.00 1.00 1.00      0.90 1.00 1.00      0.90 1.00 1.00
Lanes:      2.00 2.00 1.00      1.00 2.00 1.00      2.00 2.00 1.00      2.00 2.79 0.21
Final Sat.:      2880 3200 1600      1600 3200 1600      2880 3200 1600      2880 4463 337
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.05 0.30 0.08      0.06 0.28 0.06      0.09 0.38 0.04      0.04 0.21 0.21
Crit Moves:      ****      ****      ****      ****
*****

```

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 73 Level Of Service: D

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 2 0 2 0 1 1 0 2 0 1 2 0 2 0 1 2 0 2 1 0

-----|-----|-----|-----|

## Volume Module:

Base Vol: 98 825 100 66 868 222 247 1160 110 164 940 70

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 98 825 100 66 868 222 247 1160 110 164 940 70

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 98 825 100 66 868 222 247 1160 110 164 940 70

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 98 825 100 66 868 222 247 1160 110 164 940 70

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 98 825 100 66 868 222 247 1160 110 164 940 70

-----|-----|-----|-----|

## Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 0.90 1.00 1.00

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.79 0.21

Final Sat.: 2880 3200 1600 1600 3200 1600 2880 3200 1600 2880 4467 333

-----|-----|-----|-----|

## Capacity Analysis Module:

Vol/Sat: 0.03 0.26 0.06 0.04 0.27 0.14 0.09 0.36 0.07 0.06 0.21 0.21

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)  
\*\*\*\*\*

|                  |     |                          |         |
|------------------|-----|--------------------------|---------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.772   |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle:   | 61  | Level Of Service:        | C       |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| Approach:   | North Bound | South Bound | East Bound  | West Bound  |
| Movement:   | L - T - R   | L - T - R   | L - T - R   | L - T - R   |
| Control:    | Permitted   | Permitted   | Permitted   | Permitted   |
| Rights:     | Include     | Include     | Include     | Include     |
| Min. Green: | 0 0 0       | 0 0 0       | 0 0 0       | 0 0 0       |
| Y+R:        | 4.0 4.0 4.0 | 4.0 4.0 4.0 | 4.0 4.0 4.0 | 4.0 4.0 4.0 |
| Lanes:      | 1 0 1 1 0   | 1 0 1 1 0   | 0 0 1 1 0 0 | 0 0 1 1 0 0 |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |
| Growth Adj:  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes:      | 1.00 | 1.87 | 0.13 | 1.00 | 1.84 | 0.16 | 0.17 | 0.70 | 0.13 | 0.14 | 0.70 | 0.16 |
| Final Sat.: | 1600 | 2990 | 210  | 1600 | 2945 | 255  | 271  | 1128 | 201  | 217  | 1128 | 255  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.02 | 0.41 | 0.41 | 0.02 | 0.27 | 0.27 | 0.03 | 0.18 | 0.18 | 0.03 | 0.21 | 0.21 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.727  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 54  | Level Of Service:        | C      |

\*\*\*\*\*

|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| Approach: | North Bound | South Bound | East Bound | West Bound |
| Movement: | L - T - R   | L - T - R   | L - T - R  | L - T - R  |

-----|-----|-----|-----|-----|

|          |           |           |           |           |
|----------|-----------|-----------|-----------|-----------|
| Control: | Permitted | Permitted | Permitted | Permitted |
| Rights:  | Include   | Include   | Include   | Include   |

|             |   |   |   |   |   |   |   |   |   |   |   |
|-------------|---|---|---|---|---|---|---|---|---|---|---|
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|-------------|---|---|---|---|---|---|---|---|---|---|---|

|      |     |     |     |     |     |     |     |     |     |     |     |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

-----|-----|-----|-----|-----|

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |
| Growth Adj:  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |

-----|-----|-----|-----|-----|

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes:      | 1.00 | 1.83 | 0.17 | 1.00 | 1.79 | 0.21 | 0.16 | 0.61 | 0.23 | 0.28 | 0.64 | 0.08 |
| Final Sat.: | 1600 | 2929 | 271  | 1600 | 2867 | 333  | 262  | 972  | 366  | 453  | 1024 | 122  |

-----|-----|-----|-----|-----|

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.05 | 0.32 | 0.32 | 0.03 | 0.34 | 0.34 | 0.02 | 0.15 | 0.15 | 0.06 | 0.22 | 0.22 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## **Appendix C**

Existing Plus Project Level of Service Analysis Worksheets

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 89 Level Of Service: D

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |   |   |   |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|---|---|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |   |   |   |
| Control:    | Protected   |     |     | Prot+Permit |     |     | Protected  |     |     | Protected  |     |     |   |   |   |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |   |   |   |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |   |   |   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |   |   |   |
| Lanes:      | 2           | 0   | 2   | 0           | 1   | 1   | 0          | 2   | 0   | 1          | 2   | 0   | 2 | 1 | 0 |

## Volume Module:

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 138  | 951  | 121  | 90   | 906  | 99   | 249  | 1214 | 71   | 104  | 940  | 71   |
| Growth Adj:   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse:  | 138  | 951  | 121  | 90   | 906  | 99   | 249  | 1214 | 71   | 104  | 940  | 71   |
| Added Vol:    | 8    | 9    | 8    | 0    | 9    | 0    | 0    | 0    | 8    | 8    | 0    | 0    |
| PasserByVol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut:  | 146  | 960  | 129  | 90   | 915  | 99   | 249  | 1214 | 79   | 112  | 940  | 71   |
| User Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:   | 146  | 960  | 129  | 90   | 915  | 99   | 249  | 1214 | 79   | 112  | 940  | 71   |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 146  | 960  | 129  | 90   | 915  | 99   | 249  | 1214 | 79   | 112  | 940  | 71   |
| PCE Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 146  | 960  | 129  | 90   | 915  | 99   | 249  | 1214 | 79   | 112  | 940  | 71   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 |
| Lanes:      | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.79 | 0.21 |
| Final Sat.: | 2880 | 3200 | 1600 | 1600 | 3200 | 1600 | 2880 | 3200 | 1600 | 2880 | 4463 | 337  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.05 | 0.30 | 0.08 | 0.06 | 0.29 | 0.06 | 0.09 | 0.38 | 0.05 | 0.04 | 0.21 | 0.21 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.831  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 74  | Level Of Service:        | D      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |   |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |   |
| Control:    | Protected   |     |     | Prot+Permit |     |     | Protected  |     |     | Protected  |     |     |   |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |   |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |   |
| Lanes:      | 2           | 0   | 2   | 0           | 1   | 1   | 0          | 2   | 0   | 1          | 2   | 0   | 2 |
|             | 1           |     |     |             |     |     | 2          | 0   | 2   | 0          | 1   | 2   | 0 |
|             |             |     |     |             |     |     |            |     |     |            |     |     |   |

## Volume Module:

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 98   | 825  | 100  | 66   | 868  | 222  | 247  | 1160 | 110  | 164  | 940  | 70   |
| Growth Adj:   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse:  | 98   | 825  | 100  | 66   | 868  | 222  | 247  | 1160 | 110  | 164  | 940  | 70   |
| Added Vol:    | 6    | 7    | 6    | 0    | 7    | 0    | 0    | 0    | 7    | 7    | 0    | 0    |
| PasserByVol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut:  | 104  | 832  | 106  | 66   | 875  | 222  | 247  | 1160 | 117  | 171  | 940  | 70   |
| User Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:   | 104  | 832  | 106  | 66   | 875  | 222  | 247  | 1160 | 117  | 171  | 940  | 70   |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 104  | 832  | 106  | 66   | 875  | 222  | 247  | 1160 | 117  | 171  | 940  | 70   |
| PCE Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 104  | 832  | 106  | 66   | 875  | 222  | 247  | 1160 | 117  | 171  | 940  | 70   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 |
| Lanes:      | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.79 | 0.21 |
| Final Sat.: | 2880 | 3200 | 1600 | 1600 | 3200 | 1600 | 2880 | 3200 | 1600 | 2880 | 4467 | 333  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.04 | 0.26 | 0.07 | 0.04 | 0.27 | 0.14 | 0.09 | 0.36 | 0.07 | 0.06 | 0.21 | 0.21 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.811  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 69  | Level Of Service:        | D      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |
| Control:    | Permitted   |     |     | Permitted   |     |     | Permitted  |     |     | Permitted  |     |     |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |
| Lanes:      | 1           | 0   | 1   | 1           | 0   | 1   | 0          | 0   | 1   | 0          | 0   | 0   |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |
| Growth Adj:  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |
| Added Vol:   | 6    | 25   | 0    | 25   | 0    | 0    | 0    | 6    | 0    | 19   | 6    | 0    |
| PasserByVol: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut: | 39   | 1237 | 85   | 62   | 796  | 69   | 50   | 214  | 37   | 65   | 245  | 54   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 39   | 1237 | 85   | 62   | 796  | 69   | 50   | 214  | 37   | 65   | 245  | 54   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 39   | 1237 | 85   | 62   | 796  | 69   | 50   | 214  | 37   | 65   | 245  | 54   |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 39   | 1237 | 85   | 62   | 796  | 69   | 50   | 214  | 37   | 65   | 245  | 54   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes:      | 1.00 | 1.87 | 0.13 | 1.00 | 1.84 | 0.16 | 0.17 | 0.71 | 0.12 | 0.18 | 0.67 | 0.15 |
| Final Sat.: | 1600 | 2994 | 206  | 1600 | 2945 | 255  | 266  | 1138 | 197  | 286  | 1077 | 237  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.02 | 0.41 | 0.41 | 0.04 | 0.27 | 0.27 | 0.03 | 0.19 | 0.19 | 0.04 | 0.23 | 0.23 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.742  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 56  | Level Of Service:        | C      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |
| Control:    | Permitted   |     |     | Permitted   |     |     | Permitted  |     |     | Permitted  |     |     |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |
| Lanes:      | 1           | 0   | 1   | 1           | 0   | 1   | 0          | 0   | 1   | 0          | 0   | 0   |

| Volume Module: |      |      |      |      |      |      |      |      |      |      |      |      |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:      | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |
| Growth Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse:   | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |
| Added Vol:     | 5    | 19   | 0    | 20   | 0    | 0    | 0    | 5    | 0    | 14   | 5    | 0    |
| PasserByVol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut:   | 80   | 949  | 86   | 64   | 964  | 112  | 38   | 146  | 53   | 114  | 231  | 27   |
| User Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:    | 80   | 949  | 86   | 64   | 964  | 112  | 38   | 146  | 53   | 114  | 231  | 27   |
| Reduct Vol:    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:   | 80   | 949  | 86   | 64   | 964  | 112  | 38   | 146  | 53   | 114  | 231  | 27   |
| PCE Adj:       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume:   | 80   | 949  | 86   | 64   | 964  | 112  | 38   | 146  | 53   | 114  | 231  | 27   |

| Saturation Flow Module: |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:               | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment:             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes:                  | 1.00 | 1.83 | 0.17 | 1.00 | 1.79 | 0.21 | 0.16 | 0.62 | 0.22 | 0.31 | 0.62 | 0.07 |
| Final Sat.:             | 1600 | 2934 | 266  | 1600 | 2867 | 333  | 257  | 986  | 358  | 490  | 994  | 116  |

| Capacity Analysis Module: |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:                  | 0.05 | 0.32 | 0.32 | 0.04 | 0.34 | 0.34 | 0.02 | 0.15 | 0.15 | 0.07 | 0.23 | 0.23 |
| Crit Moves:               | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)
*****
Average Delay (sec/veh):      0.3      Worst Case Level Of Service: C[ 15.1]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 1 1 0      0 0 2 0 0      0 0 0 0 0      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1330      0      0 879      0      0 0 0 0      0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 1330      0      0 879      0      0 0 0 0      0 0 0 0
Added Vol:      0 0 34      0 34 0      0 0 0 0      0 0 0 42
PasserByVol:      0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut:      0 1330 34      0 913 0      0 0 0 0      0 0 0 42
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 1330 34      0 913 0      0 0 0 0      0 0 0 42
Reduct Vol:      0 0 0      0 0 0      0 0 0 0      0 0 0 0
FinalVolume:      0 1330 34      0 913 0      0 0 0 0      0 0 0 42
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9
FollowUpTim:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 682
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 397
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 397
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.11
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.1
LOS by Move: * * * * * * * * * * * * * * * * C
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:      * * * * * * * * * * * * * * * *
ApproachDel:      xxxxxx      xxxxxx      xxxxxx      15.1
ApproachLOS:      * * * * * * * * * * * * * * * * C
*****
Note: Queue reported is the number of cars per lane.
*****

```

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)
*****
Average Delay (sec/veh):      0.2      Worst Case Level Of Service: B[ 13.1]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 1 1 0      0 0 2 0 0      0 0 0 0 0      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1091      0      0 1117      0      0 0 0 0      0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1091      0      0 1117      0      0 0 0 0      0 0 0 0
Added Vol:      0 0      27      0 26      0      0 0 0 0      0 0 0 32
PasserByVol: 0 0      0      0 0      0      0 0 0 0      0 0 0 0
Initial Fut: 0 1091      27      0 1143      0      0 0 0 0      0 0 0 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1091      27      0 1143      0      0 0 0 0      0 0 0 32
Reduct Vol: 0 0      0      0 0      0      0 0 0 0      0 0 0 0
FinalVolume: 0 1091      27      0 1143      0      0 0 0 0      0 0 0 32
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 559
Potent Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 478
Move Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 478
Volume/Cap: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.07
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.1
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * B
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:      * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:      xxxxxx      xxxxxx      xxxxxx      13.1
ApproachLOS:      * * * * * * * * * * * * * * * * * * * * * * B
*****
Note: Queue reported is the number of cars per lane.
*****

```

## Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)  
\*\*\*\*\*Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[ 14.1]  
\*\*\*\*\*

| Approach: | North Bound |   |       | South Bound |   |       | East Bound   |   |       | West Bound   |   |       |
|-----------|-------------|---|-------|-------------|---|-------|--------------|---|-------|--------------|---|-------|
| Movement: | L           | T | R     | L           | T | R     | L            | T | R     | L            | T | R     |
| Control:  | Stop Sign   |   |       | Stop Sign   |   |       | Uncontrolled |   |       | Uncontrolled |   |       |
| Rights:   | Include     |   |       | Include     |   |       | Include      |   |       | Include      |   |       |
| Lanes:    | 0           | 0 | 1 0 0 | 0           | 0 | 0 0 0 | 0            | 0 | 0 1 0 | 0            | 1 | 0 0 0 |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 330  | 0    | 0    | 339  | 0    |
| Growth Adj:  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 330  | 0    | 0    | 339  | 0    |
| Added Vol:   | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 0    | 42   | 8    | 0    | 0    |
| PasserByVol: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut: | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 330  | 42   | 8    | 339  | 0    |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 330  | 42   | 8    | 339  | 0    |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| FinalVolume: | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 330  | 42   | 8    | 339  | 0    |

## Critical Gap Module:

|              |     |     |     |       |       |       |       |       |       |     |       |       |
|--------------|-----|-----|-----|-------|-------|-------|-------|-------|-------|-----|-------|-------|
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 4.1 | xxxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 2.2 | xxxxx | xxxxx |

## Capacity Module:

|              |      |      |      |       |       |       |       |       |       |      |       |       |
|--------------|------|------|------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| Cnflct Vol:  | 706  | 706  | 351  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 372  | xxxxx | xxxxx |
| Potent Cap.: | 405  | 363  | 697  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 1198 | xxxxx | xxxxx |
| Move Cap.:   | 403  | 361  | 697  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 1198 | xxxxx | xxxxx |
| Volume/Cap:  | 0.08 | 0.00 | 0.01 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.01 | xxxxx | xxxxx |

## Level of Service Module:

|              |               |               |               |               |               |               |               |               |               |               |               |               |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 2Way95thQ:   | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | 0.0           | xxxxx         | xxxxx         |
| Control Del: | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | 8.0           | xxxxx         | xxxxx         |
| LOS by Move: | *             | *             | *             | *             | *             | *             | *             | *             | *             | A             | *             | *             |
| Movement:    | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap.: | xxxxx         | 438           | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         |
| SharedQueue: | xxxxx         | 0.3           | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | 0.0           | xxxxx         | xxxxx         |
| Shrd ConDel: | xxxxx         | 14.1          | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | 8.0           | xxxxx         | xxxxx         |
| Shared LOS:  | *             | B             | *             | *             | *             | *             | *             | *             | *             | A             | *             | *             |
| ApproachDel: | 14.1          |               |               | xxxxxx        |               |               | xxxxxx        |               |               | xxxxxx        |               |               |
| ApproachLOS: | B             |               |               | *             |               |               | *             |               |               | *             |               |               |

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

\*\*\*\*\*

