

MEETING DATE: **09.10.12**

AGENDA ITEM: PUBLIC HEARING – Consideration of Appeal of Planning Commission Approval of an 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

ATTACHMENTS

	<u>Pages</u>
1. Planning Commission, Resolution P2012-003, dated May 23, 2012	1-25
2. Appeal Document, dated June 8, 2012	26-35
3. Project Plans	36-39
4. Traffic Analysis and Gap Study	40-217
5. Written Public Comments	218-275
6. Draft Resolution No. 2012-R___ Denying the Appeal	276-282
7. Draft Resolution No. 2012-R___ Granting the Appeal	283-285
8. Planning Commission Minutes, March 14, 2012	286-299
9. Additional Correspondence	300

RESOLUTION NO. 2012-P003

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

(Administrative Site Plan Review, ASPR P-2011127)

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

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

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

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

1 WHEREAS, on March 14 and May 23, 2012, the Planning Commission conducted a
2 duly noticed public hearing on Administrative Site Plan Review, ASPR P-2011127 ; and
3

4 WHEREAS, on May 23, 2012 after conducting a duly noticed public hearing on the
5 subject application, including full consideration of the application, plans, staff report,
6 environmental information and all testimony presented, the Planning Commission by a vote
7 of 5 to 0, conditionally approved Administrative Site Plan Review, ASPR P-2011127 as set
8 forth herein below.
9
10

11 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
12 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

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

15 **Administrative Site Plan Review:**
16

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 APPROVED and ADOPTED this 23rd day of May, 2012.

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

9 Attested by:

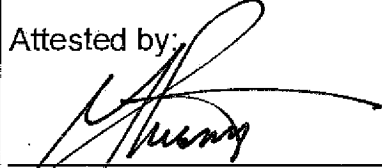
10 
11 Yvonne Hunt
12 Administrative Secretary

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 Convenience store with 12 parking spaces (the "Project"), for the property located at 4436 Sepulveda Boulevard (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 15.595.030 – "Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
6.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	

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RESOLUTION NO. 2012-P003
Administrative Site Plan Review, ASPR P2011127
4436 Sepulveda Boulevard

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GENERAL				
7.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading".	Planning	Standard	
8.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs require a separate permit and approval.	Planning	Standard	
9.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
10.	All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways) shall be designed and completed to the satisfaction of the City Engineer.	Public Works	Standard	
11.	One street tree shall be installed, to the satisfaction of the City Engineer, in conformity with the City's approved Street Tree Master Plan including tree wells and irrigation on Braddock Drive. All new (and existing) street trees shall be supplied with irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/irrigation plan.	Public Works	Standard	
12.	Drainage devices, concrete curbs and gutters, sidewalks, drive approaches, and roadway pavement shall be designed in conformity with all provisions of the latest edition of the American Public Works Association Standard Plans ("APWA Standards").	Public Works	Standard	

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 RESOLUTION NO. 2012-P003
 Administrative Site Plan Review, ASPR P2011127
 4436 Sepulveda Boulevard

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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

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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	
22.	A materials board for the Project and a lighting plan for the building and the parking area shall be approved by the Planning Division prior to building permit issuance.	Planning	Special	

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 RESOLUTION NO. 2012-P003
 Administrative Site Plan Review, ASPR P2011127
 4436 Sepulveda Boulevard

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GENERAL				
23.	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	
24.	No vending machines or reverse vending machines shall be permitted on the exterior of the building.	Planning	Special	
25.	The project shall comply with Section 17.300.040 – Outdoor Lighting of the Culver City Municipal Code, to ensure that all on-site exterior lighting is directed away from or shielded from residential neighbors.	Planning	Special	
26.	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	
27.	The driveway at Sepulveda Boulevard shall be right turn-in and right turn-out only. Signage restricting left turns out of the driveway shall be posted on-site. The sign is subject to approval by the City Engineer and Planning Manager.	Public Works	Special	

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 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				
28.	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	
29.	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	
30.	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	
31.	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

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PRIOR TO BUILDING PERMIT ISSUANCE				
32.	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	
33.	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	
34.	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

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PRIOR TO BUILDING PERMIT ISSUANCE				
35.	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

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36.	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	
37.	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	
38.	Prior to issuance of a building permit, notice of the Project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	Building	Standard	