```

-----
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)
*****
Average Delay (sec/veh):      0.7      Worst Case Level Of Service: B[ 13.2]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:      Include      Include      Include      Include
Lanes:      0 0 1! 0 0      0 0 0 0 0      0 0 0 1 0      0 1 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      0 0 0      0 271 0      0 355 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0      0 0 0      0 271 0      0 355 0
Added Vol: 26 0 6      0 0 0      0 0 34      7 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 26 0 6      0 0 0      0 271 34      7 355 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 0 6      0 0 0      0 271 34      7 355 0
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
FinalVolume: 26 0 6      0 0 0      0 271 34      7 355 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: 657 657 288 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 305 xxxxx xxxxx
Potent Cap.: 433 387 756 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1267 xxxxx xxxxx
Move Cap.: 431 385 756 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1267 xxxxx xxxxx
Volume/Cap: 0.06 0.00 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 469 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Shrd ConDel: xxxxx 13.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx
Shared LOS: * B * * * * * * * * * A * *
ApproachDel: 13.2 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *
*****
Note: Queue reported is the number of cars per lane.
*****

```

## **Appendix D**

Related Projects Data

### Project Trip Generation Rates\*

#### Shopping Center - per 1,000 gross square feet of floor area (ITE Land Use 820)

##### Weekday

Daily Trips: T = 42.94 (A)  
AM Peak Hour: T = 1.00 (A); I/B = 61%, O/B = 39%  
PM Peak Hour: T = 3.73 (A); I/B = 51%, O/B = 49%

##### Weekend

Daily Trips: T = 49.97 (A)  
AM Peak Hour: T = 4.89 (A); I/B = 52%, O/B = 48%

#### High-Turnover (Sit-Down) Restaurant - per 1,000 gross square feet of floor area (ITE Land Use 932)

##### Weekday

Daily Trips: T = 127.15 (A)  
AM Peak Hour: T = 11.52 (A); I/B = 52%, O/B = 48%  
PM Peak Hour: T = 11.15 (A); I/B = 59%, O/B = 41%

##### Weekend

Daily Trips: T = 158.37 (A)  
AM Peak Hour: T = 14.07 (A); I/B = 53%, O/B = 47%

#### Supermarket - per 1,000 gross square feet of floor area (ITE Land Use 850)

##### Weekday

Daily Trips: T = 102.24 (A)  
AM Peak Hour: T = 3.59 (A); I/B = 61%, O/B = 39%  
PM Peak Hour: T = 10.50 (A); I/B = 51%, O/B = 49%

##### Weekend

Daily Trips: T = 177.59 (A)  
AM Peak Hour: T = 10.85 (A); I/B = 51%, O/B = 49%

##### Where:

T = Trip Ends

A = Building Area in 1,000 sq. ft.

I/B = Inbound Trip Percentage

O/B = Outbound Trip Percentage

##### \* Note:

All trip generation rates from 8th Ed. ITE *Trip Generation*.

generation for the developments (the actual increase in traffic on nearby streets or intersections resulting from development of the subject project). For typical shopping center developments containing a mix of retail and restaurant components, the most significant of these factors involves the effects of "internal interaction" ("multi-purpose" trips), pedestrian or "walk-in" patronage from nearby commercial developments or residential neighborhoods, and "pass-by" activity on the estimates of "net" new traffic added to the area roadways.

### Project Trip Generation

| Size/Use                                                          | Weekday      |              |           |            |              |            |            | Saturday     |              |            |            |
|-------------------------------------------------------------------|--------------|--------------|-----------|------------|--------------|------------|------------|--------------|--------------|------------|------------|
|                                                                   | Daily        | AM Peak Hour |           |            | PM Peak Hour |            |            | Daily        | Mid-day Peak |            |            |
|                                                                   |              | In           | Out       | Total      | In           | Out        | Total      |              | In           | Out        | Total      |
| <b><u>Proposed Project</u></b>                                    |              |              |           |            |              |            |            |              |              |            |            |
| <i><u>Phase 1</u></i>                                             |              |              |           |            |              |            |            |              |              |            |            |
| 6,500 sq. ft. Retail                                              | 279          | 4            | 3         | 7          | 12           | 12         | 24         | 325          | 17           | 15         | 32         |
| (Less 10% Pass-by Trips)                                          | (28)         | (1)          | 0         | (1)        | (1)          | (1)        | (2)        | (33)         | (2)          | (1)        | (3)        |
| Net Retail Trips                                                  | 251          | 3            | 3         | 6          | 11           | 11         | 22         | 292          | 15           | 14         | 29         |
| 12,722 sq. ft. Restaurant                                         | 1,618        | 76           | 71        | 147        | 84           | 58         | 142        | 2,015        | 95           | 84         | 179        |
| (Less 20% Pass-by Trips)                                          | (324)        | (15)         | (14)      | (29)       | (17)         | (11)       | (28)       | (403)        | (19)         | (17)       | (36)       |
| Net Restaurant Trips                                              | 1,294        | 61           | 57        | 118        | 67           | 47         | 114        | 1,612        | 76           | 67         | 143        |
| <i>Subtotal Phase 1 Trips</i>                                     | <i>1,545</i> | <i>64</i>    | <i>60</i> | <i>124</i> | <i>78</i>    | <i>58</i>  | <i>136</i> | <i>1,904</i> | <i>91</i>    | <i>81</i>  | <i>172</i> |
| <i><u>Phase 2</u></i>                                             |              |              |           |            |              |            |            |              |              |            |            |
| 14,900 sq. ft. Supermarket                                        | 1,523        | 32           | 21        | 53         | 80           | 76         | 156        | 2,646        | 83           | 79         | 162        |
| (Less 20% Pass-by Trips)                                          | (305)        | (7)          | (4)       | (11)       | (16)         | (15)       | (31)       | (529)        | (16)         | (16)       | (32)       |
| Net Supermarket Trips                                             | 1,218        | 25           | 17        | 42         | 64           | 61         | 125        | 2,117        | 67           | 63         | 130        |
| <i>Total Net New Project Trips</i>                                | <i>2,763</i> | <i>89</i>    | <i>77</i> | <i>166</i> | <i>142</i>   | <i>119</i> | <i>261</i> | <i>4,021</i> | <i>158</i>   | <i>144</i> | <i>302</i> |
| <b><u>Less Existing Uses (Removed)</u></b>                        |              |              |           |            |              |            |            |              |              |            |            |
| Auto Dealership (vacant)                                          | ---          | ---          | ---       | ---        | ---          | ---        | ---        | ---          | ---          | ---        | ---        |
| <b>Total Net New Site Trips</b>                                   | <b>2,763</b> | <b>89</b>    | <b>77</b> | <b>166</b> | <b>142</b>   | <b>119</b> | <b>261</b> | <b>4,021</b> | <b>158</b>   | <b>144</b> | <b>302</b> |
| <b><u>Project Driveway Trips (no pass-by trip reductions)</u></b> |              |              |           |            |              |            |            |              |              |            |            |
| <i>Phase 1 (total all driveways)</i>                              | <i>1,897</i> | <i>80</i>    | <i>74</i> | <i>154</i> | <i>96</i>    | <i>70</i>  | <i>166</i> | <i>2,340</i> | <i>112</i>   | <i>99</i>  | <i>211</i> |
| <i>Phase 2 (total all driveways)</i>                              | <i>1,523</i> | <i>32</i>    | <i>21</i> | <i>53</i>  | <i>80</i>    | <i>76</i>  | <i>156</i> | <i>2,646</i> | <i>83</i>    | <i>79</i>  | <i>162</i> |
| <i>Total Project Driveway Trips</i>                               | <i>3,420</i> | <i>112</i>   | <i>95</i> | <i>207</i> | <i>176</i>   | <i>146</i> | <i>322</i> | <i>4,986</i> | <i>195</i>   | <i>178</i> | <i>373</i> |
| <b><u>Project trips if evaluated as "shopping center":</u></b>    |              |              |           |            |              |            |            |              |              |            |            |
| 34,122 sq. ft. Shopping Center                                    | 1,465        | 21           | 13        | 34         | 62           | 65         | 127        | 1,705        | 87           | 80         | 167        |
| (Less 10% Pass-by Trips)                                          | (147)        | (2)          | (1)       | (3)        | (6)          | (7)        | (13)       | (171)        | (9)          | (8)        | (17)       |
| Net Shopping Center Trips                                         | 1,318        | 19           | 12        | 31         | 56           | 58         | 114        | 1,534        | 78           | 72         | 150        |

As shown in Table 2, once the existing development on the site has been removed, Phase 1 of the proposed project (including both the retail and restaurant components) is expected to result in a total of approximately 1,545 net weekday daily trips (including adjustments to account for

### Related Projects Descriptions

| Map No. | Land Use/Description                                                                  | Size/Units                                                | Address                            |
|---------|---------------------------------------------------------------------------------------|-----------------------------------------------------------|------------------------------------|
| 1.      | Townhomes<br><i>Townhomes</i>                                                         | 15 units<br>3 units                                       | 3823-3833 Huron Avenue             |
| 2.      | Condominiums                                                                          | 4 units                                                   | 3972 Tilden Avenue                 |
| 3.      | Hotel                                                                                 | 77 room                                                   | 3954 Sepulveda Boulevard           |
| 4.      | Dental Office                                                                         | 2,989 sq. ft.                                             | 10826 & 10830 Washington Boulevard |
| 5.      | Office                                                                                | 73,569 sq. ft.                                            | 11957 Washington Boulevard         |
| 6.      | Gas Station<br>Car Wash<br>Convenience Store<br><i>Gas Station w/Convenience Mart</i> | n/a<br>1 bay<br>1,500 sq. ft.<br>n/a                      | 10638 Culver Boulevard             |
| 7.      | Retail<br>Office<br>Apartments                                                        | 2,359 sq. ft.<br>937 sq. ft.<br>2 units                   | 11501-11509 Washington Boulevard   |
| 8.      | Condominiums                                                                          | 4 units                                                   | 3846 Bentley Avenue                |
| 9.      | Auto Repair Shop                                                                      | 1,196 sq. ft.                                             | 11167 Washington Place             |
| 10.     | Auto Repair Shop                                                                      | 1,280 sq. ft.                                             | 11304 Culver Boulevard             |
| 11.     | Convenience Store                                                                     | 2,500 sq. ft.                                             | 4436 Sepulveda Boulevard           |
| 12.     | Elementary School<br>Middle School<br>High School<br><i>Medical Office</i>            | 124 student<br>42 student<br>84 student<br>10,000 sq. ft. | 12095-12101 Washington Boulevard   |
| 13.     | Commercial                                                                            | 3,385 sq. ft.                                             | 11012-11014 Washington Boulevard   |
| 14.     | Retail<br>Apartments                                                                  | 10,700 sq. ft.<br>33 units                                | 11042-11056 Tilden Avenue          |
| 15.     | Apartment<br>Specialty Retail                                                         | 30 units<br>8,798 sq. ft.                                 | 11955 Washington Boulevard         |
| 16.     | Apartment<br>Office<br>Retail                                                         | 126 units<br>23,000 sq. ft.<br>9,000 sq. ft.              | 10601 W. Washington Boulevard      |

**Notes:**

Uses identified in *italics* are existing uses removed in order to develop proposed project.  
Values in parentheses indicate negative values or reductions in trips.

**Related Projects Trip Generation Rates**  
**ITE 8th Edition Data**

Apartment - per dwelling unit (ITE Land Use 220)

Daily Trips: T = 6.652 (U)  
AM Peak Hour: T = 0.51 (U); I/B = 20%, O/B = 80%  
PM Peak Hour: T = 0.62 (U); I/B = 65%, O/B = 35%

Condominium/Townhome - per dwelling unit (ITE Land Use 230)

Daily Trips: T = 5.81 (U)  
AM Peak Hour: T = 0.44 (U); I/B = 17%, O/B = 83%  
PM Peak Hour: T = 0.52 (U); I/B = 67%, O/B = 33%

Hotel - per room (ITE Land Use 310)

Daily Trips: T = 8.17 (R)  
AM Peak Hour: T = 0.56 (R); I/B = 61%, O/B = 39%  
PM Peak Hour: T = 0.59 (R); I/B = 53%, O/B = 47%

General Office - per 1,000 gross square feet of floor area (ITE Land Use 710)

Daily Trips: T = 11.01 (A)  
AM Peak Hour: T = 1.55 (A); I/B = 88%, O/B = 12%  
PM Peak Hour: T = 1.49 (A); I/B = 17%, O/B = 83%

Medical/Dental Office - per 1,000 gross square feet of floor area (ITE Land Use 720)

Daily Trips: T = 36.13 (A)  
AM Peak Hour: T = 2.30 (A); I/B = 79%, O/B = 21%  
PM Peak Hour: T = 3.46 (A); I/B = 27%, O/B = 73%

Specialty Retail Center - per 1,000 gross square feet of floor area (ITE Land Use 814)

Daily Trips: T = 44.32 (A)  
AM Peak Hour: T = 1.33 (A); I/B = 60%, O/B = 40% (3% of Daily, per SanDAG; directional percentages per SanDAG)  
PM Peak Hour: T = 2.71 (A); I/B = 44%, O/B = 56%

Convenience Store (Open 24 Hours) - per 1,000 gross square feet of floor area (ITE Land Use 851)

Daily Trips: T = 737.99 (A)  
AM Peak Hour: T = 67.03 (A); I/B = 50%, O/B = 50%  
PM Peak Hour: T = 52.41 (A); I/B = 51%, O/B = 49%

Automobile Care Center - per 1,000 gross square feet of floor area (ITE Land Use 942)

Daily Trips: T = 35.00 (A) (estimated)  
AM Peak Hour: T = 2.94 (A); I/B = 65%, O/B = 35%  
PM Peak Hour: T = 3.38 (A); I/B = 50%, O/B = 50%

---

|        |                                |                                    |
|--------|--------------------------------|------------------------------------|
| Where: | T = Trip Ends                  | A = Building area in 1,000 sq. ft. |
|        | I/B = Inbound Trip Percentage  | U = Number of Residential Units    |
|        | O/B = Outbound Trip Percentage | R = Number of Rooms                |

## Related Projects Trip Generation Estimates

| Map No. | Land Use/Description                                                           | Size/Units                              | Weekday         |              |             |             |              |             |             | Saturday      |              |             |              |
|---------|--------------------------------------------------------------------------------|-----------------------------------------|-----------------|--------------|-------------|-------------|--------------|-------------|-------------|---------------|--------------|-------------|--------------|
|         |                                                                                |                                         | Daily           | AM Peak Hour |             |             | PM Peak Hour |             |             | Daily         | Mid-day Peak |             |              |
|         |                                                                                |                                         |                 | In           | Out         | Total       | In           | Out         | Total       |               | In           | Out         |              |
|         |                                                                                |                                         |                 |              |             |             |              |             |             |               |              |             | Total        |
| 1.      | Townhomes<br><i>Townhomes</i>                                                  | 15 units<br>3 units                     | 87<br>(17)      | 1<br>0       | 6<br>(1)    | 7<br>(1)    | 5<br>(1)     | 3<br>(1)    | 8<br>(2)    | 85<br>(17)    | 5<br>(1)     | 2<br>0      | 7<br>(1)     |
|         |                                                                                |                                         | 70              | 1            | 5           | 6           | 4            | 2           | 6           | 68            | 4            | 2           | 6            |
| 2.      | Condominiums                                                                   | 4 units                                 | 23              | 0            | 2           | 2           | 1            | 1           | 2           | 23            | 1            | 1           | 2            |
| 3.      | Hotel                                                                          | 77 room                                 | 629             | 26           | 17          | 43          | 24           | 21          | 45          | 631           | 31           | 24          | 55           |
| 4.      | Dental Office                                                                  | 2,989 sq. ft.                           | 108             | 6            | 1           | 7           | 3            | 7           | 10          | 27            | 6            | 5           | 11           |
| 5.      | Office                                                                         | 73,569 sq. ft.                          | 810             | 100          | 14          | 114         | 19           | 91          | 110         | 174           | 16           | 14          | 30           |
| 6.      | Gas Station<br>Car Wash<br>Convenience Store<br>Gas Station w/Convenience Mart | n/a<br>1 bay<br>1,500 sq. ft.<br>n/a    | 125             | 5            | 5           | 10          | 0            | 0           | 0           | 133           | 11           | 10          | 21           |
| 7.      | Retail<br>Office<br>Apartments                                                 | 2,359 sq. ft.<br>937 sq. ft.<br>2 units | 105<br>10<br>13 | 2<br>1<br>0  | 1<br>0<br>1 | 3<br>1<br>1 | 3<br>0<br>1  | 3<br>1<br>0 | 6<br>1<br>1 | 99<br>2<br>13 | 7<br>0<br>1  | 6<br>0<br>0 | 13<br>0<br>1 |
|         |                                                                                |                                         | 128             | 3            | 2           | 5           | 4            | 4           | 8           | 114           | 8            | 6           | 14           |
| 8.      | Condominiums                                                                   | 4 units                                 | 23              | 0            | 2           | 2           | 1            | 1           | 2           | 23            | 1            | 1           | 2            |
| 9.      | Auto Repair Shop                                                               | 1,196 sq. ft.                           | 42              | 3            | 1           | 4           | 2            | 2           | 4           | 19            | 1            | 1           | 2            |
| 10.     | Auto Repair Shop                                                               | 1,280 sq. ft.                           | 45              | 3            | 1           | 4           | 2            | 2           | 4           | 20            | 1            | 1           | 2            |
| 11.     | Convenience Store                                                              | 2,500 sq. ft.                           | 1,845           | 84           | 84          | 168         | 67           | 64          | 131         | 2,090         | 97           | 96          | 193          |

# Related Projects Trip Generation Estimates

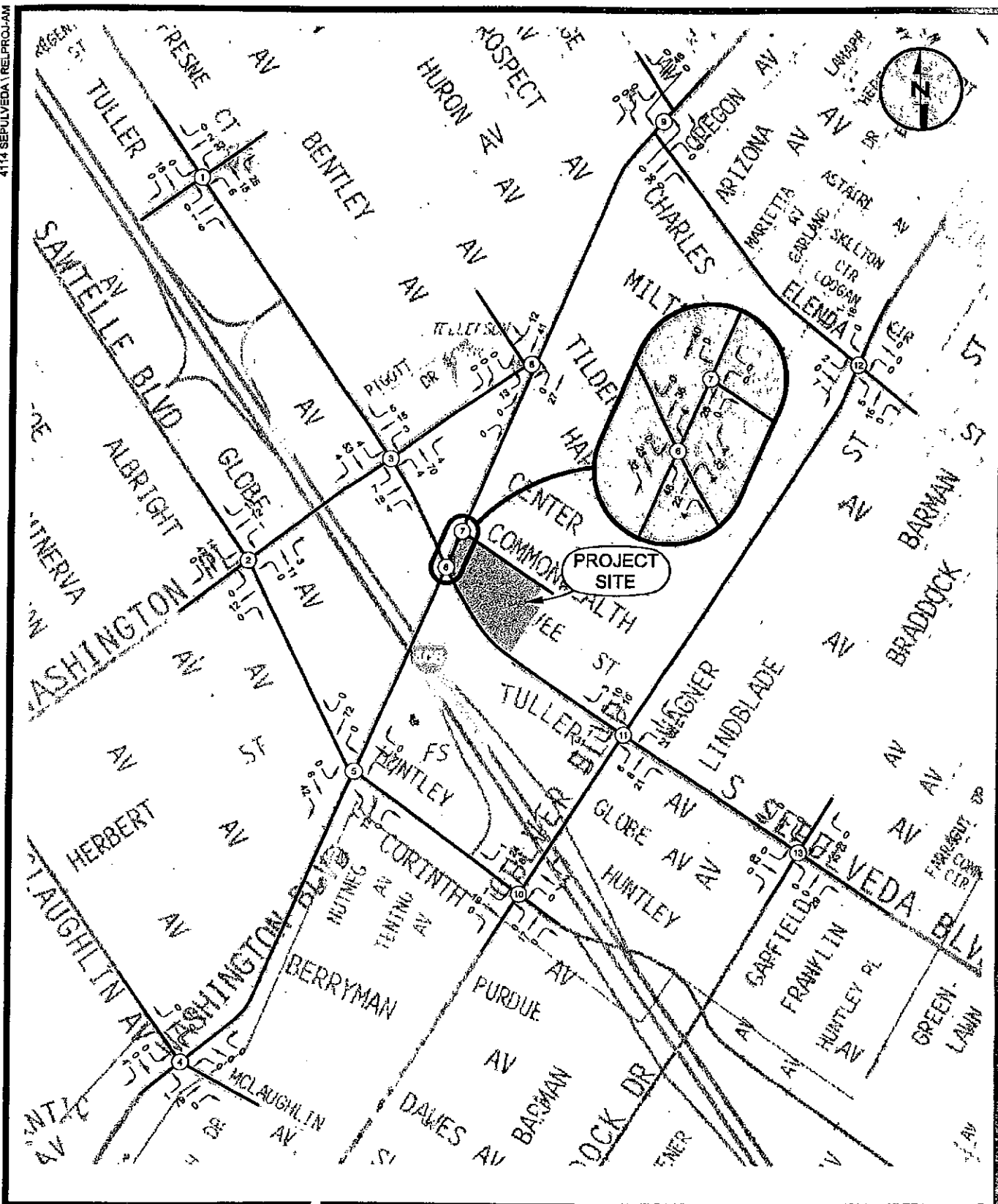
| Map No. | Land Use/Description             | Size/Units     | Weekday      |     |       |              |      |       | Saturday |              |      |
|---------|----------------------------------|----------------|--------------|-----|-------|--------------|------|-------|----------|--------------|------|
|         |                                  |                | AM Peak Hour |     |       | PM Peak Hour |      |       | Daily    | Mid-day Peak |      |
|         |                                  |                | In           | Out | Total | In           | Out  | Total |          | In           | Out  |
| 12.     | Elementary School <sup>[1]</sup> | 124 student    | 31           | 25  | 56    | 9            | 10   | 19    | n/a      | ---          | n/a  |
|         | Middle School                    | 42 student     | 13           | 10  | 23    | 3            | 3    | 6     | n/a      | ---          | n/a  |
|         | High School                      | 84 student     | 24           | 11  | 35    | 5            | 6    | 11    | n/a      | ---          | n/a  |
|         | Medical Office                   | 10,000 sq. ft. | (18)         | (5) | (23)  | (9)          | (25) | (34)  | (90)     | (21)         | (15) |
|         |                                  |                | 50           | 41  | 91    | 8            | (6)  | 2     | (90)     | (21)         | (15) |
| 13.     | Commercial                       | 3,385 sq. ft.  | 4            | 1   | 5     | 1            | 4    | 5     | 8        | 1            | 0    |
| 14.     | Retail                           | 10,700 sq. ft. | 8            | 6   | 14    | 13           | 16   | 29    | 450      | 31           | 29   |
|         | Apartments                       | 33 units       | 3            | 14  | 17    | 13           | 7    | 20    | 211      | 9            | 8    |
|         |                                  |                | 11           | 20  | 31    | 26           | 23   | 49    | 661      | 40           | 37   |
| 15.     | Apartment <sup>[2]</sup>         | 30 units       | 3            | 12  | 15    | 12           | 7    | 19    | 192      | 8            | 8    |
|         | Specialty Retail                 | 8,798 sq. ft.  | 7            | 5   | 12    | 10           | 13   | 23    | 370      | 26           | 24   |
|         |                                  |                | 10           | 17  | 27    | 22           | 20   | 42    | 562      | 34           | 32   |
| 16.     | Apartment <sup>[3]</sup>         | 126 units      | 52           | 73  | 125   | 96           | 71   | 167   | 1,789    | 87           | 77   |
|         | Office                           | 23,000 sq. ft. |              |     |       |              |      |       |          |              |      |
|         | Retail                           | 9,000 sq. ft.  |              |     |       |              |      |       |          |              |      |

## Notes:

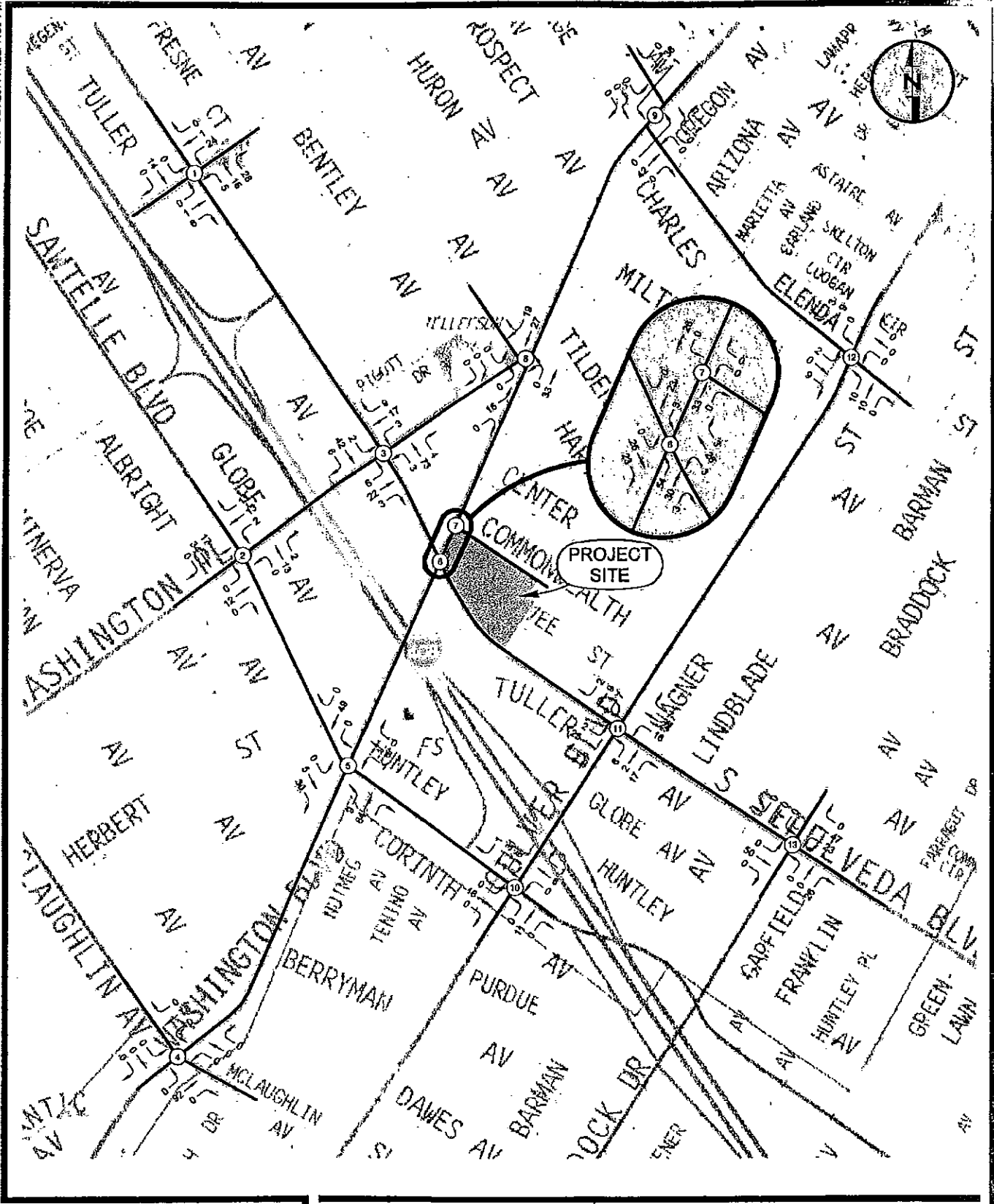
Uses identified in *italics* are existing uses removed in order to develop proposed project.  
Values in parentheses indicate negative values or reductions in trips.

## Sources:

- [1] Project Trip Generation Summary Provided by City of Culver City Planning Department.
- [2] Project Trip Generation Summary Provided by City of Culver City Planning Department.
- [3] Project Trip Generation Summary Provided by City of Culver City Planning Department.



### RELATED PROJECTS TRAFFIC VOLUMES WEEKDAY AM PEAK HOUR



RELATED PROJECTS TRAFFIC VOLUMES  
WEEKDAY PM PEAK HOUR

## **Appendix E**

Existing Plus Ambient Growth (Year 2013)  
Plus Related Projects Conditions  
Level of Service Analysis Worksheets

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.914  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 108 | Level Of Service:        | E      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |   |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |   |
| Control:    | Protected   |     |     | Prot+Permit |     |     | Protected  |     |     | Protected  |     |     |   |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |   |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |   |
| Lanes:      | 2           | 0   | 2   | 0           | 1   | 1   | 0          | 2   | 0   | 1          | 2   | 0   | 2 |
|             | 1           |     |     |             |     |     | 2          | 0   | 2   | 0          | 1   | 2   | 0 |
|             |             |     |     |             |     |     |            |     |     |            |     |     |   |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 138  | 951  | 121  | 90   | 906  | 99   | 249  | 1214 | 71   | 104  | 940  | 71   |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 141  | 970  | 123  | 92   | 924  | 101  | 254  | 1238 | 72   | 106  | 959  | 72   |
| Added Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| PasserByVol: | 21   | 44   | 11   | 16   | 43   | 12   | 15   | 8    | 21   | 10   | 10   | 21   |
| Initial Fut: | 162  | 1014 | 134  | 108  | 967  | 113  | 269  | 1246 | 93   | 116  | 969  | 93   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 162  | 1014 | 134  | 108  | 967  | 113  | 269  | 1246 | 93   | 116  | 969  | 93   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 162  | 1014 | 134  | 108  | 967  | 113  | 269  | 1246 | 93   | 116  | 969  | 93   |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 162  | 1014 | 134  | 108  | 967  | 113  | 269  | 1246 | 93   | 116  | 969  | 93   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 |
| Lanes:      | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.74 | 0.26 |
| Final Sat.: | 2880 | 3200 | 1600 | 1600 | 3200 | 1600 | 2880 | 3200 | 1600 | 2880 | 4378 | 422  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.06 | 0.32 | 0.08 | 0.07 | 0.30 | 0.07 | 0.09 | 0.39 | 0.06 | 0.04 | 0.22 | 0.22 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.866  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 86  | Level Of Service:        | D      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |   |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |   |
| Control:    | Protected   |     |     | Prot+Permit |     |     | Protected  |     |     | Protected  |     |     |   |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |   |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |   |
| Lanes:      | 2           | 0   | 2   | 0           | 1   | 1   | 0          | 2   | 0   | 1          | 2   | 0   | 2 |
|             | 1           |     |     |             |     |     | 1          |     |     |            | 1   |     |   |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 98   | 825  | 100  | 66   | 868  | 222  | 247  | 1160 | 110  | 164  | 940  | 70   |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 100  | 842  | 102  | 67   | 885  | 226  | 252  | 1183 | 112  | 167  | 959  | 71   |
| Added Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| PasserByVol: | 16   | 45   | 7    | 26   | 43   | 16   | 20   | 2    | 17   | 7    | 9    | 31   |
| Initial Fut: | 116  | 887  | 109  | 93   | 928  | 242  | 272  | 1185 | 129  | 174  | 968  | 102  |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 116  | 887  | 109  | 93   | 928  | 242  | 272  | 1185 | 129  | 174  | 968  | 102  |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 116  | 887  | 109  | 93   | 928  | 242  | 272  | 1185 | 129  | 174  | 968  | 102  |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 116  | 887  | 109  | 93   | 928  | 242  | 272  | 1185 | 129  | 174  | 968  | 102  |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 |
| Lanes:      | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.71 | 0.29 |
| Final Sat.: | 2880 | 3200 | 1600 | 1600 | 3200 | 1600 | 2880 | 3200 | 1600 | 2880 | 4341 | 459  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.04 | 0.28 | 0.07 | 0.06 | 0.29 | 0.15 | 0.09 | 0.37 | 0.08 | 0.06 | 0.22 | 0.22 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 69 Level Of Service: D

\*\*\*\*\*

| Approach: | North Bound |   |   | South Bound |   |   | East Bound |   |   | West Bound |   |   |
|-----------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L           | T | R | L           | T | R | L          | T | R | L          | T | R |

| Control: | Permitted |  |  | Permitted |  |  | Permitted |  |  | Permitted |  |  |
|----------|-----------|--|--|-----------|--|--|-----------|--|--|-----------|--|--|
| Rights:  | Include   |  |  | Include   |  |  | Include   |  |  | Include   |  |  |

|             |     |     |     |     |     |     |     |     |     |     |     |     |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Y+R:        | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes:      | 1   | 0   | 1   | 1   | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 0   |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.780  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 63  | Level Of Service:        | C      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |
| Control:    | Permitted   |     |     | Permitted   |     |     | Permitted  |     |     | Permitted  |     |     |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |
| Lanes:      | 1           | 0   | 1   | 1           | 0   | 1   | 0          | 0   | 1   | 0          | 0   | 0   |

| Volume Module: | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol:      | 75          | 930  | 86   | 44          | 964  | 112  | 38         | 141  | 53   | 100        | 226  | 27   |
| Growth Adj:    | 1.02        | 1.02 | 1.02 | 1.02        | 1.02 | 1.02 | 1.02       | 1.02 | 1.02 | 1.02       | 1.02 | 1.02 |
| Initial Bse:   | 77          | 949  | 88   | 45          | 983  | 114  | 39         | 144  | 54   | 102        | 231  | 28   |
| Added Vol:     | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| PasserByVol:   | 23          | 61   | 0    | 0           | 62   | 6    | 7          | 0    | 26   | 0          | 0    | 0    |
| Initial Fut:   | 100         | 1010 | 88   | 45          | 1045 | 120  | 46         | 144  | 80   | 102        | 231  | 28   |
| User Adj:      | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Adj:       | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| PHF Volume:    | 100         | 1010 | 88   | 45          | 1045 | 120  | 46         | 144  | 80   | 102        | 231  | 28   |
| Reduct Vol:    | 0           | 0    | 0    | 0           | 0    | 0    | 0          | 0    | 0    | 0          | 0    | 0    |
| Reduced Vol:   | 100         | 1010 | 88   | 45          | 1045 | 120  | 46         | 144  | 80   | 102        | 231  | 28   |
| PCE Adj:       | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| MLF Adj:       | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| FinalVolume:   | 100         | 1010 | 88   | 45          | 1045 | 120  | 46         | 144  | 80   | 102        | 231  | 28   |

| Saturation Flow Module: | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane:               | 1600        | 1600 | 1600 | 1600        | 1600 | 1600 | 1600       | 1600 | 1600 | 1600       | 1600 | 1600 |
| Adjustment:             | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Lanes:                  | 1.00        | 1.84 | 0.16 | 1.00        | 1.79 | 0.21 | 0.17       | 0.53 | 0.30 | 0.28       | 0.64 | 0.08 |
| Final Sat.:             | 1600        | 2944 | 256  | 1600        | 2870 | 330  | 272        | 853  | 475  | 453        | 1024 | 122  |

| Capacity Analysis Module: | North Bound |      |      | South Bound |      |      | East Bound |      |      | West Bound |      |      |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat:                  | 0.06        | 0.34 | 0.34 | 0.03        | 0.36 | 0.36 | 0.03       | 0.17 | 0.17 | 0.06       | 0.23 | 0.23 |
| Crit Moves:               | ****        |      |      | ****        |      |      | ****       |      |      | ****       |      |      |

\*\*\*\*\*

## **Appendix F**

Existing Plus Ambient Growth (Year 2013)  
Plus Related Projects and Project Conditions  
Level of Service Analysis Worksheets

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.920  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 111 | Level Of Service:        | E      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |   |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |   |
| Control:    | Protected   |     |     | Prot+Permit |     |     | Protected  |     |     | Protected  |     |     |   |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |   |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |   |
| Lanes:      | 2           | 0   | 2   | 0           | 1   | 1   | 0          | 2   | 0   | 1          | 2   | 0   | 2 |
|             | 1           |     |     |             |     |     | 2          | 0   | 2   | 0          | 1   | 2   | 0 |
|             |             |     |     |             |     |     |            |     |     |            |     |     |   |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 138  | 951  | 121  | 90   | 906  | 99   | 249  | 1214 | 71   | 104  | 940  | 71   |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 141  | 970  | 123  | 92   | 924  | 101  | 254  | 1238 | 72   | 106  | 959  | 72   |
| Added Vol:   | 8    | 9    | 8    | 0    | 9    | 0    | 0    | 0    | 8    | 8    | 0    | 0    |
| PasserByVol: | 21   | 44   | 11   | 16   | 43   | 12   | 15   | 8    | 21   | 10   | 10   | 21   |
| Initial Fut: | 170  | 1023 | 142  | 108  | 976  | 113  | 269  | 1246 | 101  | 124  | 969  | 93   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 170  | 1023 | 142  | 108  | 976  | 113  | 269  | 1246 | 101  | 124  | 969  | 93   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 170  | 1023 | 142  | 108  | 976  | 113  | 269  | 1246 | 101  | 124  | 969  | 93   |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 170  | 1023 | 142  | 108  | 976  | 113  | 269  | 1246 | 101  | 124  | 969  | 93   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 |
| Lanes:      | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.74 | 0.26 |
| Final Sat.: | 2880 | 3200 | 1600 | 1600 | 3200 | 1600 | 2880 | 3200 | 1600 | 2880 | 4378 | 422  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.06 | 0.32 | 0.09 | 0.07 | 0.31 | 0.07 | 0.09 | 0.39 | 0.06 | 0.04 | 0.22 | 0.22 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 SEPULVEDA BLVD (NS) AT CULVER BLVD (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 87 Level Of Service: D

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |   |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|---|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |   |
| Control:    | Protected   |     |     | Prot+Permit |     |     | Protected  |     |     | Protected  |     |     |   |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |   |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |   |
| Lanes:      | 2           | 0   | 2   | 0           | 1   | 1   | 0          | 2   | 0   | 1          | 2   | 0   | 2 |
|             | 1           |     |     |             |     |     | 1          |     |     |            | 1   |     |   |

## Volume Module:

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 98   | 825  | 100  | 66   | 868  | 222  | 247  | 1160 | 110  | 164  | 940  | 70   |
| Growth Adj:   | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse:  | 100  | 842  | 102  | 67   | 885  | 226  | 252  | 1183 | 112  | 167  | 959  | 71   |
| Added Vol:    | 6    | 7    | 6    | 0    | 7    | 0    | 0    | 0    | 7    | 7    | 0    | 0    |
| PasserByVol:  | 16   | 45   | 7    | 26   | 43   | 16   | 20   | 2    | 17   | 7    | 9    | 31   |
| Initial Fut:  | 122  | 894  | 115  | 93   | 935  | 242  | 272  | 1185 | 136  | 181  | 968  | 102  |
| User Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:   | 122  | 894  | 115  | 93   | 935  | 242  | 272  | 1185 | 136  | 181  | 968  | 102  |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 122  | 894  | 115  | 93   | 935  | 242  | 272  | 1185 | 136  | 181  | 968  | 102  |
| PCE Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 122  | 894  | 115  | 93   | 935  | 242  | 272  | 1185 | 136  | 181  | 968  | 102  |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 0.90 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 |
| Lanes:      | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.71 | 0.29 |
| Final Sat.: | 2880 | 3200 | 1600 | 1600 | 3200 | 1600 | 2880 | 3200 | 1600 | 2880 | 4341 | 459  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.04 | 0.28 | 0.07 | 0.06 | 0.29 | 0.15 | 0.09 | 0.37 | 0.09 | 0.06 | 0.22 | 0.22 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)  
\*\*\*\*\*

|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.850  |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle:   | 80  | Level Of Service:        | D      |

\*\*\*\*\*

| Approach:   | North Bound |     |     | South Bound |     |     | East Bound |     |     | West Bound |     |     |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement:   | L           | T   | R   | L           | T   | R   | L          | T   | R   | L          | T   | R   |
| Control:    | Permitted   |     |     | Permitted   |     |     | Permitted  |     |     | Permitted  |     |     |
| Rights:     | Include     |     |     | Include     |     |     | Include    |     |     | Include    |     |     |
| Min. Green: | 0           | 0   | 0   | 0           | 0   | 0   | 0          | 0   | 0   | 0          | 0   | 0   |
| Y+R:        | 4.0         | 4.0 | 4.0 | 4.0         | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 | 4.0        | 4.0 | 4.0 |
| Lanes:      | 1           | 0   | 1   | 1           | 0   | 0   | 1          | 0   | 0   | 0          | 1   | 0   |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 33   | 1212 | 85   | 37   | 796  | 69   | 50   | 208  | 37   | 46   | 239  | 54   |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 34   | 1236 | 87   | 38   | 812  | 70   | 51   | 212  | 38   | 47   | 244  | 55   |
| Added Vol:   | 6    | 25   | 0    | 25   | 0    | 0    | 0    | 6    | 0    | 19   | 6    | 0    |
| PasserByVol: | 32   | 72   | 0    | 0    | 70   | 4    | 4    | 0    | 29   | 0    | 1    | 0    |
| Initial Fut: | 72   | 1333 | 87   | 63   | 882  | 74   | 55   | 218  | 67   | 66   | 251  | 55   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 72   | 1333 | 87   | 63   | 882  | 74   | 55   | 218  | 67   | 66   | 251  | 55   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 72   | 1333 | 87   | 63   | 882  | 74   | 55   | 218  | 67   | 66   | 251  | 55   |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 72   | 1333 | 87   | 63   | 882  | 74   | 55   | 218  | 67   | 66   | 251  | 55   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes:      | 1.00 | 1.88 | 0.12 | 1.00 | 1.84 | 0.16 | 0.16 | 0.64 | 0.20 | 0.18 | 0.67 | 0.15 |
| Final Sat.: | 1600 | 3005 | 195  | 1600 | 2951 | 249  | 259  | 1027 | 314  | 284  | 1079 | 237  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.04 | 0.44 | 0.44 | 0.04 | 0.30 | 0.30 | 0.03 | 0.21 | 0.21 | 0.04 | 0.23 | 0.23 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

\*\*\*\*\*

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 SEPULVEDA BLVD (NS) AT BRADDOCK DR (EW)  
\*\*\*\*\*

|                  |     |                          |         |
|------------------|-----|--------------------------|---------|
| Cycle (sec):     | 100 | Critical Vol./Cap.(X):   | 0.795   |
| Loss Time (sec): | 10  | Average Delay (sec/veh): | xxxxxxx |
| Optimal Cycle:   | 66  | Level Of Service:        | C       |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| Approach:   | North Bound | South Bound | East Bound  | West Bound  |
| Movement:   | L - T - R   | L - T - R   | L - T - R   | L - T - R   |
| Control:    | Permitted   | Permitted   | Permitted   | Permitted   |
| Rights:     | Include     | Include     | Include     | Include     |
| Min. Green: | 0 0 0       | 0 0 0       | 0 0 0       | 0 0 0       |
| Y+R:        | 4.0 4.0 4.0 | 4.0 4.0 4.0 | 4.0 4.0 4.0 | 4.0 4.0 4.0 |
| Lanes:      | 1 0 1 1 0   | 1 0 1 1 0   | 0 0 1 0 0   | 0 0 1 0 0   |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 75   | 930  | 86   | 44   | 964  | 112  | 38   | 141  | 53   | 100  | 226  | 27   |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 77   | 949  | 88   | 45   | 983  | 114  | 39   | 144  | 54   | 102  | 231  | 28   |
| Added Vol:   | 5    | 19   | 0    | 20   | 0    | 0    | 0    | 5    | 0    | 14   | 5    | 0    |
| PasserByVol: | 23   | 61   | 0    | 0    | 62   | 6    | 7    | 0    | 26   | 0    | 0    | 0    |
| Initial Fut: | 105  | 1029 | 88   | 65   | 1045 | 120  | 46   | 149  | 80   | 116  | 236  | 28   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 105  | 1029 | 88   | 65   | 1045 | 120  | 46   | 149  | 80   | 116  | 236  | 28   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 105  | 1029 | 88   | 65   | 1045 | 120  | 46   | 149  | 80   | 116  | 236  | 28   |
| PCE Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 105  | 1029 | 88   | 65   | 1045 | 120  | 46   | 149  | 80   | 116  | 236  | 28   |

## Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes:      | 1.00 | 1.84 | 0.16 | 1.00 | 1.79 | 0.21 | 0.17 | 0.54 | 0.29 | 0.31 | 0.62 | 0.07 |
| Final Sat.: | 1600 | 2949 | 251  | 1600 | 2870 | 330  | 267  | 867  | 466  | 490  | 994  | 116  |

## Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.07 | 0.35 | 0.35 | 0.04 | 0.36 | 0.36 | 0.03 | 0.17 | 0.17 | 0.07 | 0.24 | 0.24 |
| Crit Moves: | **** |      |      | **** |      |      | **** |      |      | **** |      |      |

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[ 16.3]  
 \*\*\*\*\*

| Approach: | North Bound  |   |       | South Bound  |   |       | East Bound |   |       | West Bound |   |     |
|-----------|--------------|---|-------|--------------|---|-------|------------|---|-------|------------|---|-----|
| Movement: | L            | T | R     | L            | T | R     | L          | T | R     | L          | T | R   |
| Control:  | Uncontrolled |   |       | Uncontrolled |   |       | Stop Sign  |   |       | Stop Sign  |   |     |
| Rights:   | Include      |   |       | Include      |   |       | Include    |   |       | Include    |   |     |
| Lanes:    | 0            | 0 | 1 1 0 | 0            | 0 | 2 0 0 | 0          | 0 | 0 0 0 | 0          | 0 | 0 1 |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 0    | 1330 | 0    | 0    | 879  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 0    | 1357 | 0    | 0    | 897  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Added Vol:   | 0    | 0    | 34   | 0    | 34   | 0    | 0    | 0    | 0    | 0    | 0    | 42   |
| PasserByVol: | 0    | 104  | 0    | 0    | 99   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut: | 0    | 1461 | 34   | 0    | 1030 | 0    | 0    | 0    | 0    | 0    | 0    | 42   |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 0    | 1461 | 34   | 0    | 1030 | 0    | 0    | 0    | 0    | 0    | 0    | 42   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| FinalVolume: | 0    | 1461 | 34   | 0    | 1030 | 0    | 0    | 0    | 0    | 0    | 0    | 42   |

## Critical Gap Module:

|              |       |      |       |       |      |       |       |      |       |       |      |     |
|--------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|-----|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

## Capacity Module:

|              |      |      |       |      |      |       |      |      |       |      |      |      |
|--------------|------|------|-------|------|------|-------|------|------|-------|------|------|------|
| Cnflct Vol:  | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 747  |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 360  |
| Move Cap.:   | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 360  |
| Volume/Cap:  | xxxx | xxxx | xxxx  | xxxx | xxxx | xxxx  | xxxx | xxxx | xxxx  | xxxx | xxxx | 0.12 |

## Level Of Service Module:

|              |               |      |       |               |      |       |               |      |       |               |      |       |
|--------------|---------------|------|-------|---------------|------|-------|---------------|------|-------|---------------|------|-------|
| 2Way95thQ:   | xxxx          | xxxx | xxxxx | xxxx          | xxxx | xxxxx | xxxx          | xxxx | xxxxx | xxxx          | xxxx | 0.4   |
| Control Del: | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | 16.3  |
| LOS by Move: | *             | *    | *     | *             | *    | *     | *             | *    | *     | *             | *    | C     |
| Movement:    | LT - LTR - RT |      |       | LT - LTR - RT |      |       | LT - LTR - RT |      |       | LT - LTR - RT |      |       |
| Shared Cap.: | xxxx          | xxxx | xxxxx | xxxx          | xxxx | xxxxx | xxxx          | xxxx | xxxxx | xxxx          | xxxx | xxxxx |
| SharedQueue: | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx |
| Shrd ConDel: | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx | xxxxx         | xxxx | xxxxx |
| Shared LOS:  | *             | *    | *     | *             | *    | *     | *             | *    | *     | *             | *    | *     |
| ApproachDel: | xxxxxx        |      |       | xxxxxx        |      |       | xxxxxx        |      |       |               |      | 16.3  |
| ApproachLOS: | *             |      |       | *             |      |       | *             |      |       |               |      | C     |

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #3 SEPULVEDA BLVD (NS) AT PROJECT ACCESS 1 (EW)\*\*\*\*\*  
Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 13.8]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:         Include          Include          Include          Include
Lanes:          0 0 1 1 0        0 0 2 0 0        0 0 0 0 0        0 0 0 0 1
-----|-----|-----|-----|-----|