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 4436 Sepulveda Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
39.	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	
40.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
41.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
42.	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	
43.	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	
44.	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
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 Administrative Site Plan Review, ASPR P2011127
 4436 Sepulveda Boulevard

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DURING CONSTRUCTION				
45.	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	
46.	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	
47.	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	
48.	During construction, the Planning Division may periodically inspect the Project and/or request status updates from the Applicant and construction contractor(s) to ensure the Project design comports with the approved plan. The Planning Division, with the Building & Safety Division, may issue general stop work notices for any violations of the Conditions of Approval, including non-conformance with the specified design and materials for the Project, and any violations of the CCMC.	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
DURING CONSTRUCTION				
49.	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				
50.	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	
51.	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	
52.	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	
53.	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				
54.	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	
55.	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	
56.	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				
57.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on May 23, 2012 , excepted as modified by these Conditions of Approval.	Planning	Standard	
58.	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	
59.	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	
60.	The Applicant shall process the request for curbside loading on Sepulveda Boulevard through the Engineering Division. The Applicant shall be responsible for necessary curbside demarcations/ improvements as required by the City Engineer and/or Public Works Director.	Public Works/ Planning	Special	

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				
61.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
62.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
63.	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	
64.	The Property Owner and any tenant of the Property shall be responsible for onsite trash pickup at least twice per day, and for trash pickup around the Property's perimeter, including the sidewalks, gutters, and other public areas where trash may collect within 100-feet of the Property.	Planning	Special	
65.	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 Outdoor Retail Component may be operated by the same entity that operates the convenience store, as part of the operation of such store, or it may be run as a separate business operation by a subtenant approved by the Community Development Director. The 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 shall at all times be operated and maintained in a clean 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				
66.	The Outdoor Retail Component shall be opened for business at the time of occupancy of the convenience store use for the Property, and shall thereafter operate seven days a week for no less than 10 hours a day. If a subtenant operating the secondary retail use vacates the premises, the Outdoor Retail Component area shall immediately be secured and thereafter maintained in a safe and attractive condition, and the secondary retail use shall be re-opened for business (by the operator of the convenience store or by a new subtenant approved by the Community Development Director) within no more than 6 months	Planning	Special	
67.	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" 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	

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				
68.	Any street tree that is removed or relocated as part of the site development shall be promptly replaced with a tree of a type and size approved by the Community Development Director, and thereafter maintained.	Planning	Special	
69.	All Project employees who drive to work must park on-site. Employees shall be informed of this requirement during any employee training or orientation.	Planning	Special	
70.	No outdoor chairs, benches and/or tables shall be permitted on the Property without the approval of an Administrative Use Permit for Outdoor Dining pursuant to CCMC Section 17.400.070 – Outdoor Dining.	Planning	Special	
71.	The Project shall maintain a clear line of sight for vehicles negotiating the project access points and adjacent alleyways. Trees, bushes, and architectural décor shall not block line of sight requirements at these intersections.	Planning	Special	
72.	Follow-up inspection of the operation of the traffic, on-site circulation and parking, shall be conducted by the Planning Division after six months and after one year of full operation. If it is determined by the Planning Manager and the City's Traffic Engineer that the recommendations of the traffic study are insufficient, additional requirements may be imposed as determined by the Planning Manager and the City's Traffic Engineer. In the event the project fails to operate subject to the traffic study requirements, the matter shall be set for public hearing pursuant to CCMC Chapter 17.660 – Revocations and Modifications.	Planning	Special	

7-11 Appeal

June 8, 2012

- **Culver City Planning Commission: Commrs. Anthony Pleskow, John Kuechle, Scotty Wyant, Marcus Tiggs, and Linda Smith Frost:**
- **Culver City City Council: Council members Andrew Weissman, Jeffrey Cooper, Michael O'Leary, Jim B. Clarke, and Meghan Sahli-Wells.**
- **Mayor Michael O'Leary.**
- **Culver City City Manager John Nachbar.**
- **Culver City Attorney Carol Schwab.**

Appeal – Page Two**June 8, 2012****LEGAL BASIS OF APPEAL RE 7-11 AT SEPULVEDA AND BRADDOCK**

The undersigned parties have brought this Appeal on the issue of whether the City of Culver City should approve the request by the 7-11 "people", franchises, owners, et al. to construct and run a 7-11 convenience store on the south east corner of Sepulveda Blvd., and Braddock Drive in Culver City, CA.