```

## Volume Module:

```

Base Vol:       0 1091      0      0 1117      0      0 0      0      0 0      0
Growth Adj:     1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    0 1113      0      0 1139      0      0 0      0      0 0      0
Added Vol:      0 0      27      0 26      0      0 0      0      0 0      32
PasserByVol:    0 84      0      0 88      0      0 0      0      0 0      0
Initial Fut:    0 1197      27      0 1253      0      0 0      0      0 0      32
User Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1197      27      0 1253      0      0 0      0      0 0      32
Reduct Vol:     0 0      0      0 0      0      0 0      0      0 0      0
FinalVolume:    0 1197      27      0 1253      0      0 0      0      0 0      32
-----|-----|-----|-----|-----|

```

## Critical Gap Module:

```

Critical Gap:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9
FollowUpTim:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3
-----|-----|-----|-----|-----|

```

## Capacity Module:

```

Cnflct Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 612
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 441
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 441
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.07
-----|-----|-----|-----|-----|

```

## Level Of Service Module:

```

2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.8
LOS by Move: * * * * * * * * * * * * * * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 13.8
ApproachLOS: * * * * *

```

\*\*\*\*\*  
Note: Queue reported is the number of cars per lane.

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)

\*\*\*\*\*

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[ 14.3]

\*\*\*\*\*

| Approach: | North Bound |   |   | South Bound |   |   | East Bound   |   |   | West Bound   |   |   |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L           | T | R | L           | T | R | L            | T | R | L            | T | R |
| Control:  | Stop Sign   |   |   | Stop Sign   |   |   | Uncontrolled |   |   | Uncontrolled |   |   |
| Rights:   | Include     |   |   | Include     |   |   | Include      |   |   | Include      |   |   |
| Lanes:    | 0           | 0 | 1 | 0           | 0 | 0 | 0            | 0 | 0 | 1            | 0 | 0 |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 330  | 0    | 0    | 339  | 0    |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 337  | 0    | 0    | 346  | 0    |
| Added Vol:   | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 0    | 42   | 8    | 0    | 0    |
| PasserByVol: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    |
| Initial Fut: | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 337  | 42   | 8    | 347  | 0    |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 337  | 42   | 8    | 347  | 0    |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| FinalVolume: | 34   | 0    | 8    | 0    | 0    | 0    | 0    | 337  | 42   | 8    | 347  | 0    |

## Critical Gap Module:

|              |     |     |     |       |       |       |       |       |       |     |       |       |
|--------------|-----|-----|-----|-------|-------|-------|-------|-------|-------|-----|-------|-------|
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 4.1 | xxxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 2.2 | xxxxx | xxxxx |

## Capacity Module:

|              |      |      |      |       |       |       |       |       |       |      |       |       |
|--------------|------|------|------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| Cnflct Vol:  | 720  | 720  | 358  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 379  | xxxxx | xxxxx |
| Potent Cap.: | 397  | 356  | 691  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 1191 | xxxxx | xxxxx |
| Move Cap.:   | 395  | 354  | 691  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 1191 | xxxxx | xxxxx |
| Volume/Cap:  | 0.09 | 0.00 | 0.01 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.01 | xxxxx | xxxxx |

## Level Of Service Module:

|              |       |       |       |        |       |       |        |       |       |        |       |       |
|--------------|-------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| 2Way95thQ:   | xxxxx | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx | 0.0    | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx | 8.0    | xxxxx | xxxxx |
| LOS by Move: | *     | *     | *     | *      | *     | *     | *      | *     | *     | A      | *     | *     |
| Movement:    | LT    | LTR   | RT    | LT     | LTR   | RT    | LT     | LTR   | RT    | LT     | LTR   | RT    |
| Shared Cap.: | xxxxx | 430   | xxxxx | xxxxx  | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx |
| SharedQueue: | xxxxx | 0.3   | xxxxx | xxxxx  | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx | 0.0    | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | 14.3  | xxxxx | xxxxx  | xxxxx | xxxxx | xxxxx  | xxxxx | xxxxx | 8.0    | xxxxx | xxxxx |
| Shared LOS:  | *     | B     | *     | *      | *     | *     | *      | *     | *     | A      | *     | *     |
| ApproachDel: | 14.3  |       |       | xxxxxx |       |       | xxxxxx |       |       | xxxxxx |       |       |
| ApproachLOS: | B     |       |       | *      |       |       | *      |       |       | *      |       |       |

Note: Queue reported is the number of cars per lane.

## Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #4 PROJECT ACCESS 2 (NS) AT BRADDOCK (EW)\*\*\*\*\*  
Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[ 13.4]  
\*\*\*\*\*

| Approach: | North Bound |   |   | South Bound |   |   | East Bound   |   |   | West Bound   |   |   |
|-----------|-------------|---|---|-------------|---|---|--------------|---|---|--------------|---|---|
| Movement: | L           | T | R | L           | T | R | L            | T | R | L            | T | R |
| Control:  | Stop Sign   |   |   | Stop Sign   |   |   | Uncontrolled |   |   | Uncontrolled |   |   |
| Rights:   | Include     |   |   | Include     |   |   | Include      |   |   | Include      |   |   |
| Lanes:    | 0           | 0 | 1 | 0           | 0 | 0 | 0            | 0 | 1 | 0            | 0 | 0 |

## Volume Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 271  | 0    | 0    | 355  | 0    |
| Growth Adj:  | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 | 1.02 |
| Initial Bse: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 276  | 0    | 0    | 362  | 0    |
| Added Vol:   | 26   | 0    | 6    | 0    | 0    | 0    | 0    | 0    | 34   | 7    | 0    | 0    |
| PasserByVol: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut: | 26   | 0    | 6    | 0    | 0    | 0    | 0    | 276  | 34   | 7    | 362  | 0    |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume:  | 26   | 0    | 6    | 0    | 0    | 0    | 0    | 276  | 34   | 7    | 362  | 0    |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| FinalVolume: | 26   | 0    | 6    | 0    | 0    | 0    | 0    | 276  | 34   | 7    | 362  | 0    |

## Critical Gap Module:

|              |     |     |     |       |      |       |       |      |       |     |      |       |
|--------------|-----|-----|-----|-------|------|-------|-------|------|-------|-----|------|-------|
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |

## Capacity Module:

|              |      |      |      |      |      |       |      |      |       |      |      |       |
|--------------|------|------|------|------|------|-------|------|------|-------|------|------|-------|
| Cnflct Vol:  | 670  | 670  | 293  | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 310  | xxxx | xxxxx |
| Potent Cap.: | 426  | 381  | 751  | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1261 | xxxx | xxxxx |
| Move Cap.:   | 424  | 379  | 751  | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1261 | xxxx | xxxxx |
| Volume/Cap:  | 0.06 | 0.00 | 0.01 | xxxx | xxxx | xxxx  | xxxx | xxxx | xxxx  | 0.01 | xxxx | xxxx  |

## Level Of Service Module:

|              |       |      |       |        |      |       |        |      |       |        |      |       |
|--------------|-------|------|-------|--------|------|-------|--------|------|-------|--------|------|-------|
| 2Way95thQ:   | xxxx  | xxxx | xxxxx | xxxx   | xxxx | xxxxx | xxxx   | xxxx | xxxxx | 0.0    | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx  | xxxx | xxxxx | xxxxx  | xxxx | xxxxx | 7.9    | xxxx | xxxxx |
| LOS by Move: | *     | *    | *     | *      | *    | *     | *      | *    | *     | A      | *    | *     |
| Movement:    | LT    | LTR  | RT    | LT     | LTR  | RT    | LT     | LTR  | RT    | LT     | LTR  | RT    |
| Shared Cap.: | xxxx  | 461  | xxxxx | xxxx   | xxxx | xxxxx | xxxx   | xxxx | xxxxx | xxxx   | xxxx | xxxxx |
| SharedQueue: | xxxxx | 0.2  | xxxxx | xxxxx  | xxxx | xxxxx | xxxxx  | xxxx | xxxxx | 0.0    | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 13.4 | xxxxx | xxxxx  | xxxx | xxxxx | xxxxx  | xxxx | xxxxx | 7.9    | xxxx | xxxxx |
| Shared LOS:  | *     | B    | *     | *      | *    | *     | *      | *    | *     | A      | *    | *     |
| ApproachDel: | 13.4  |      |       | xxxxxx |      |       | xxxxxx |      |       | xxxxxx |      |       |
| ApproachLOS: | B     |      |       | *      |      |       | *      |      |       | *      |      |       |

Note: Queue reported is the number of cars per lane.

## **Appendix G**

City of Culver City Thresholds of Significance for Traffic Impacts

**Table 1: Level of Service (LOS) Characteristics and Volume to Capacity (V/C) Ratios for Signalized Intersections**

| LOS | V/C Ratio     | Characteristics                                                                                                                                                                                                  |
|-----|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A   | 0.600 or Less | EXCELLENT.<br>No vehicles wait longer than one red light and no approach phase is fully used.                                                                                                                    |
| B   | 0.601 – 0.700 | VERY GOOD.<br>An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.                                                                          |
| C   | 0.701 – 0.800 | GOOD.<br>Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.                                                                                    |
| D   | 0.801 – 0.900 | FAIR.<br>Delays may be substantial during portions of rush hours, but enough lower volume periods occur to permit clearing of developing lines preventing excessive backups.                                     |
| E   | 0.901 – 1.000 | POOR.<br>Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.                                                         |
| F   | 1.001 or More | FAILURE.<br>Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. |

## 2) Volume to Capacity (V/C) Ratio Scenarios

For each intersection analyzed, the V/C ratios shall be calculated to three decimal places. The LOS and V/C ratios for the AM and PM peak hours shall be shown in a table format as outlined in Attachment No. B with the following scenarios:

- A) Existing traffic conditions;
- B) Existing conditions plus the proposed project;
- C) Project Impacts;

- D) Future build-out (horizon) year(s) without project, with ambient growth and related projects;
  - E) Future build-out (horizon) year(s) with ambient growth and related projects plus proposed project;
  - F) Project impact [Difference];
  - G) Future build-out (horizon) year(s) with ambient growth, related projects and proposed traffic mitigation;
  - H) Net project impact; and
  - I) Recommendation if project results in Significant Impact ["Yes" or "No"].
- 3) Non-Signalized Intersections

The methods in the latest version of the Highway Capacity Manual shall be used to analyze LOS at non-signalized intersections and non-signalized freeway ramps. Table 2 describes the typical characteristics of LOS at stop-controlled intersections as defined by the Transportation Research Board. The ICU or CMA methods may be used to calculate the difference in the V/C ratio with and without the project. Any other methods shall first be approved by the City in writing. If the City determines a project adds a significant amount of traffic or traffic impacts to a non-signalized intersection, a traffic-signal or additional stop sign warrant study shall be conducted.

**Table 2: Level of Service (LOS) Characteristics for Stop-Controlled Intersections**

| LOS | Average Total Delay<br>(Seconds/Vehicle) | Expected Delay to<br>Minor Street Traffic |
|-----|------------------------------------------|-------------------------------------------|
| A   | 10.0 or Less                             | Little or no delay                        |
| B   | 10.1 and less than 15.0                  | Short traffic delays                      |
| C   | 15.1 and less than 25.0                  | Average traffic delays                    |
| D   | 25.1 and less than 35.0                  | Long traffic delays                       |
| E   | 35.1 and less than 50.0                  | Very long traffic delays                  |
| F   | 50.1 or More                             | Extreme delays                            |

**Table 3: Significant-Impact Thresholds At Signalized / Stop-Controlled Intersections**

| LOS | V/C Ratio     | Project Related Increase In V/C Ratio |
|-----|---------------|---------------------------------------|
| A   | 0.600 or less | No Significant Impact                 |
| B   | 0.601 – 0.700 | No Significant Impact                 |
| C   | 0.701 – 0.800 | Equal or greater than 0.05            |
| D   | 0.801 – 0.900 | Equal or greater than 0.04            |
| E   | 0.901 – 1.000 | Equal or greater than 0.02            |
| F   | 1.001 or more | Equal or greater than 0.02            |

**F. Thresholds of Significance**

**1) Intersections**

- A) A project's transportation impact at an intersection is considered to be significant if the project increases the V/C ratios beyond the thresholds shown in Table 3.
- B) Development projects outside of Culver City shall use the other jurisdiction(s) criteria when analyzing intersections in Culver City.

**2) Residential Streets**

The thresholds shown in Table 4 shall be used to determine if a project creates a significant impact on a local residential street. Streets with a higher average daily traffic volume require a lower percentage increase in traffic to be considered significantly impacted.

**Table 4: Significant-Impact Thresholds At Residential Streets**

| 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                                 |

## **Appendix H**

Memorandum of Understanding (MOU)

**Attachment A**  
**Memorandum of Understanding For Traffic Study**

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

Project Name: 7-Eleven 24 Hour Convenience Market  
 Project Address: NEC of Sepulveda Blvd & Braddock Dr  
 Project Description: 2,500 GFA 24-Hr Convenience Market  
                               N/A GFA Retail / N/A Residential Units  
                               N/A GFA Other / N/A GFA Other

\* Gross Floor Area (GFA) shall be as defined in the most recent ITE publication.

Project Horizon Year: 2013 Ambient Growth Rate: One (1.0) % Per Year  
 Directional Distribution: N: 40% S: 40% E: 10% W: 10%  
 [Attach map(s) illustrating directional distribution percentages at all intersections and driveways.]

Trip Generation Rate(s): ITE Latest Edition / Other: N/A  
 Land Use: Convenience Market (24-hr)  
                   ITE Code #: 851 ITE Code #: \_\_\_\_\_  
                   In \_\_\_\_\_ / Out \_\_\_\_\_ In \_\_\_\_\_ / Out \_\_\_\_\_ Total In \_\_\_\_\_ / Total Out \_\_\_\_\_  
 AM Trips: 63 / 63 \_\_\_\_\_ / \_\_\_\_\_ 63 / 63  
 PM Trips: 50 / 48 \_\_\_\_\_ / \_\_\_\_\_ 50 / 48  
 Use additional pages if necessary.

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 [Indicate jurisdiction of each intersection]:**

| <u>No.</u> | <u>Intersection:</u>                                 | <u>/ Jurisdiction:</u> |
|------------|------------------------------------------------------|------------------------|
| 1.         | <u>Sepulveda Blvd. (NS) at Culver Blvd. (EW)</u>     | <u>/ Culver City</u>   |
| 2.         | <u>Sepulveda Blvd. (NS) at Braddock Dr. (EW)</u>     | <u>/ Culver City</u>   |
| 3.         | <u>Sepulveda Blvd. (NS) at Project Access 1 (EW)</u> | <u>/ Culver City</u>   |
| 4.         | <u>Project Access 2 (NS) at Braddock Dr (EW)</u>     | <u>/ Culver City</u>   |
| 5.         | _____                                                | <u>/</u> _____         |
| 6.         | _____                                                | <u>/</u> _____         |
| 7.         | _____                                                | <u>/</u> _____         |
| 8.         | _____                                                | <u>/</u> _____         |
| 9.         | _____                                                | <u>/</u> _____         |
| 10.        | _____                                                | <u>/</u> _____         |

Use additional pages if necessary. Additionally, indicate any intersections that are subject to capacity analysis credit for advanced traffic signal control synchronization. Indicate any non-signalized intersections to be studied.

**Residential Streets to be Studied**

| <u>No.</u> | <u>Intersection:</u>                            | <u>/ Jurisdiction:</u> |
|------------|-------------------------------------------------|------------------------|
| 1.         | <u>Braddock Drive (East of Sepulveda Blvd.)</u> | <u>/ Culver City</u>   |

|     |                                          |   |             |
|-----|------------------------------------------|---|-------------|
| 2.  | Braddock Drive (West of Sepulveda Blvd.) | / | Culver City |
| 3.  |                                          | / |             |
| 4.  |                                          | / |             |
| 5.  |                                          | / |             |
| 6.  |                                          | / |             |
| 7.  |                                          | / |             |
| 8.  |                                          | / |             |
| 9.  |                                          | / |             |
| 10. |                                          | / |             |

Use additional pages if necessary. Additionally, all intersection and street segment traffic count data shall be submitted both in written format and in an electronic format acceptable to the City.

| Indicate trip credits to be requested (Amount subject to City approval): |                                         | Yes                                 | No                                  |
|--------------------------------------------------------------------------|-----------------------------------------|-------------------------------------|-------------------------------------|
| 1.                                                                       | Existing Uses:                          | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2.                                                                       | Pass-By Trips:                          | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3.                                                                       | Internal Trip Capture:                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4.                                                                       | Transit Oriented Developments (TOD):    | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 5.                                                                       | Transportation Demand Management (TDM): | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### 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.

#### Signatures

Property Owner / Applicant:  
 Name [Signed]: [Signature]  
 Name [Printed]: M. FORTINATO, SECRETARY  
OLIVE FREEMAN PROPERTIES  
INC

Developer / Applicant:  
[Signature]  
AARON SHERIDAN

Company:  
Address:  
City / State / Zip:  
Office:  
Fax:  
Cell:  
E-Mail:

OLIVE FREEMAN PROPERTIES  
P.O. BOX 548 INC  
RANCHO CUCAMORGA, CA 91729  
(909) 948-1662  
(909) 948-1349  
( )  
MIKE@CITY-COMMERCIAL.COM

GOLDSTAR PARTNERS, LLC  
855 15th ST.  
HERMOSA BEACH, CA 90254  
(310) 395-0049  
(310) 395-0043  
(310) 968-2269  
ASHERLOW@EQUITAL

Traffic Consultant:

INVESTMENTS.COM

Name:  
Company:  
Address:  
City / State / Zip:  
Office:  
Fax:  
Cell:  
E-Mail:

Bryan Estrada  
RK Engineering Group, Inc.  
4000 Westerly Place, Suite 280  
Newport Beach, CA  
(949) 474-0809  
(949) 474-0902  
( )  
be@rkengineer.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:

County of Los Angeles:

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
( ) \_\_\_\_\_  
( ) \_\_\_\_\_  
( ) \_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
( ) \_\_\_\_\_  
( ) \_\_\_\_\_  
( ) \_\_\_\_\_  
\_\_\_\_\_

Other Public Agency:

Other Public Agency:

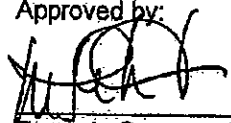
Name [Signed]:  
Name [Printed]:  
Company:  
Address:  
City / State / Zip:  
Office:  
Fax:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
( ) \_\_\_\_\_  
( ) \_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
( ) \_\_\_\_\_  
( ) \_\_\_\_\_  
\_\_\_\_\_

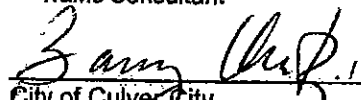
Cell: ( ) \_\_\_\_\_  
E-Mail: \_\_\_\_\_

Approved by:

  
\_\_\_\_\_  
Property Owner – Applicant      1/12/12      Date

  
\_\_\_\_\_  
Developer – Applicant      1/12/12      Date

  
\_\_\_\_\_  
Traffic Consultant      1/11/12      Date

  
\_\_\_\_\_  
City of Culver City      1/19/2012      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 expire and a new MOU filing, review and approval process shall be required.

# **LAW OFFICES OF ROBERT V. WADDEN JR.**

---

1031 AVENUE C REDONDO BEACH, CA 90277  
(310) 251-7660 RVWADDEN@GMAIL.COM

January 25, 2012

Anthony Pleskow, Chairperson  
City of Culver City Planning Commission  
Culver City City Hall  
9770 Culver Blvd.  
Culver City, CA 90232

Re: Proposed 7-Eleven Project at 4336 Sepulveda Blvd.

Dear Chairperson Pleskow,

I have been retained by the developers of the proposed 7-Eleven project at 4336 Sepulveda Boulevard which is scheduled to come before you for site plan review on February 8. Because of the controversy regarding this project my clients have concerns that their legal rights may be ignored and their property rights impacted. While we are certain that the Commission will strive to act fairly and in the best interest of the community as a whole we think it may be useful to consider the legal parameters regarding your review of this project in order to set an appropriate context

## **The Proposed Development.**

The proposed development would be built on the site of an unoccupied gas station on a 12,600 square foot parcel consisting of four contiguous lots in a rectangular configuration at the corner of Sepulveda Boulevard and Braddock Drive. The zoning is "CG" (Commercial General) and general plan land use designation is "GC" (General Corridor). The site is abutted on the north, south and west by commercial uses and on the east by single family and multi-family residential. The project will consist of a new 2,500 square foot building, 2,300 square feet of landscaping and a parking lot with 13 spaces. An eight foot masonry wall will be constructed along the alley on the southern boundary of the property. The only use to be conducted on the site will be a retail convenience store with no alcohol sales. As proposed the project involves a permitted use under the CG zone, is consistent with the General Plan land use designation for the site and in full compliance with all development standards and design guidelines mandated by the municipal code. Its location on the Sepulveda corridor places it in an intensely developed transportation and commercial corridor.

### **The Public Controversy.**

Some individuals from residential properties to the east of the proposed project have raised objections to it. They have made comments about security, traffic and the potential sale of tobacco products to minors. It appears that some residents would prefer to keep the property vacant by doing everything in their power to prevent or delay any use of the site.

As noted above the project will not engage in the sale of alcohol and is therefore not likely to attract any sort of questionable clientele. The project will be well lit and maintained and will be no greater threat to neighborhood security than would any other retail establishment selling food and nonalcoholic beverages. Adequate parking is provided on site so encroachment on neighborhood parking should not be an issue. Any development of this currently unused site will incrementally increase traffic; however, in the present case the developers are proposing a modest sized facility which should minimize impacts to the extent practical. The developers of the proposed project are well aware that tobacco sales to minors are illegal under California law and will be in full compliance with the law.

This particular project is not likely to have a greater impact than any other legally permissible use for the site and would have a smaller impact than some other possible permitted uses (e.g., fast food service or auto sales). The property owners must be allowed to make some use of the property. Since the site is presently vacant, unless the City intends to acquire the site and keep it vacant, some impact on surrounding uses will result from any use.

### **The Culver City Municipal Code.**

Culver City Municipal Code ("CCMC") Section 17.220.015 specifically lists "convenience store" as a permitted use for the CG zone. Therefore, since no alcohol will be sold, the project does not require a specific discretionary land use permit. However, CCMC Section 17.540.010 does require site plan review since the project involves a change of use (from gas station to convenience store).

The municipal code states that the purpose of site plan review is to "... ensure compliance with the required standards, design guidelines, and ordinances of the City; minimize potential adverse effects on surrounding properties and the environment; and protect the integrity and character of the residential, commercial and public areas of the City."

CCMC Section 17.54.020 contains specific criteria and findings which must be made for approval of a site plan. These include:

- A. – review of the general layout of the project to insure that it is consistent with all relevant aspects of the City code including zoning requirements, development standards and design guidelines;
- B. – review of architectural design of the project to insure compatibility with the scale and character of surrounding development and consistency with all requirements of the CCMC including development standards and design guidelines;
- C. – review of proposed landscaping to insure visual relief, complement to the structures on the site and creation of an attractive environment as well as compliance with specific requirements of the CCMC including development standards and design guidelines.
- D. –review of the design and layout of the proposed project to insure that it will not interfere with the use and enjoyment of neighboring existing or future development and does not result in pedestrian or vehicular hazards;
- E. – determination that existing or proposed public facilities (e.g., sewers, utilities, sidewalks, traffic control, parkways et al.) are adequate for the proposed project;
- F. –a determination that the proposed project is consistent with the general plan and any applicable specific plan.

The development standards and design guidelines referenced in the municipal code involve height, setback, parking and landscaping requirements. The project, as proposed in its present form, is in full compliance.

Site plan review is an administrative process with final approval to be made by the City's Planning Director. However the process is appealable to the Planning Commission with the appeal to be held at a public hearing. In the present case, because of the controversy raised by this application, staff decided to defer this matter directly to the Commission given the likelihood of appeal.

### **Analysis**

The clear purpose of site plan review is to allow review of the physical aspects of a proposed development. Nothing in Chapter 17.540, or elsewhere in the Culver City Code, provides any authority for denial of a use which is otherwise unconditionally permitted under the municipal code if it complies with development standards, design guidelines and reasonable conditions imposed by the City. As pointed out above, this purpose is stated overtly in Section

17.540.005 as ensuring compliance with specific design and development standards and minimizing (as opposed to eliminating) impacts on surrounding development. Each of the specific findings in 17.540.020 is consistent with this purpose. Inherent in the authority delegated by these sections is a right to require specific design standards and to impose conditions or require changes in the physical aspects of a proposed development in order to mitigate negative impacts. No authority is given to deny a project if such impacts cannot be eliminated. In reviewing decisions of the Director the Planning Commission does not have any greater authority to deny or modify a project under these sections than the Director does.

Because the scope of review is very specifically limited under the site plan review process, and the proposed use in the present case is expressly permitted by the CCMC subject only to site plan review, an outright denial of the project would be an abuse of discretion under the City's own land use rules and may effect a taking under California and federal law.

California Code of Civil Procedure Section 1094.5 sets forth the criteria by which a court may review and reverse the administrative proceedings of a local government. A local government entity has abused its discretion if it "... has not proceeded in the manner required by law." (CCP Section 1094.5(b).) In determining this the courts apply the law applicable to the local agency's actions whether it is state law or a local ordinance. (*Azusa Land Reclamation Co., Inc. v. Main San Gabriel Basin Watermaster* (1997) 52 Cal.App.4<sup>th</sup> 1165, 1192.) In the case of the proposed project an outright denial of the 7-Eleven project based on the site plan review procedure would clearly exceed the scope of authority and purpose of the ordinance which authorizes the procedure. The Culver City site plan review rules only authorize modification and conditioning a proposed project which is otherwise consistent with zoning and general plan requirements. A denial would be beyond the scope of the local ordinance.

A long line of federal and state court cases has established a broad authority on the part of local government to regulate and condition land use. Mere diminution in value of land resulting from regulation is not a taking. Strict limits on the use of property have been routinely upheld. However, where a property owner is effectively deprived of economically viable use of a property by a regulation or regulatory decision a taking is effected. (*Keystone Bituminous Coal Assoc. v. DeBenedictis* 480 U.S. 470, 495-497 (1987).) The California Supreme Court has listed ten factors to be considered in determining whether or not a taking has occurred. (*Kavanau v. Santa Monica Rent Control Board* (1997) 16 Cal.4<sup>th</sup> 761, 776.) Among those factors are:

"Whether or not the regulation interferes with interests that are sufficiently bound up with the reasonable expectations of the claimant . . . ;

Whether the regulation affects the existing or traditional use of the property  
And thus interferes with the property owner's primary expectation;"

"Whether the regulation extinguishes a fundamental attribute of ownership;"

In the present case if the property owner were to be deprived of a permitted use of the property legitimate questions would be raised as to whether or not any of the permitted uses of the property (all commercial and most quite similar to the proposed use) are allowed. Any of the uses permitted by the CG zone would have similar impacts on the neighborhood and some might have greater impacts. If this project were denied it is difficult to imagine any similar use being approved since the same objections would apply. This is bolstered by the fact that the property is presently vacant and those objecting to the proposed use have indicated they prefer the property in its present unused state.

A property owner who has purchased a property based upon its existing zoning and is prohibited from exercising his rights under that zoning has his reasonable expectations interfered with. Such a decision would affect the existing and traditional use of the property and extinguish a fundamental attribute of ownership established by the property's zoning classification. A decision to deny the proposed project would present a strong case for a regulatory inverse condemnation claim by the property owner.

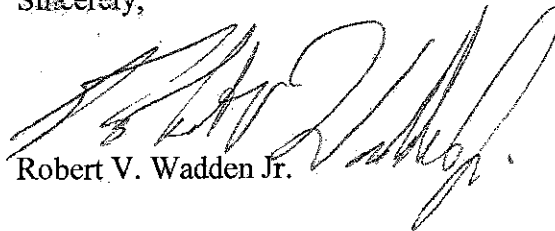
### **Conclusion**

The Planning Director, and ultimately the Planning Commission, clearly has the right, consistent with CCMC Section 17.540.020, to modify or condition the project in ways which insure the compatibility of the project with surrounding uses and consistency with established City standards. In the present case the developers have made considerable concessions to insure that impacts are minimized. These include eliminating sale of alcohol (a substantial source of potential profit), including extensive and attractive landscaping and architecture, minimizing the size of the building and proposing substantial boundary walls to minimize impacts on surrounding properties. However, beyond the express discretion in the municipal code, there is no authority to deny a project which is otherwise consistent with the CG zoning and GC general plan land use designation and compliant with all development standards and design guidelines.

It is important to remember the context of this proposed project. It is located on an exceptionally busy transportation corridor in the midst of a myriad of similar commercial uses. The area was deliberately zoned and identified in the general plan to support precisely the type of development being proposed. All similar developments along this corridor have some impacts on

surrounding properties, and generate traffic and parking demand. This project is not unique in potential impacts nor is it unusual or incompatible. The site plan review process is intended to make sure that such developments are appropriately tailored to fit well into their surroundings not to preempt zoning and land use classifications determined by the City code and General Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert V. Wadden Jr.", written over the printed name.

Robert V. Wadden Jr.

cc: John Nachbar, City Manager  
Sol Blumenfeld, Community Development Director  
Carol Schwab, City Attorney  
Aaron Swerdlow, Equitas, LLC

## Williams, Joshua

---

**From:** Chris Grossman <chris@diver.net>  
**Sent:** Saturday, March 03, 2012 7:29 PM  
**To:** Williams, Joshua; Gorham, Thomas; Nachbar, John; scott.malsin@culvercity.org; O'Leary, Micheál; Armenta, Christopher; Weissman, Andrew; Cooper, Jeffrey; Garcia, Gabe  
**Subject:** My support for the 7-11 project at 4436 Sepulveda Boulevard (ASPR-P2011127)

This is a letter for my full support of the planned project at 4436 Sepulveda Boulevard to replace the derelict gas station with a new 7-11.

This abandoned gas station has been a festering sore on the neighborhood for over 10 years. It is a magnet for graffiti and vandalism. It drags down the value of other nearby properties because it is such an eyesore. It costs us all money because of the constant need for graffiti removal. You can see in [these pictures I took](#) where the vandalism has repeatedly needed to be covered.

Abandoned gas stations are notoriously hard to have redeveloped because of the issues with the underground storage tanks. Even when the economy was booming this place was abandoned and decaying. The fact that Mr. Swerdlow is willing to invest his money and time to redevelop this property should be welcomed, not opposed.

I live on Globe Ave. about a block from this development. There is no convenient store for me to walk to buy food and beverages. I welcome having a 7-eleven near by to walk to. I really don't like to drive and add to our smog and traffic unless absolutely necessary.

As a Culver City home owner, resident, and neighbor I fully welcome Mr. Swerdlow's redevelopment of this festering piece of urban decay in our neighborhood and the building of a 7-11.

Thank You,  
P. Chris Grossman  
4330 Globe Ave.  
Culver City, CA 90230  
cell: 310-545-8479  
work: 310-812-2262

link to the pictures: <http://chrisgrossman.com/2012.01.22/>

## Williams, Joshua

---

**From:** Evalon Witt [evalon@roadrunner.com]  
**Sent:** Monday, February 27, 2012 4:24 PM  
**To:** Williams, Joshua  
**Subject:** 7-Eleven on Braddock

Dear Mr. Williams

Re: Traffic Concerns With The New 7-11  
Speed Humps Are Essential

I am among the minority of my neighbors who are in favor of the proposed 7-Eleven on the corner of Sepulveda and Braddock. I have lived at 11168 Braddock (2 doors away from the site) for nearly 13 years, and I say the neglected lot and dilapidated building are an eyesore and quite possibly a safety hazard, and I will be very happy to see the lot developed. However, I do wish to stress my concerns about the traffic issues on this particular block of Braddock (11100), issues that will no doubt be exacerbated by the new 7-Eleven.

In the mornings, there are swarms of kids walking to school on this street, and in the afternoons, they are coming back for Taco Bell (or in the future, for this new 7-Eleven), or to get home, or to the bus, or to whatever. Frequently kids J-walk on this 11100 block. And, also, there are many cars and trucks driving down this stretch of Braddock, and often I see vehicles exceed 50 mph to make that signal at Sepulveda. This kind of speeding doesn't occur on the next block over (the 11200) because that block has speed humps.

Of all the blocks in Culver City, this is the one that needs the speed humps! Not only do I see parents racing down/up this street to get their kids to school on time, but, also, the high school student parking lot lets out on Harter, and many young drivers are then racing (as young drivers frequently do!) on Braddock to get to school or to make that signal at Sepulveda. And frequently there are vans and trucks parked on Braddock near where the 7-Eleven will be, and so it is very difficult to see what cars or trucks or buses might be coming toward Sepulveda, racing to make the light.

Now that this new working business will be in place with 12 on-site parking spaces and all the pedestrian traffic it will attract (and a large part of that will be school kids) – added to the considerable congestion we already have with Taco Bell, and the chaotic school traffic – *now*, more than ever, we need to calm the traffic on this particular stretch of Braddock. Speed humps would be the easiest, cheapest, most effective way to achieve this goal. I say it is essential and long overdue. I ask (beg) the City to take this very basic step, do the right thing, to insure the safety of pedestrians and motorists alike.

Sincerely,  
Evalon Witt  
(424) 298-8292  
(310) 721-0107

Speed Humps.docx

## Williams, Joshua

---

**From:** brian butcher <butchie\_b@hotmail.com>  
**Sent:** Thursday, February 09, 2012 9:23 PM  
**To:** Williams, Joshua  
**Subject:** 7 Eleven redevelopment

Dear Mr. Williams:

As a resident of Culver City, I am writing this email to voice my support of the proposed 7 Eleven redevelopment at Sepulveda and Braddock. I welcome the 7 Eleven at the intersection along with a brand new building. It will be a vast improvement to the intersection and provide an excellent use for the City. I will use the 7 Eleven to get coffee, refreshments, and groceries. Change will often have critics, though I see no reason why this proposal should be met with disapproval. More importantly, if the developer is complying with the zoning laws, they should have the right to proceed with their business plans. On top of that, this is a vacant lot that would seemingly be improved if commerce (and jobs) are brought in as part of this proposal. If we can't rely on our legal land use rights, then we are in big trouble.

Please forward this email to all the Planning Commissioners and City Councilmen that will be involved in this approval process.

Sincerest regards,

Brian Butcher  
3316 Caroline Ave  
Culver City, 90232

## Williams, Joshua

---

**From:** myerscar@aol.com  
**Sent:** Wednesday, February 08, 2012 11:55 AM  
**To:** Williams, Joshua  
**Subject:** 711 at Braddock and Sepulveda

Dear Mr Williams and City of Culver City, I am writing to you in support for the proposed 7-Eleven at the corner of Braddock and Sepulveda. This business is a positive addition to our city and it's location is a great choice. close enough to our high school which I am all in favor of. I have two high schoolers at Culver and would love for them to have access to a 7-Eleven at this site.

Thank you,  
Carole Myers  
10751 Garfield Ave  
Culver City CA 90230  
310-501-9015

Sent from my iPhone

## Williams, Joshua

---

**From:** Lachoff, Kevin [Kevin.Lachoff@Grubb-Ellis.com]  
**Sent:** Monday, February 06, 2012 4:02 PM  
**To:** Williams, Joshua  
**Subject:** 4436 Sepulveda project  
**Attachments:** 4436Sep Support Comments KL 020312.pdf

Good afternoon, Mr. Williams,

I am enclosing a letter of support for the 7-Eleven project proposed for the south east corner of Sepulveda and Braddock.

I drive past the shuttered gas station on my way home between Downtown Culver City and the West Washington of

Culver City and understand the project is coming before the Planning Commission next month. I hope someday (s we can look forward to a neighborhood amenity rather than a boarded up building. Please share the attached letter with them.