The undersigned parties believe that the City Planning Commission, the Culver City staff assisting the Planning Commission, and other parties such as those who ran two "traffic tests", constitute, pursuant to Section C.2 of the Culver City Code,

"Section C.2: "inadequacy of conditions to mitigate potential impacts".

The Appellants believe that there is an "increased risk and liability to the City given the insufficient discovery, testing and evaluation of the impact on public safety of the proposed new 7-11 project."

Based on the inadequacy of the conditions to mitigate the potential impacts, and the circumstances described above, the undersigned parties are requesting that the Culver City Planning Commission, and the City of Culver City, re-open the issues regarding said 7-11, and allow the Culver City residents to request more time to discover, test and evaluate the impact on public safety.

INSUFFICIENCY OF DISCOVERY AND RESEARCH

The appealing parties herein are extremely concerned that the testing and evaluation of the situation surrounding the 7-11 has not been done adequately, professionally, properly, appropriately, timely, and/or reasonably.

The residents of Culver City filing this appeal believe that there should be additional research, which would include additional testing of traffic, of building parameters [e.g., possible blind corner or diminished traffic visibility

Appeal – Page Three**June 8, 2012**

based on the proposed design for the 7-11 store], as well as further evaluation of the 7-11 project. This research needs to address the following issues and questions:

History of Accidents at the Sepulveda/Braddock Intersection

At the meetings that the public attended on March 14, 2012, and May 25, 2012, the number of accidents that occur at that intersection was not thoroughly discussed by any means, nor investigated as the Commission had requested at the previous meeting.

In late May, 2012, only days after the Planning Commission's meeting, an automobile ran uncontrollably out of the intersection, landing right into the "Bronze Buns" store at the Southwest corner of Braddock and Sepulveda. In this same location in May 2010, an almost identical accident occurred.

In addition, there have been many automobile accidents in the area directly surrounding the Taco Bell fast-food restaurant at the Northeast corner of Sepulveda and Braddock. There are pictures available of these and software notes to the Commission of the first meeting.

The Appellants demand that the Culver City planning Commission prepare a thorough investigation into the vehicular accidents at that intersection area, as it stands now. The Appellants would also like to have a continuance of this matter to compile their own data to be presented to the Commission and 7-11 representatives were entitled to do. This is only appropriate.

The Appellants believe that there is a serious traffic and accident danger in this intersection and the surrounding area, AS IT STANDS NOW, and they are extremely concerned that no adequate investigation has been done, nor has anyone adequately investigated what Appellants believe will be the true vehicular and pedestrian accident rate at the intersection area, once the 7-11 is in operation.

Appeal – Page Four

June 8, 2012

Without this further detailed investigation and research, Appellants do not believe that either the Planning Commission or the City Council can make an informed decision about the viability and safety concerns surrounding the addition of the 7-11 store at the above-described location. Appellants are concerned that this area will become a hazard not only for the safety of vehicles, but for the safety of pedestrians, including many students who attend nearby schools, and who traverse this area on a regular basis.

Furthermore, Appellants believe that a continuance is necessary to document in detail the history of accidents related to the driving path taken by Taco Bell drive-up customer on the corner opposite the proposed 7-11 project needs. The "Gap Study" done by 7-11 raised questions about the validity of the Commission's investigation.

Once this documentation of said dangers is complete, only then can there be a full and fair public discussion of the issues, or can there be a full and fair evaluation of the problem by the Planning Commission. This is particularly important since the new 7-11 project has a similar driving path as Taco Bell, and Appellants believe that the 7-11 may double the problems that the residents of Culver city currently have with the public alley by 7-11.

INADEQUACY OF PRIOR TRAFFIC STUDIES

The Planning Commission, and its employees, have "done" two prior traffic studies. Both were totally inadequate. The first one was done in or about August 2011.

Break, for a period of only a couple of hours. A mechanical "counter" left in the street was not used. Only the arcane method of personal observation was used. Since the city may, one day, find itself defending a lawsuit, Appellants believe that such an omission BY A GOVERNMENTAL AGENCY, may increase the chance of liability for an accident being assessed against the city, as well as against the 7-11 store.