Thank you,  
Kevin

~~~~~

Kevin R. Lachoff
Senior Associate
Grubb & Ellis Company
1100 Glendon Ave, Suite 900, Los Angeles, CA 90024
Direct: 310.235.2916 • Fax: 310.478.9478
kevin.lachoff@grubb-ellis.com
www.grubb-ellis.com
CA Lic# 1481846



 Please consider the environment before printing this email. Thank you.

February 3, 2012

via email

Dear Mr. Williams & Planning Commissioners:

I am writing you to express my **support for the 7 Eleven project at Sepulveda and Braddock**, which will be in front of Planning Commission on March 14th. I'm a Culver City resident (90066 PO) and active member in the Community, and hope that you can appreciate the merits of the project itself for several reasons.

First, it will be a significant improvement to the current property and the intersection. I welcome the removal of an old abandoned gas station which is an eyesore and not only serves no purpose, but drags down the image of the neighborhood. It will be replaced with a brand new retail building that will provide convenience for the neighborhood, improving, even modestly, its walkability, and providing its own parking. The site is frankly too small to support many alternative uses due to today's parking requirements and the economics of construction vs. potential rental income.

The family that runs the few Culver City locations are working to expand their local business franchise of clean stores. They should be commended for proposing a new store that will not have beer, wine, or other alcohol sales. Our neighborhood, just east of West Washington, includes the 7-Eleven at Washington & Sawtelle. Whether it's to drop off a Redbox movie, pick up tickets when the Lotto jackpots clears \$100M, or its a summer night and we walk down for an ice-cream treat, you might find my neighbors or my family walking down the couple of blocks to our convenience store.

The other significant reason *I encourage your support for the property is out of concern and respect for property owners' rights*. Like many that will be there that night, I am very interested in making sure our rights as property owners are protected. The Planning Commission, over the past several months, has spent considerable time on this issue in the Accessory Structure debate (I was in support of the Commission decisions, incidentally). Each of us can look to the zoning rules in our community and, hopefully, rely upon them to give us a sense of what we can expect to build ourselves, and what rights our neighbors have to build as they choose on their property. To paraphrase Supreme Court Justice Oliver Holmes, "Your rights end where mine begin"¹. With the planning that has gone into this project, I expect the owner's use and design is within his legal, permissible rights, and so it is unconscionable to think that he wouldn't be allowed to use his property as he is legally entitled.

Although I plan on attending the hearing, I am not sure if I will speak. I'm concerned that if opponents to the project are present, it may create a hostile environment for supporters. Consequently, I would appreciate it, if you would circulate this email to the Planning Commissioners so they are aware of my support.

Sincerely,

Kevin Lachoff
Culver City Resident

¹ I believe the quote is, "The right to swing my fist ends where the other man's nose begins." attributed to Supreme Court Justice Oliver Wendell Holmes, Jr.

Williams, Joshua

From: Jennifer Arrow [jengod@gmail.com]
Sent: Tuesday, January 31, 2012 12:13 PM
To: Williams, Joshua; Gorham, Thomas
Subject: Please vote against the proposed 7-11

Hey, I've never emailed about a Culver City civic issue before, but I really wish you guys would decline to put a 7-11 on the corner of Braddock & Sepulveda, across from the already embarrassing Taco Bell drive-through. Yick! Culver City can do better, and we should all set our sights higher, which improve quality of life and property values long term. If we need another convenience store (and we don't), at least go for a Famima!! But let's aim higher than convenience stores, please! Small businesses that provide a unique service to the community would be much preferred and much more beneficial to the community. Anyway, I'd much rather see it stay a vacant lot than become a 7-11, which is really a terrible choice for the neighborhood and the city. Thanks for reading.

Best,
Jen Arrow
Sunkist Park resident since 2005
5427 Emporia Ave. 90230
jengod@gmail.com

Williams, Joshua

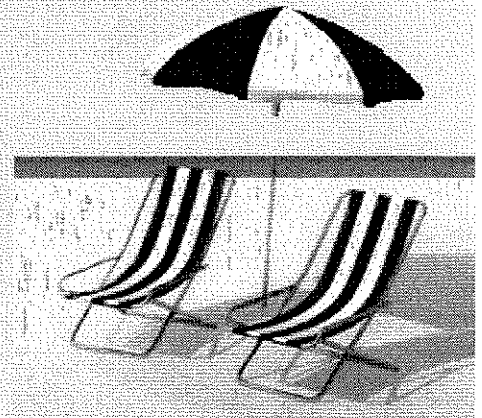
From: sam zullo [szullo@ca.rr.com]
Sent: Monday, January 30, 2012 7:43 AM
To: Williams, Joshua

Dear Mr. Williams:

I am sending you this email to voice my 100% support of the proposed 7 Eleven redevelopment at Sepulveda and Braddock. It is a welcomed improvement to the intersection. We have lived in the City for several years and have always wondered when this corner would be developed. A new investment into the intersection will be great and it will be very convenient to have 7 Eleven there. I don't understand the opposition but its important that the City know there are lots of residents in support of this.

Please distribute this email to all the Planning Commissioners right and City Councilmen at your earliest convenience.

Sincerely
Samantha Zullo
11044 Culver blvd
Culver City CA.
90230



Williams, Joshua

From: Wolfberg, Shelly
Sent: Monday, January 30, 2012 5:40 PM
To: 'priscagl@aol.com'
Cc: Nachbar, John; Blumenfeld, Sol; Gorham, Thomas; Williams, Joshua
Subject: RE: against7-11

Dear Dr. Gloor:

Thank you very much for your comments about the proposed 7-11 project. I am sharing your email with Josh Williams in the Planning Division, as he is coordinating this project on behalf of the City. Please feel free to contact him directly at: Joshua.williams@culvercity.org or by calling (310) 253-5706.

Sincerely,

Shelly Wolfberg

Assistant to the City Manager

City of Culver City

9770 Culver Boulevard

Culver City, CA 90232

☎ (310) 253-6008

☎ (310) 253-6010

✉ shelly.wolfberg@culvercity.org

----- Forwarded message -----

From: "priscagl@aol.com" <priscagl@aol.com>
To: "Nachbar, John" <john.nachbar@culvercity.org>
Cc: "priscagl@aol.com" <priscagl@aol.com>
Subject: against7-11
Date: Mon, Jan 30, 2012 4:53 pm

I am against the 7-11 at Braddock/Sepulveda in Culver City. It doesn't fit into our city and we already have one on Washington Blvd. We need to educate our citizens and children to eat healthy and a 7-11 with its junk contributes to obesity epidemic in this country. Please act responsibly and don't permit the 7-11 in our community. Thank you Dr. Prisca Gloor

Williams, Joshua

From: Wolfberg, Shelly
Sent: Monday, January 30, 2012 5:34 PM
To: 'suzijoi@earthlink.net'
Cc: Nachbar, John; Blumenfeld, Sol; Gorham, Thomas; Williams, Joshua
Subject: RE: proposed 7-11 on Sepulveda/Braddock

Thank you very much for your comments about the proposed 7-11 project. I am sharing your email with Josh Williams in the Planning Division, as he is coordinating this project on behalf of the City. Please feel free to contact him directly at: Joshua.williams@culvercity.org or by calling (310) 253-5706.

Sincerely,

Shelly Wolfberg
Assistant to the City Manager
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232
☎ (310) 253-6008
📠 (310) 253-6010
✉ shelly.wolfberg@culvercity.org

From: suzijoi@earthlink.net [<mailto:suzijoi@earthlink.net>]
Sent: Thursday, January 26, 2012 8:32 PM
To: Nachbar, John
Cc: suzijoi@earthlink.net
Subject: proposed 7-11 on Sepulveda/Braddock

Mr. Nachbar Please do not let this 7-11 go into another Culver City neighborhood. This is against everything that this city is about. This city has worked for years protecting what it looks like, who is here, etc. Why let this happen? This arrogant man, Swerdlow, that has the lease on this location, can easily get another major company to rent this space if Culver is so desperate for the funding. His web site shows he deals with all sorts of companies, perhaps a Subway would be acceptable by the people. Anything but a dirt bag magnet such as 7-11. The people here do not want this. Do you live near a 7-11? Do your children attend the schools here? Why ruin this amazing city with this? Please do not let this happen!

Williams, Joshua

From: robert ishida [robishida@gmail.com]
Sent: Thursday, January 26, 2012 5:39 PM
To: Williams, Joshua
Cc: aswerdlow@equitasinvestments.com
Subject: Sepulveda & Braddock Project

Dear Mr. Williams:

I am aware that a proposed 7 Eleven project at Sepulveda & Braddock will be in front of Planning Commission on Feb 8th. I would like to offer my SUPPORT of this project as it will improve a corner that has long been a blight to the community. Culver City needs new development and especially at this intersection. I am confused by those opposing this project. It seems as if they prefer the ugly, vacant gas station to a newly constructed building with a viable business. The addition of new development and of viable businesses is good for the community and is well suited for the Sepulveda Blvd. corridor. I would appreciate you distributing this message to the members of the Planning Commission on my behalf. Thank you.

Sincerely,

Roberto E. Ishida
12044 Beatrice St.
Culver City, CA 90230

- Burglar Alarm • Fire Alarm • Closed Circuit TV • Card Access
- Residential • Commercial • Industrial



January 24, 2012

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

Subject: Letter of support for proposed 7-Eleven at Sepulveda and Braddock

Mr. Blumenfeld:

Pacific Alarm Systems is located next door to the proposed 7-Eleven location and we are in full support of the new 7-Eleven convenience store.

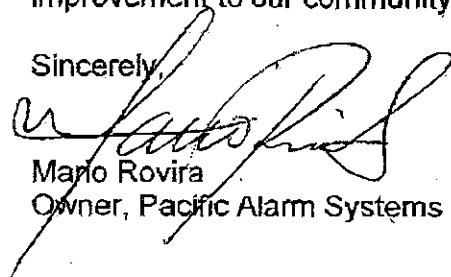
That location has been vacant for a very long time and is an eye-sore to our customers and our staff. The vacant lot attracts graffiti and vagrants. I trust an established company like 7-Eleven to deal with these problems effectively.

I've seen the project plans, and 7-Eleven is going to do a very nice job of beautifying that corner. The new building and landscaping will be a huge improvement over what is there currently.

Furthermore, 7-Eleven will provide a place for my staff to eat and purchase convenience items. Pacific Alarm Company has an on-site 24-hour call center, and my employees would love to have a convenience store next door. Currently, there is nowhere to eat after Taco Bell closes, and some of them cannot travel by car to the closest 24-hour convenience store.

To reiterate, I am strongly in favor of the proposed 7-Eleven and feel it would be a huge improvement to our community.

Sincerely,



Mario Rovira
Owner, Pacific Alarm Systems

Williams, Joshua

From: marie malahi [reremem@hotmail.com]
Sent: Monday, January 23, 2012 9:35 PM
To: O'Leary, Micheál
Cc: Williams, Joshua; Bryan Sanders; Brenda; phototaker@aol.com
Subject: 7-11 at 4436 Sepulveda Blvd.

Mayor O'Leary-

We are newer residents who fell in love with Culver City. For our family, Culver City is everything we could want.

Culver City offers:

- A great atmosphere
- tree lined streets
- low crime
- safe for kids
- community involvement
- Ballona Creek
- great school district
- fabulous downtown
- BIKE FRIENDLY
- and so much more...

Friends and family who visit us and are amazed at how Culver City has changed and become such a gem within Los Angeles. We just grin. These are things to be proud of and for the first time feel like this is MY town. Unfortunately, changes are in the works that truly have me disheartened. With revitalization throughout the city, one area in my opinion is in danger of losing its charming small town feel and businesses. This is the proposal of the 7-11 on the corner of Braddock & Sepulveda, 4436 Sepulveda to be exact.

I love this neighborhood. We patronize the restaurants, the vet, the printer, coffee shop, the mini market and so much more. We bike or walk to buy groceries, to eat in downtown, to pick kids up from school etc...

I live directly behind 4436 Sepulveda on Braddock and on the alley that borders the property. I am so deflated with how it has come about, the design plans and most of all what it will do to the neighborhood. I see so much more than what is taken into account concerning this proposed project and as I work from home and keep very late hours, I have a view that no one else has on this. I can elaborate, but will share what is needed at this time.

You must look at the area, the businesses, the neighborhood, the streets and the community when thinking of this project, not just at the property. I believe in development of the corner, but much more must be considered for the welfare of residents, small businesses, and for pedestrians especially the school kids that swarm the area. I have 2 kids of my own. My own son was hit by a car right outside my house a year and half ago. We saw it happen and I have seen several close calls. Traffic flow here can be very haphazard.

I am against a 7-11 here because it does not fit with the revitalization and growth of the area.

It endangers the safety of the residents, drivers and pedestrians. I will give you just two examples of many. An exit from the 7-11 onto Braddock is in the design. A 6 foot wall would separate the alley from the 7-11 exit with 7-11 patrons, our family backing out(our only way out) and Pacific Alarms using basically the same exit without seeing each other, traffic or pedestrians. This alley is across from the alley Taco Bell is using for their

drive thru and patrons exiting Taco Bell. There is already mass confusion and rush hour has cars backed up nearly an entire block. The other...small businesses here. You have a coffee shop, restaurants, pizza place and Taco Bell all endangered by 7-11. Instead of revitalization, we may lose real small businesses, not franchises owned by someone. Why does downtown Culver City have predominantly only small businesses? Why aren't there big name restaurants/chains or clothing stores? Because Culver City would not be the same. Well, we feel the same about our neighborhood and we are Culver City too. Please do not destroy that.

7-11 never brings anything good with them for a community. It's a quick in and out place with people not caring about creating noise or trash around the location. It also causes more traffic issues, vagrancy already a bit of an issue, begging, crime in and around, along with trash and attraction of people who normally would never come here.

Do not forget that there is a bus stop on the same corner within feet of the proposed front door of 7-11. This bus is used by school kids every day along with many others. There is also a church with 2+ AA meetings everyday, a preschool & YMCA having aftercare, camps & kids all day less than 200 feet of this location also.

There are so many reasons not to allow 7-11 at this location and many agree that even a gas station is better. That's sad, but the ugly truth.

I do have so much more to say about being against the proposal, but if the project cannot be stopped, I have mitigation & requests before approval including but not limited to:

STUDY. Mornings, afternoons and evening including after midnight. I see it every day and just some numbers do not show the whole picture so video is a great tool and my rooftop is a great location if needed.

Not counting cars, but looking at the traffic pattern and how unsafe having a business on the corner of Braddock like this flanking another already with high in & out traffic.

Why?

Mornings...so much traffic and this will add to an already messy problem at the intersection & alley. Also pedestrian traffic & kids going to school & bus stop.

Afternoons...already lots of pedestrians/kids in the area. The proposed exit/entrance onto Braddock will be extremely dangerous for both peds & cars. Visibility would be extremely limited to all.

Evenings...traffic is often backed up nearly the entire block already, Taco Bell has cars in the alley across from the location with people turning in and out, danger for peds too.

After midnight...there's NO traffic. NONE. No reason to be open.

Doing the traffic study would at least show that even if project can NOT be stopped, that 7-11 needs to keep with the community aesthetics and flow. Being open after midnight would only bring people who should not or would not be in the neighborhood.

It would also show that the design must be changed. NO entrance or exit on Braddock. Dangerous and for residents using both sides of the alley, they would not be able to enter or exit safely. Primarily the 2 who live on along both sides of the alley on Braddock.

PERMIT PARKING on Braddock both below and above Sepulveda to keep both Taco Bell & 7-11 patrons off Braddock.

LIGHTING: The lighting of Taco Bell is beyond ridiculous. 13+ lights on one side including 2 bright street lights right there bordering the property. Now add 7-11 here with their lighting and this block would be like an operating room and esthetically unpleasing for the neighborhood.

HOURS: Hours of operation should be like other business around it. Close at 12am weekdays. Weekends possibly 2am. This is keeping with the other businesses and in respect to the neighborhood. Neighborhood would be safer, though any 7-11 brings danger.

DESIGN: NO entrance OR exit onto Braddock. This will greatly reduce traffic problem along with safety issues. Possibly also protecting us along the alley a bit more by keep 7-11 patrons off our side of the wall if there is no way off the property behind the building.

TRASH: Neighborhood trash clean up. I am constantly cleaning up Taco Bell trash from my property already as are my neighbors.

I am truly discouraged also that 7-11 has already announced on their website the launch of their newest location at 4436 Sepulveda and that not only is it under construction, but that it will open this spring. This shows that they assume that you will just walk right over the residents because they hold the money. I do hope that the City Counsel will prove them wrong. Mr. Swerdlow, the lessee of the property was very condescending at the last neighborhood meeting and told us that he "He had 6 figures into the project already and was going to see it through whether we liked it or not".

Please do not make our neighborhood like so many others.

Please let it continue to grow into the gem is that is beginning to shine.

Thank you for your time-

Marie Malahi

310.283.5033 cell

424.228.5144 hm

reremem@hotmail.com

TO: YVONNE HUNT

CC: HCC

JN

Cole, Martin

From: mars.cava@verizon.net
Sent: Sunday, January 22, 2012 3:23 PM
To: Cole, Martin
Cc: mars.cava@verizon.net
Subject: 7 11 on sepulved and braddock

I am against another 7-11 since we have enough close by. It will be in my kids path from school, and my prior experience with 7-11 was that it brought not only alcohol and cigarettes to teens, but homeless, criminals, and drug dealers. It will decline the value of our property and increase traffic in an already congested corner.

Williams, Joshua

From: Diana Romero [romerodianacarolina@gmail.com]
Sent: Saturday, January 21, 2012 8:45 PM
To: Williams, Joshua
Subject: 7-Eleven development in Culver City

Dear Mr. Williams:

I am sending you this email to formally let the City know that I fully support the proposed 7-Eleven redevelopment project at Braddock & Sepulveda. My understanding is that the property is a former gas station that has been abandoned for several years so I am excited to hear that a new development is finally in the works. However, since I cannot make the hearing on February 8th, I would like you to present this letter to the Planning Commissioners so that they are aware of my support.

Thank you,

Diana Romero
3670 Glendon Ave #232
Los Angeles, CA 90034
(310) 922-9682

Williams, Joshua

From: knylori4@aol.com
Sent: Saturday, January 21, 2012 8:58 AM
To: Williams, Joshua
Subject: Proposed 7 Eleven at Sepulveda & Braddock - Culver City, CA

Dear Mr. Williams:

I understand that the 7 Eleven project will be in front of the Planning Commission on February 8th. I have considered not attending the meeting as these meetings can be a hostile environment for project supporters when you have some residents respond rather emotionally in their opposition of an item. I do not understand the reason for the opposition to the 7 Eleven. Do they prefer the old gas station and auto repair better? Is their wish for the property to never be redeveloped? It makes more sense for construct a new 7 Eleven than to maintain the existing condition. Sepulveda is a major thoroughfare and I welcome their use. I also welcome the opportunity to remove a blighted, vacant gas station with the development of a new project with new landscaping, etc. It will revitalize this dead corner. The property has been an eyesore for many years and a new 7 Eleven represents an opportunity to change that. I trust the Planning Commission to make the right choice and support the project. I respectfully request that you distribute this email to the Planning Commissioners.

King regards,

Lori A. Jones

4128 Moore Street
Culver City, CA 90066

Williams, Joshua

From: Julian Fisher [julian9085@hotmail.com]
Sent: Friday, January 20, 2012 11:36 AM
To: Williams, Joshua
Subject: Culver City 7-Eleven development

Dear Mr. Williams:

I would like to express my support for the new 7-Eleven development in Culver City at Braddock & Sepulveda. Currently the existing site is a vacant gas station that is an extreme detriment to the community; however, the new project appears to be a well designed building that should enhance the surrounding area and local businesses once it is complete.

Please forward this message along to the Planning Commissioners so that they have it for the upcoming meeting on February 8th.

Best Regards,

Julian Fisher

Williams, Joshua

From: Brenda Ramsey [bramz@verizon.net]
Sent: Friday, January 20, 2012 8:00 AM
To: Williams, Joshua
Cc: Ramsey, Brenda
Subject: RE: Is another meeting scheduled?

Josh...

IMHO:

Several people have yet to receive this notice. Is this a "done deal" with the city? It is heartbreaking to think that the city does not give a hoot about the desires of its residents/tax paying people. I have a gut feeling that even tho there has pretty much been a majority consensus of residents rejecting this project, that it is going to be just another copy of the traffic circle at Huntley/Braddock where there was over 500% opposed but the city did it anyway. I noted in the flyer that there were 12 parking spaces allocated --- where are the employees going to park - on our streets in front of our houses. We are already inundated by trash from local store employees who eat and sleep in their cars in front of our homes.

I tell ya, I would never try to convince someone to move into Culver City. Forty plus years ago a co-worker kept telling me how great CC was to live in...I believed her. Today, it is a different story.

Brenda Ramsey

310 398 8483 Voice

310 990 1334 Wireless

310 391 2888 FAX

bramz@verizon.net

ramseybg@yahoo.com

<http://mysite.verizon.net/res8zemy/brendasplace>

From: Williams, Joshua [<mailto:Joshua.Williams@culvercity.org>]

Sent: Friday, January 20, 2012 7:42 AM

To: 'Brenda Ramsey'

Subject: RE: Is another meeting scheduled?

Hi Brenda,

Yes. On Wednesday, we (the City) sent out a Public Hearing notice for a Planning Commission meeting on February 8th in Council Chambers. You should receive it soon if you haven't already.

The meeting is before the Planning Commission who will be the decision making body on whether to approve or disapprove the 7-Eleven application. Rather than make the decision administratively, this will give the community the opportunity to speak before the commission and listen to the deliberations of the commissioners.

I look forward to seeing you there.

Josh

Williams, Joshua

From: Douglas Warner [dougie03@sbcglobal.net]
Sent: Thursday, January 19, 2012 8:26 PM
To: Williams, Joshua
Subject: 7-Eleven

Joshua,

I am very confused. I have been to all the meetings regarding the proposed 7-Eleven to be built at the corner of Braddock & Sepulveda. At all the meetings, just about everyone voiced their disapproval of said project. My question to you is WHY ARE WE (you guys) STILL considering this project when everyone in the neighborhood is against it ????? Is this really all about \$\$\$\$\$ or are all of you deaf to what has been said at these meetings ?

Doug & Amy Warner
4461 Commonwealth Ave. resident for 23 years

Williams, Joshua

From: Allen Drucker [alliedtrn@gmail.com]
Sent: Thursday, January 19, 2012 10:27 AM
To: Williams, Joshua
Subject: 7-Eleven at 4436 Sepulveda

Dear Mr. Williams,

I own the properties located at 4365/4371 and 4411 Sepulveda Blvd.

We need another 7-Eleven in Culver City, like we need a hole in the head. All it will do is attract an unwelcome element into the area and will become a late night noise maker.

This wonderful, corner property should be acquired by the City, and turned into a public parking lot. With the shortage of parking in this area, a municipal parking lot is sorely needed.

Thank you,

Allen Drucker

Williams, Joshua

From: Peter Stern [pstern2@msn.com]
Sent: Wednesday, January 18, 2012 6:14 PM
To: Williams, Joshua
Subject: 7-11

Re: ASPR-P2011127
7-11 at 4436 Sepulveda Blvd.

I am very much against construction of this proposed 7-11. We have no need to bring late night activity to our neighborhood and no need to blight our neighborhood with unsightly store colors, ads in windows, dirty exteriors, and people hanging out in the parking lot.

Should there be any question about these comments, please observe the two existing stores on Washington Blvd. We often see a need for police presence, the grounds are filthy, and people congregate to drink liquor in the parking lots.

Culver City has enough junk food stores and doesn't need more stores selling the same. Please consider that this store is one block west of Culver High and facilitates poor diet to students.

Peter Stern
4193 Le Bourget Ave.
Culver City

Williams, Joshua

From: marcelo cavaleiro [mars.cava@verizon.net]
Sent: Thursday, November 10, 2011 9:27 PM
To: Williams, Joshua
Subject: 7-11 on Braddock and Sepulveda

Josh
after the meeting I would be willing to accept a 7-11 in the corner of Braddock and Sepulveda on the condition of the lease having a 10 year freeze on the sales of tobacco and alcohol.
in 10 years, the sale of tobacco and alcohol would have to once again go thru a community process, with residents in a X mile radius voting on the decision.
that would be the ultimate and genuine demonstration from 7-11 that they respect the community and would contribute to, instead of harm the neighborhood, showing a commitment to wellness (specially) of our children coming from the 3 local public schools taking that path going west.

marcelo

Williams, Joshua

From: Brenda Ramsey [bramz@verizon.net]
Sent: Tuesday, November 08, 2011 7:18 AM
To: Brenda Ramsey
Subject: 7-11 Mtg (inconveniently) scheduled on Election Day

I was asked to post this by a very concerned neighbor.

JOSH....it seems like they purposely schedule these meetings so we are inconvenienced in one way or another.

Please post some version of these facts.

7-11 has scheduled a "community mtg" on election day. The Corporation is trying to sell our neighborhood (eastern Vets Park) - that a 7-11 on Braddock and Sepulveda will be a win-win. From everyone I talk to, seems like a no - no for our family based neighborhood.

Numerous studies show that teen age cigarette smoking is significantly less when cigarettes are not sold in walking distance from home. I am equally concerned about alcohol being sold at that particular corner with proximity to the schools.

As pointed out in a previous Patch article, majority of people attending the last meeting strongly oppose the project for many reasons.

If 7-11 wanted to hear from the community - they would not be holding this meeting on election day. People are busy enough taking time to vote and in many cases helping getting out the vote.

I contacted the author of the last article. If he is not covering this mtg, I will.

Williams, Joshua

From: Gorham, Thomas
Sent: Monday, August 15, 2011 12:26 PM
To: Williams, Joshua
Subject: FW: 7-11 Braddock and Sepulveda

Not sure if you got this

From: knylori4@aol.com [<mailto:knylori4@aol.com>]
Sent: Wednesday, August 10, 2011 6:45 PM
To: scott.zeidman@laslots.com; kmsilbiger@juno.com; ssssteve@culvercitychamber.com; oshua.williams@culvercity.org; Gorham, Thomas; Nachbar, John; scott@malsin@culvercity.org; michael.oleary@culvercity.com; christopher.armental@culvercity.org; Weissman, Andrew; Cooper, Jeffrey; Garcia, Gabe
Subject: 7-11 Braddock and Sepulveda

I wanted to voice my support for the proposed 7 Eleven at Sepulveda and Braddock. I think it is a good use that can successfully operate at that location and will benefit the community. It will be a major upgrade to the site and help rejuvenate the property.

Thank you,

Lori Jones

Williams, Joshua

From: Janine Weiche [jweiche@yahoo.com]
Sent: Monday, October 24, 2011 9:40 AM
To: Williams, Joshua
Subject: Re: 7_eleven Proposal on Sepulveda

Dear Mr. Williams,

I just wanted you to know that my husband and I both support this proposal. Unfortunately my neighbors that oppose this do not understand, the difficulty in putting in something where there once was a gas station. It is an eye sore that we have lived with now for a long time. We hope this goes through, as a convenience store is much better than what there is now. And only a large company like 7-Eleven has the funds to do the required clean up.

regards,

Janine & Ricard Weiche
11226 Barman Ave

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

Petition summary and background	We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area.

Printed Name	Signature	Address & Phone #	Email	Date
GARY BERGAL	<i>[Signature]</i>	11216 BARMAN AVE 90230	397-6851	6/30/11
SUZIE KIEFER	<i>[Signature]</i>	11023 BARMAN AVE 90230	SUZIE@earthlink.net	6/30/11
Mom Yagmanj	<i>[Signature]</i>	11158 Bradlock Dr 90230	mromhani@yahoo.com	6/30/11
Bahman Rouhani	<i>[Signature]</i>	11158 Bradlock Dr 90230	BREATHANT@live.com	6/30/11
Alvide Devoez	<i>[Signature]</i>	11347 Bradlock Dr. 90230		6/30/11
Minor Wong	<i>[Signature]</i>	11241 Bradock Dr. 90230	wong316@gmail.com	6/30/11
CHRISTINA KUCERA SCHWAB	<i>[Signature]</i>	11250 BRADLOCK DR GARFIELD AVE 90230	kimfabradock@yahoo.com	6/30/11
Eric Schmid	<i>[Signature]</i>	11250 Garfield Ave 90230	schmid@gmail.com	6/30/11
JACQUELINE VILLEGAS	<i>[Signature]</i>	11153 BRADOCK DR. 90230	villagas-jacqueline@yahoo.com	6/30/11
FUERTE LY	<i>[Signature]</i>	11102 LINDA BLVD 90230	(310) 408-4524	6/30/11
Pam Barman	<i>[Signature]</i>	11716 Barman 90230	pam@barman.com	6/30/11
Richard Bounie	<i>[Signature]</i>	11	Phost@ken@aol.com	

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

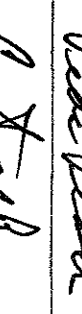
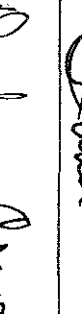
Printed Name	Signature	Address & Phone #	Email	Date
T.J. OLIVA		11167 GARFIELD AVE C.C.	Tom5025@aol.com	6/30/11
Chris Herron		11108 Bradlock dr. C.C.		
Rita Rich	Rita Rich	11133 Bradlock St.	RLCH142@aatt.net	6/30/11
Angela Campbell	Angela Campbell	11144 Bradlock Dr.	areaverc@chope.wednet.edu	6/30
GARLAND CAMPBELL		11144 Bradlock Dr.	gcampbell61@aatt.net	6/30/11
Lyndon Stambler	Lyndon Stambler	4200 Motor Ave	Stambler_Lyndon@scsdclo	6/30/11
Debra Mylwarden		4461 Commonwealth	darci03@sbccbb.net	6/30
Reiko Furuta		4455 Commonwealth	r.furuta@gmail.com	6/30
Tanet Koue		9520 Lucerne Ave		6/30/11
Robert Williamson		11246 GARFIELD RD		6/30/11
BRANDY RAMSEY		4373 6108 E	ramsbjbg@yahoo.com	6/30/11
WASEL TOBY		11169 BRADDOCK DR	areaman@mpac.com	6/30/11
ERIN TOBY		11169 BRADDOCK DR	Akaford@mac.com	6/30/11
BOB SIKS			310-685-5670	~
Yvonne Tefau		4821 Sepulveda Bl #114	370 Yvonne@aol.com	6/30/11
ED OGOSTA		11157 BARMAN AVE C.C.	E.OGOSTA@gmail.com	6/30/11

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

Printed Name	Signature	Address & Phone #	Email	Date
Mark Foss	<i>Mark Foss</i>	444 3rd 397-6413 Cambridge Ave		6/22
Kimberly Emma Jensen	<i>Kimberly Jensen</i>	3307 S. Duwango, L.A. 90034		6/26
Diana Jordan	<i>Diana Jordan</i>	5177 Culver Ave LA 90034		6/26
Ilene B. Porter	<i>Ilene B. Porter</i>	12700 Bonaparte Ave LA 90066		6/26
Red Marvin	<i>Traci Marvin</i>	11062 Bermon St 90030		6/26
DN RLEND M'Wing	<i>DN RLEND M'Wing</i>	8944 Knappa St 90032		6/26
Patricia Connor	<i>Patricia Connor</i>	16829 Palms Blvd. 510-8398587		6/26
Rosert Bailey	<i>Rosert Bailey</i>	4234 Madison Ave		6/26
Ernest M. Bradbury	<i>Ernest M. Bradbury</i>	41047 Madison Ave at 11807 Palms Blvd LA 90046		6-26
Suanne Maredia	<i>Suanne Maredia</i>			6/26/11
Carla Bailey	<i>Carla Bailey</i>	4234 Madison Ave 90032		6/26/11
KAREN FROTH	<i>KAREN FROTH</i>	3700 Bayley Ave. #212 LA 90034		6/26/11
NORMAN HOBBS	<i>NORMAN HOBBS</i>	11377 Sagua Way CC 90030		6/26/11
Nor Brown	<i>Nor Brown</i>	10680 Esterline St 90030		6/26/11
Stephanie Donnelly	<i>Stephanie Donnelly</i>	8153 Zetola Ter 90023		6/26/11
Rhonda Hall Alter	<i>Rhonda Hall Alter</i>	5162 Southridge Ave 90043	rhondahallalter@yahoo.com	6/26/11

CURECH

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

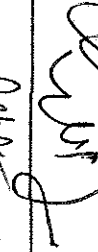
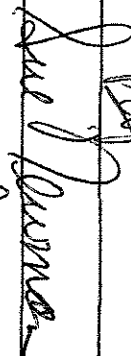
Printed Name	Signature	Address & Phone #	Email	Date
GENE H. ROTHMAN		4636 SEPULVEDA AVE S.E. CA 90230		6/26/11
Timothy J. Grassl		4042 McLoughlin Ave Los Angeles CA 90066		6/26/11
Joseph Stephens		11659 McDonald St. CA 90230		6/26/11
Mary Beyer		5108 Cimarron Ln. CA 90230		6/26/11
Ann Burstein		4636 Berryman Culver City 90230	 Mrs. Anna S. Burleigh 4225 Keystone Ave Culver City, CA 90232	6-26-11
Fenelope Choy		11377 Fayall Way Culver City CA 90230		6-26-11
ROBERT TURNER		951C Caltanaguerre 90034		6/26/11
Judith Lohs		11606 McDonald St Culver city CA 90230		6/26/11
Se Hee Han		11207 Sagrell way Culver city 90230		6-26-11
Dennis Trelean		10160 Culver Blvd Culver City 90232		6/26/11
Shere HOLL		4735 Beyerly Mall Culver city CA 90230		6-26-11
SHIRLEY HARRISON		11260 Overland Ave 2F Culver City, CA 90230		6/26/11
Veda Veach		5108 Cimarron Lane Culver City CA 90230		6/26/11
Quetta M. Beyer		4122 Duquesne Ave Culver City, CA 90232		6/26/11
Lynette Fuka		11260 Overland 27F Culver City, CA 90230		6-27-11

CLURCH

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

Petition summary and background	We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area.

Printed Name	Signature	Address & Phone#	Email	Date
KEVIN KODA		1148 LINDBLAD ST	KEVINSKODA@HOTMAIL.COM	6/30/11
Susan Grossman		4348 Teller Ave	grossmansarah@gmail.com	6/30/11
Nizar. Dhanani		5356 BALONA LN 11228	DHANANI NIZAR @ G.MAIL.CO	
PAUL		310 625 5670 11228 CULVERDALE DR.		
Sue Newman		310 370-1830 11236 Garfield Ave		6/30/11
Mary Kalene		310-916-8087 11173 Buddock A-90330	mkalene@CA.RA.COM	6-30-11
LAURENCE MARSHALL		310.202.5441 10805 GARFIELD AVE CULVER CITY, CA 90230		6.30.11
Peter Lenkey		4362 Huntington Ave Culver City, CA	Plenkey@gmail.com	6/30/11

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

Petition to STOP 7-11 @ 4436 Sepulveda Blvd.

Petition summary and background	We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area.

Printed Name	Signature	Address & Phone#	Email	Date
Shirley Koda	Shirley Koda	310-839-7164 1148 Sandhill Lane St.	Kayikoda3@aol.net	6/30/11
SEIC	Seik Shigahara	(310) 204-3216 1113 ALHAMBRA ST		6/30/11
SHIRLEY	Shirley Koda	1137 ALHAMBRA ST	(310) 204-3216	6/30/11
Shirley Koda	Shirley Koda	1137 ALHAMBRA ST	(310) 204-3216	6/30/11
Helena Finkston	Helena Finkston	1146 Buena Ave	hpscript1@scglib.net	6/30/11
Helinda Dickinson	Helinda Dickinson	11156 Wagner St	secret45gardens@hotmail.com	6/30/11
Amy Dedaux	Amy Dedaux	11236 Bufman Ave. CC	gaas4@yahoo.com	6/30/11
Shawn Dedaux	Shawn Dedaux	11236 Barman St (310) 939-2743	sd1221@yahoo.com	6/30/11
Chris Herrera	Chris Herrera	11108 Broadback dr.		6/30/11
Marci Bain	Marci Bain	10847 Franklin Ave		6/30/11

Petition to Stop 7-11 @ 436 Glenview Blvd.

Person to STOP 7-11 @ 430 S. Main Ave. Blvd.

Petition summary and background	We the community wish to stop 7-11's proposal for 4436 Sepulveda which is contrary to the development of the area, safety for residents and 6,000+ school children within blocks of the location.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to reject the petition for an Administrative Use Permit to sell alcohol at this location first and foremost. Among other issues that the community finds detrimental life, redevelopment and safety to the area.

[illegible]

[illegible]

1 RESOLUTION NO. 2012-P003

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

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

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

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

16
17 Administrative Site Plan Review: To ensure compliance with the required
18 standards and City ordinances and establish all onsite and offsite conditions of
19 approval to reflect the site features and compatibility of the proposed project with
20 the uses on adjoining properties.
21

22
23 WHEREAS, Pursuant to the California Environmental Quality Act (CEQA) guidelines,
24 the project has been determined to be Categorically Exempt pursuant to Section 15303,
25 Class 3, New Construction and Section 15332, Class 32, In-Fill Development Projects; and
26
27
28
29

1 WHEREAS, on March 14, 2012, after conducting a duly noticed public hearing on the
2 subject application, including full consideration of the application, plans, staff report,
3 environmental information and all testimony presented, the Planning Commission by a vote
4 of __to __, conditionally approved Administrative Site Plan Review, ASPR P-2011127 as set
5 forth herein below.
6

7 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
8 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

9 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
10 Municipal Code (CCMC), the following findings are hereby made:
11

12 **Administrative Site Plan Review:**

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

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

19 The general layout of the project is consistent with the applicable development
20 standards of the Commercial General (CG) zoning district and the Commercial Zero
21 Setback Overlay. The building is oriented toward Sepulveda Boulevard in order to
22 create a pedestrian friendly commercial streetscape, consistent with adjacent buildings
23 in the immediate vicinity located in the CG zone. The building has been set back
24 between five and six feet from the property line on Braddock Drive and ten feet from
25 the property line on Sepulveda Boulevard. The layout of the project will accommodate
26 additional landscaping along Braddock Drive and a pedestrian oriented streetscape
27 along Sepulveda Boulevard with the inclusion of a secondary, pedestrian serving retail
28 use. The ten-foot setback along Sepulveda will provide space for a secondary retail
29 use. This area of approximately 350 sq. ft. (10 feet deep by 35 feet wide) will be paved
with decorative pavers or stamped concrete and will visually designate the area for a
separate retail use. Above ground planters will further delineate the area, creating a
landscaped separation between the public right-of-way and the private retail use.

1 The building mass and scale is modest compared to the height allowed by Code and
2 has been designed to limit impacts on the adjacent residential uses. The project will
3 include elements designed to enhance the attractiveness of the structure and to
4 provide a buffer between the commercial use and abutting residential uses. Design
5 elements include the use of structural canopies, varied materials and colors, stamped
6 concrete or decorative pavers along the Sepulveda Boulevard setback, and extensive
7 landscaping on the site and around the perimeter. The project will include an 8-foot
8 high wall along the rear property line with a six-foot planter on the interior to allow for
9 the installation of a row of tall columnar trees designed to add additional height and to
10 provide buffering of potential noise and light impacts on adjacent residential uses. The
11 single story, 20-foot tall building is consistent with the Code required 56 foot height
12 limit. The secondary use will reinforce the pedestrian orientation of the Sepulveda
13 Boulevard commercial corridor in the neighborhood by activating what would otherwise
14 be a blank commercial storefront.

15 The project provides a total of 12 on-site parking spaces. This will exceed the Code
16 required 11 parking spaces for convenience store uses (1 space per 225 sq. ft.).
17 These parking spaces are sufficient for customers and employees of the convenience
18 store use. Loading areas are provided through an on-site standard parking space for
19 daytime deliveries and an on-street loading zone located on Sepulveda Boulevard for
20 late evening and early morning deliveries.

21 Vehicular access to the site is provided through a two-way (entry and exit) driveway on
22 Braddock Drive and a two-way driveway on Sepulveda Boulevard. The proposed
23 access locations have been reviewed by the City's traffic engineers and are
24 anticipated to operate adequately, with clear sightlines at both driveways in order to
25 see oncoming vehicles and pedestrians. In addition, a restriction on left turns for
26 exiting vehicles from the Sepulveda Boulevard driveway is designed to reduce
27 conflicts between vehicles traveling north on Sepulveda Boulevard and those
28 attempting to travel south from the project site.

29
30 **B. The architectural design of the structure and the materials and colors are
31 compatible with the scale and character of surrounding development and other
32 improvements on the site and are consistent with the purpose and intent of this
33 Chapter, the requirements of the zoning district in which the site is located, and
34 with all applicable development standards and design guidelines.**

35 The building mass and scale are consistent with the one- and two-story commercial
36 structures along the Sepulveda Boulevard commercial corridor. The building has been
37 designed to be compatible with the adjacent residential uses by limiting noise and light
38 sources to areas closest to Sepulveda Boulevard and by limiting signage to areas on
39 the building and site that face away from residential uses.

40 The building's architecture is contemporary, and makes use of stone and stucco
41 materials in the building's façade, with windows wrapping along the portion of the

1 building facing the parking lot, and continuing for a portion of the facade facing
2 Sepulveda Boulevard and the rear driveway. The building is well articulated with the
3 use of structural canopies, differing materials on the facade, and a varied roofline. The
4 color palette of the building will include a mix of earth tones, primarily dark browns.

5 The project does not include windows on the northern façade, facing Braddock Drive,
6 where a line of trees located in the landscaped setback area will provide additional
7 visual relief. The contemporary architectural style, color palette, and material choice
8 are consistent with the appearance of surrounding buildings on Sepulveda Boulevard.
9 The project will also include structural canopies which will emulate the cloth and
10 structural canopy elements found on other buildings in the vicinity.

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

17 The proposed landscaping meets all Zoning Code requirements. The project will
18 include several distinct landscape areas designed to enhance the overall appearance
19 of the structure and to also provide an additional buffer between the project and
20 adjacent residential uses.

21 The project will include landscaping along Sepulveda Boulevard in the form of three
22 foot high above grade planters that will help to designate the area for a secondary
23 pedestrian oriented use, in addition to the decorative pavers or stamped concrete. In
24 ground planter areas will be provided on either side of the driveway, and will be
25 planted with a mixture of shrubs, trees, and ground cover to allow for clear sightlines
26 while providing adequate screening of the parking area from passers-by.

27 The setback area abutting Braddock Drive will be planted with a mixture of ground
28 cover and trees in order to provide visual relief to the building. Growing vines along
29 the Braddock Drive frontage will also allow for the creation of a green wall element that
will enhance the overall appearance of the building.

Lastly, the area abutting the building's rear property line, adjacent to the new 8-foot
high wall along the 20-foot alley, will include two planter areas – one facing the alley
and one facing the interior of the property. The small planter area facing the alley will
be planted with growing vines, intended to cover the western face of the wall in order
to create visual relief and to act as a deterrent to tagging. The interior planter will be
approximately six feet wide and will be planted with tall columnar type trees, designed
to create height to the rear wall and visual relief from the property interior. The trees
will serve as an additional buffer to noise and light spillage onto the residential
properties located to the east.

Overall, the landscaping improvements will complement the contemporary style of architecture for the project and serve to reduce aesthetic, noise, and light impacts on adjoining properties.

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

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

The project will include two access driveways to the parking lot through a two-way driveway on Sepulveda Boulevard and a two-way driveway on Braddock Drive. Each driveway has been designed according to City standards in order to provide clear sightlines for cross traffic from vehicles and pedestrians. A sign restricting left turns will be included at the Sepulveda Boulevard driveway in order to prevent vehicles from crossing multiple lanes of northbound traffic to access the southerly travelling lanes. In addition, the driveway at Braddock Drive has been moved an additional three feet to the west in order to create greater separation from the access driveway for the adjacent alley. Any landscaping at driveway locations will not exceed "eye height" of exiting drivers to maintain clear sightlines for both vehicles and pedestrians.

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

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

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

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

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

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

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

29
SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
Commission of the City of Culver City, California, hereby approves Administrative Site Plan
Review, ASPR P-2011127 subject to the conditions of approval set forth in Exhibit A attached
hereto and incorporated in herein by this reference.

1 APPROVED and ADOPTED this 14th day of March, 2012.
2
3
4

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

9 Attested by:
10

11 _____
12 Yvonne Hunt
13 Administrative Secretary
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

EXHIBIT A
 RESOLUTION NO. 2012-P003
 Administrative Site Plan Review, ASPR P2011127
 4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on the one story, 2,500 square foot 7-Eleven Convenience store with 12 parking spaces (the "Project"), for the property located at 4436 Sepulveda Boulevard (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 15.595.030 – "Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
6.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

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

EXHIBIT A
 RESOLUTION NO. 2012-P003
 Administrative Site Plan Review, ASPR P2011127
 4436 Sepulveda Boulevard

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

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
16.	All buildings and structures to be constructed as part of the Project shall be designed and constructed in accordance with all applicable regulations and standards of the City's Building Code, Fire Code and any related codes as determined by the Building Official and Fire Marshal; and all other applicable provisions of the CCMC which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
17.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
18.	The Project shall comply with all applicable requirement of the Culver City Green Building Program as set forth in CCMC Section 15.02.1100, et.seq.	Building	Standard	
19.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – "Changes to an Approved Project".	Planning	Standard	
20.	All perimeter block walls shall be of decorative block and shall be approved by the Planning Division prior to installation.	Planning	Special	
21.	The design (including color, material, and shape) for decorative pavers or stamped concrete located on site shall be approved by the Planning Division prior to installation.	Planning	Special	

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

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

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
26.	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	
27.	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	
28.	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	
29.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
30.	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	
31.	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	
32.	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. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
33.	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. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

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

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
37.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Applicant, Property Owner, construction contractor(s), and the City, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
38.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
39.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
40.	The Building Division may apply administrative assessments and/ or post general stop work notices for any violations of the Conditions of Approval for the Project, and any violations of the CCMC.	Building	Standard	
41.	During all phases of construction, best efforts shall be used to ensure that all construction workers, contractors and others involved with the Project park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood.	Building	Standard	
42.	When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager.	Building/ Planning	Standard	

EXHIBIT A
 RESOLUTION NO. 2012-P003
 Administrative Site Plan Review, ASPR P2011127
 4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
43.	Prior to the commencement of any excavation, a temporary construction fence shall be installed around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager.	Building/ Planning/ Public Works	Standard	
44.	Hours of construction shall be limited to the following: 8:00 AM to 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	
45.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The Property Owner must obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building/ Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
46.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.	Building/ Planning	Standard	

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
47.	In the event three citations are issued in connection with the Project for violations of these Conditions of Approval or for other violations of the CCMC, Project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, that causes of such violations have been eliminated or corrected and that the Project will be able to proceed in full compliance with these Conditions of Approval and the CCMC.	Building/ Planning	Standard	
48.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Property.	Building/ Public Works	Standard	
49.	During construction, trucks and other vehicles in loading and unloading queues must be parked with their engines off to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts.	Building	Standard	
50.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent properties. Off-site staging shall be at locations approved by the City Engineer and shall be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the Property. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
51.	All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on October 20, 2011 at the Project Review Committee meeting on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Standard	
52.	All requirements of the City's Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the public art in-lieu fee, the same shall be paid prior to the issuance of a building permit.	Cultural Affairs	Standard	
53.	All onsite and offsite improvements and all conditions of approval except those which are deferred pursuant to a bond or letter of credit as determined and approved by the Building Official, Fire Marshal, Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City: A. Five full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.	All	Standard	

EXHIBIT A
 RESOLUTION NO. 2012-P003
 Administrative Site Plan Review, ASPR P2011127
 4436 Sepulveda Boulevard

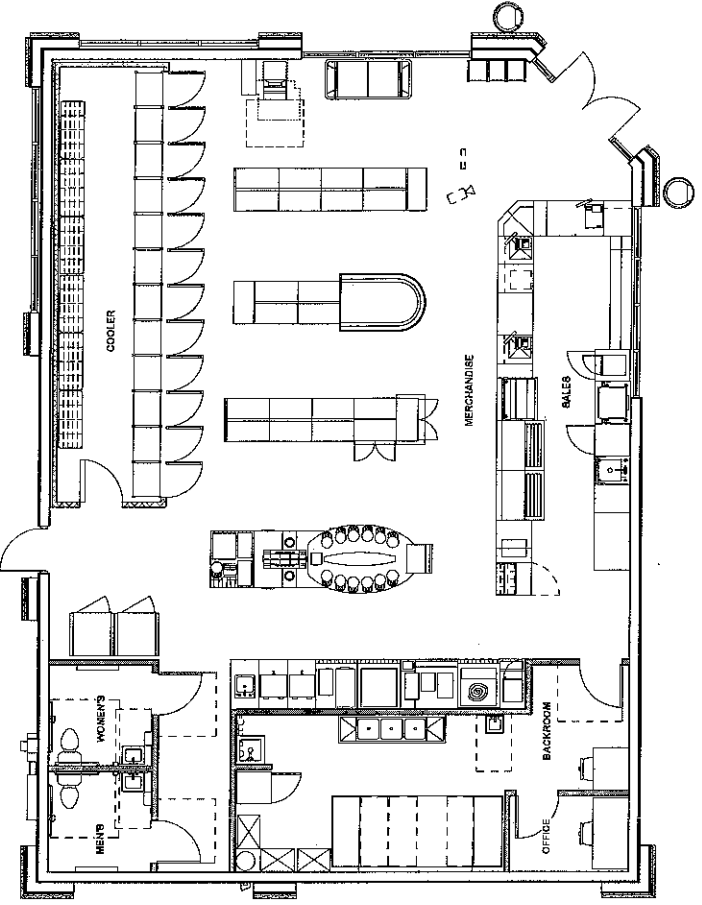
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
54.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on March 14, 2012 , excepted as modified by these Conditions of Approval.	Planning	Standard	
55.	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	
56.	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	

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

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

EXHIBIT A
RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

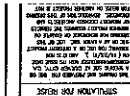
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
62.	The secondary retail use shall be established no later than 6 months after issuance of a final certificate of occupancy. If the outdoor retail component area is left vacant for more than 12 months, the property owner and/or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



1 FLOOR PLAN
 1/8" = 1'-0"



HARRISON FRANCIS ASSOCIATES, INC.
201 S.W. A Street, Suite 201
Brazosville, Arkansas 72712
479-273-3780
479-273-9494
www.hfa-inc.com


 The logo for Elevitt, featuring the word "ELEVITT" in a bold, sans-serif font, with a stylized graphic element to the right consisting of three horizontal bars of increasing length.

-ELEVEN
EPLUVEDA BLVD. &
RADDOCK DR.
ULVER CITY, CA

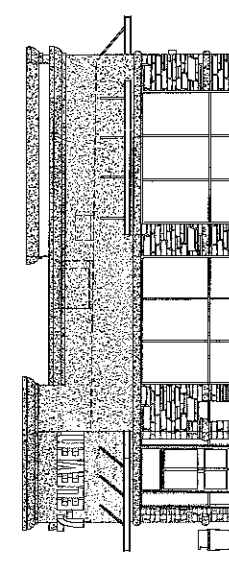
[illegible]

STORE NO.:	847
DOCUMENT# DATE:	11/23
CHECKED BY:	

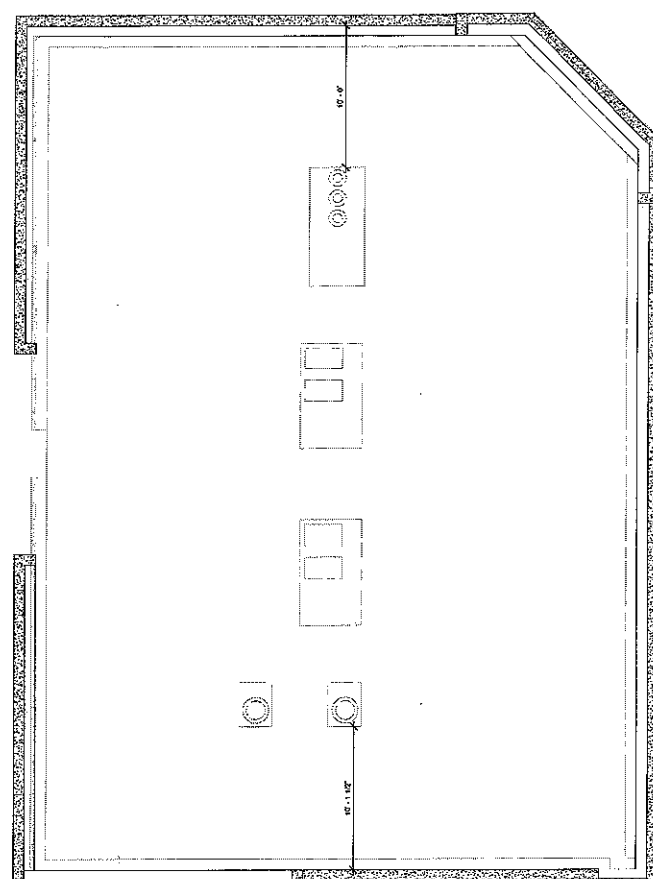
DEATH BY:

ROOF PLAN

RB-G



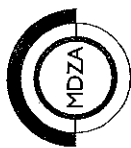
2 MECHANICAL SCREENING (PARAPET)



1 ROOF PLAN
1/8" = 1'-0"

ROOF PITCH

RB-G



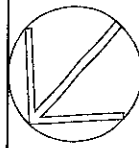
LANDSCAPE ARCHITECTURE
PLANNING

7-Eleven
CULVER CITY, CALIFORNIA



7-Eleven
CULVER CITY, CALIFORNIA

SEPULVEDA BLVD & BRADDOCK DR.
CULVER CITY, CALIFORNIA



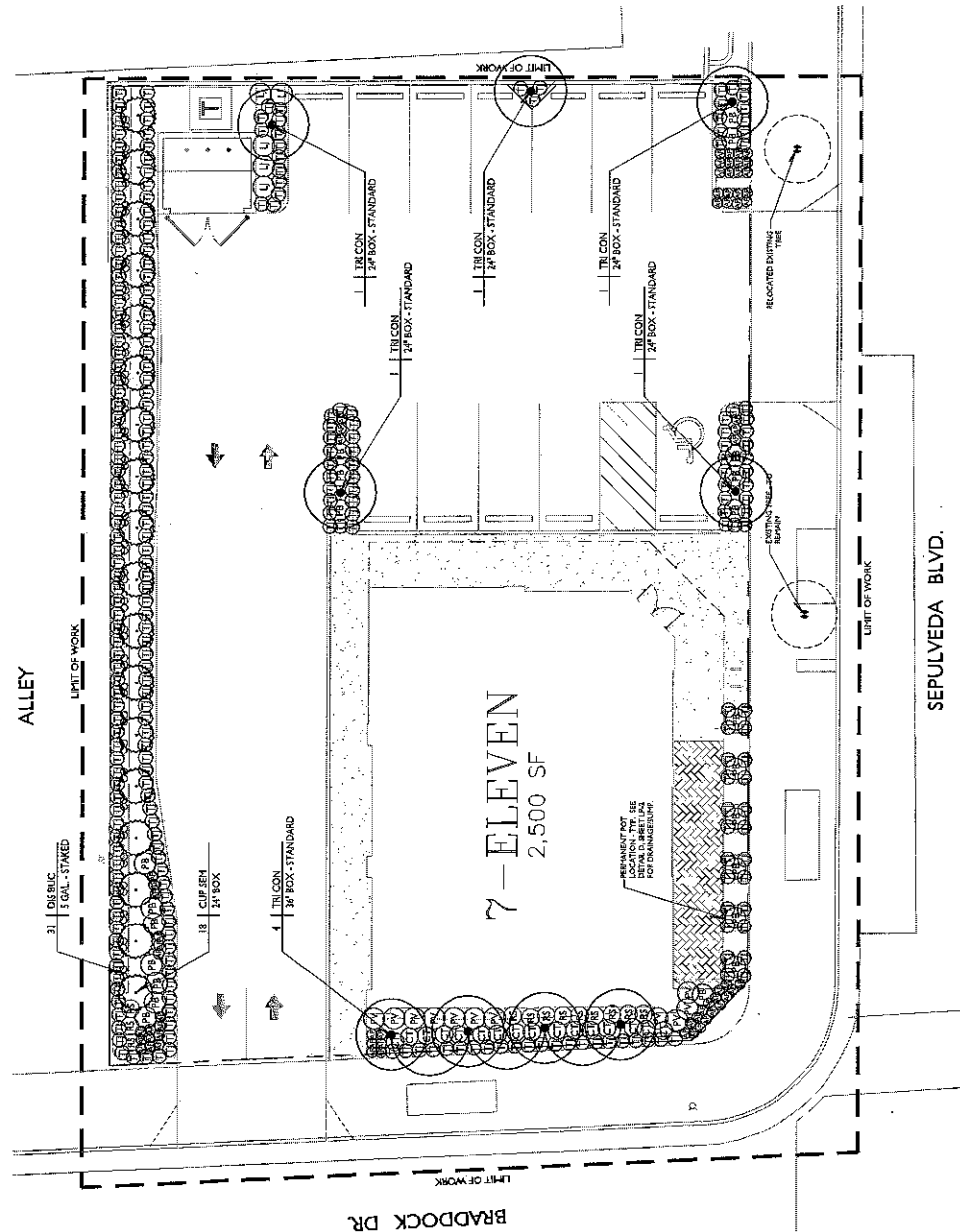
PLANTING PLAN

LP-1

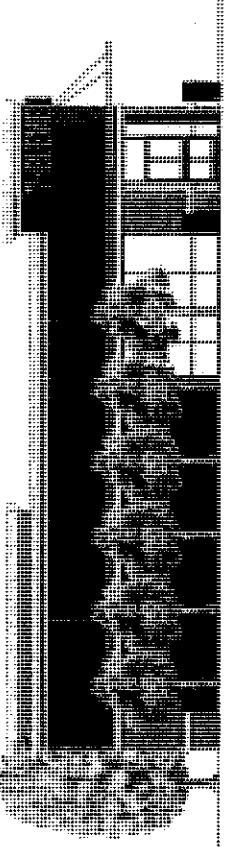
SYMBOL	NAME	SIZE	COMMENTS
1	TRUNK	1/2"	1/2" DIA.
2	BRANCH	1/4"	1/4" DIA.
3	LEAF	1/8"	1/8" DIA.
4	ROOT	1/8"	1/8" DIA.
5	SOIL	1/8"	1/8" DIA.
6	WATER	1/8"	1/8" DIA.
7	WIND	1/8"	1/8" DIA.
8	TEMPERATURE	1/8"	1/8" DIA.
9	MOISTURE	1/8"	1/8" DIA.
10	PH	1/8"	1/8" DIA.
11	EC	1/8"	1/8" DIA.
12	TD	1/8"	1/8" DIA.
13	CO ₂	1/8"	1/8" DIA.
14	WATER	1/8"	1/8" DIA.
15	WIND	1/8"	1/8" DIA.
16	TEMPERATURE	1/8"	1/8" DIA.
17	MOISTURE	1/8"	1/8" DIA.
18	PH	1/8"	1/8" DIA.
19	EC	1/8"	1/8" DIA.
20	TD	1/8"	1/8" DIA.
21	CO ₂	1/8"	1/8" DIA.
22	WATER	1/8"	1/8" DIA.
23	WIND	1/8"	1/8" DIA.
24	TEMPERATURE	1/8"	1/8" DIA.
25	MOISTURE	1/8"	1/8" DIA.
26	PH	1/8"	1/8" DIA.
27	EC	1/8"	1/8" DIA.
28	TD	1/8"	1/8" DIA.
29	CO ₂	1/8"	1/8" DIA.
30	WATER	1/8"	1/8" DIA.
31	WIND	1/8"	1/8" DIA.
32	TEMPERATURE	1/8"	1/8" DIA.
33	MOISTURE	1/8"	1/8" DIA.
34	PH	1/8"	1/8" DIA.
35	EC	1/8"	1/8" DIA.
36	TD	1/8"	1/8" DIA.
37	CO ₂	1/8"	1/8" DIA.
38	WATER	1/8"	1/8" DIA.
39	WIND	1/8"	1/8" DIA.
40	TEMPERATURE	1/8"	1/8" DIA.
41	MOISTURE	1/8"	1/8" DIA.
42	PH	1/8"	1/8" DIA.
43	EC	1/8"	1/8" DIA.
44	TD	1/8"	1/8" DIA.
45	CO ₂	1/8"	1/8" DIA.
46	WATER	1/8"	1/8" DIA.
47	WIND	1/8"	1/8" DIA.
48	TEMPERATURE	1/8"	1/8" DIA.
49	MOISTURE	1/8"	1/8" DIA.
50	PH	1/8"	1/8" DIA.
51	EC	1/8"	1/8" DIA.
52	TD	1/8"	1/8" DIA.
53	CO ₂	1/8"	1/8" DIA.
54	WATER	1/8"	1/8" DIA.
55	WIND	1/8"	1/8" DIA.
56	TEMPERATURE	1/8"	1/8" DIA.
57	MOISTURE	1/8"	1/8" DIA.
58	PH	1/8"	1/8" DIA.
59	EC	1/8"	1/8" DIA.
60	TD	1/8"	1/8" DIA.
61	CO ₂	1/8"	1/8" DIA.
62	WATER	1/8"	1/8" DIA.
63	WIND	1/8"	1/8" DIA.
64	TEMPERATURE	1/8"	1/8" DIA.
65	MOISTURE	1/8"	1/8" DIA.
66	PH	1/8"	1/8" DIA.
67	EC	1/8"	1/8" DIA.
68	TD	1/8"	1/8" DIA.
69	CO ₂	1/8"	1/8" DIA.
70	WATER	1/8"	1/8" DIA.
71	WIND	1/8"	1/8" DIA.
72	TEMPERATURE	1/8"	1/8" DIA.
73	MOISTURE	1/8"	1/8" DIA.
74	PH	1/8"	1/8" DIA.
75	EC	1/8"	1/8" DIA.
76	TD	1/8"	1/8" DIA.
77	CO ₂	1/8"	1/8" DIA.
78	WATER	1/8"	1/8" DIA.
79	WIND	1/8"	1/8" DIA.
80	TEMPERATURE	1/8"	1/8" DIA.
81	MOISTURE	1/8"	1/8" DIA.
82	PH	1/8"	1/8" DIA.
83	EC	1/8"	1/8" DIA.
84	TD	1/8"	1/8" DIA.
85	CO ₂	1/8"	1/8" DIA.
86	WATER	1/8"	1/8" DIA.
87	WIND	1/8"	1/8" DIA.
88	TEMPERATURE	1/8"	1/8" DIA.
89	MOISTURE	1/8"	1/8" DIA.
90	PH	1/8"	1/8" DIA.
91	EC	1/8"	1/8" DIA.
92	TD	1/8"	1/8" DIA.
93	CO ₂	1/8"	1/8" DIA.
94	WATER	1/8"	1/8" DIA.
95	WIND	1/8"	1/8" DIA.
96	TEMPERATURE	1/8"	1/8" DIA.
97	MOISTURE	1/8"	1/8" DIA.
98	PH	1/8"	1/8" DIA.
99	EC	1/8"	1/8" DIA.
100	TD	1/8"	1/8" DIA.

FOR PLANTING DETAILS SEE SHEET LP-2
FOR PLANTING SPECIFICATIONS SEE SHEET LP-3

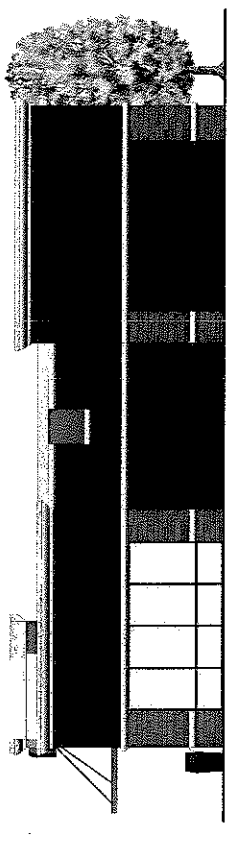
- GENERAL PLANTING NOTES:
1. PRIOR TO ANY PLANTING, THE CONTRACTOR SHALL OBTAIN AN AGRICULTURAL REPORT AND SOIL ANALYSIS FROM THE COUNTY OF LOS ANGELES, CALIFORNIA, TO DETERMINE THE SOIL TYPE AND FERTILITY. THE CONTRACTOR SHALL PROVIDE A WRITTEN REPORT TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 2. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTER MATERIALS TO BE PLANTED TO THE TOP OF THE PLANTER WALLS.
 3. LANDSCAPE CONTRACTORS SHALL PROVIDE ENOUGH PLANTING AREAS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 4. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTING MATERIALS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 5. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTING MATERIALS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 6. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTING MATERIALS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 7. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTING MATERIALS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 8. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTING MATERIALS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 9. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTING MATERIALS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.
 10. LANDSCAPE CONTRACTORS SHALL PROVIDE ALL PLANTING MATERIALS TO BE PLANTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE PLANTING.



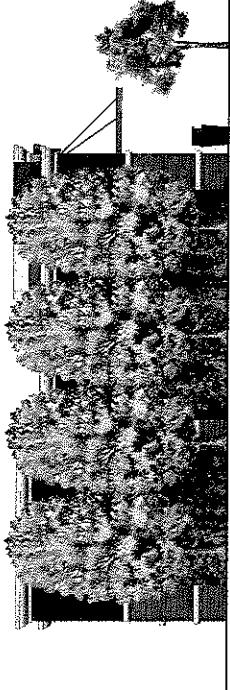
SEPULVEDA BLVD.



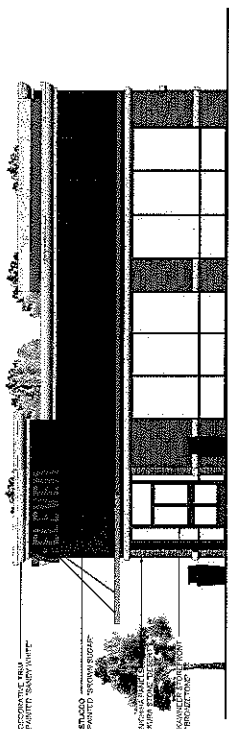
1 SEPLUVEDA ELEVATION
3/16" = 1'-0"



3 EAST ELEVATION
3/16" = 1'-0"



2 BRADDOCK ELEVATION



4 SOUTH ELEVATION