Appeal – Page Five

June 8, 2012

- Said “pre-Easter” traffic study was grossly insufficient because it was conducted during a time when some of the nearby schools were not in session. Such an omission by a governmental agency could be regarded as proving the element of negligence, reckless disregard for the safety of the public, as well as possibly misfeasance, malfeasance, or nonfeasance.

Since these issues were brought up, AND IGNORED by the Planning Commission, the very competency of the Commission is at stake, as these issues having been brought up at Planning Commission hearings would put the city in the legal position of a defendant who “knew or should have known” of the dangers, yet took inadequate research or precautions to protect the public safety.

A proper traffic study would have to include all car and pedestrian flow during the following time periods:

- (a) morning rush hour (7:30 to 9 AM), which includes when kids are going to school, and the public would be stopping at the 7-11 for coffee, breakfast snacks, etc., in a hurry to get to where they are going that morning [and possibly being less than careful about driving their vehicles through the area];
- (b) lunch hour, when not only will people be stopping for lunch, beverages, snacks and the like, including many students who would only have to walk one long block down Braddock from the Culver City High athletic field to reach the 7-11 and make their purchases;
- (c) between 2 and 3:30 PM when the nearby schools let out, and students are rushing to catch buses, or to purchase after school snacks and beverages, and congregate to talk with their friends; and

Appeal – Page Six
June 8, 2012

(d) evening rush hour (4 PM to 7 PM), where the public will stop in at the 7-11 as they rush to get home, pick up groceries for the home, or a newspaper, magazines, etc., and will be fighting the rush hour traffic as they wend their way home.

UNAVAILABILITY OF TRAFFIC STUDIES AND MISSTATEMENTS BY CITY EMPLOYEES

Appellants would also like to point out to the Planning Commission the many irregularities and omissions that happened during the meetings.

1. The 7-11 people were allowed to put on a Power Point presentation, but when Ms. Marie Malahi asked to also make a Power Point presentation, she was turned down.
2. Marie Malahi indicated to the Planning Commission that she could provide very valuable information on traffic patterns based on photographs taken by a camera from her residence [directly across the alley from the proposed 7-11, on the Southeast side of Braddock]. However, no one from the City or the 7-11 people even asked about those photographs, or displayed ANY interest in viewing them. This is a glaring omission on the part of city and 7-11 employees.
3. The 7-11 people were consistently allowed to present further information and testimony to the Planning Commission, but the general public, who had additional information to provide, were prevented from doing so.
4. At one point, a member of the city employees was asked if there had been any consideration about the fact that the 7-11 would be too close to the corner and interfere with the vision of traffic, the employee [believed to be identified as Sol] then answered that the traffic study had indicated it would NOT be a problem.

Appeal – Page Seven

June 8, 2012

First of all, "Sol" never even quoted where in the traffic study it said that, nor did he quote the exact language on that issue from the traffic study. Since the traffic study was to look at "gap" issues, and the frequency of traffic, it is hard to believe that the part[ies] doing the study would have gratuitously thrown in that nugget of information "on the fly".

In addition, judging whether a building would be too close to the street to cause a visual traffic hazard would be the kind of thing that an expert, such as an accident reconstructionist, would be needed to give an opinion on. Appellants believe that there is no such statement in the traffic study backing up "Sol's" representations at the Planning Commission meeting of May 25, 2012.

5. During the March 14, 2012 meeting, an employee of the city was asked a question about the police's position on problems at 7-11s. The city employee inquired that the police did not comment on it. Later on, when the employee was asked if the person[s] who interviewed the police about 7-11 issues, said employee admitted on the record THAT THE POLICE WERE NOT EVEN ASKED THE QUESTION. So of course there was no response on the issue: the police were never asked!!

6. There has been no research into the history of 7-11s and their design to counter criminal activities, such as hold-ups.

The city employees should investigate, since there was an article written about how 7-11 redesigned their store fronts in the 60s and 70s, and went from small windows, to having full plate glass windows on the perimeter of the store. 7-11 had been subject to many hold-ups, and were finally convinced that the large plate glass windows would allow law enforcement personnel to easily view into the stores, and stop

Appeal – Page Eight

June 8, 2012

a hold-up in progress. The 7-11 design submitted for this corner has very small windows, and only up at the line on the building where the walls connect to the roof. Once again, this seems negligence, and to be fair to the residents of Culver City and watch out for their safety, the City should investigate this.

7. Wholly inadequate research has been done on the safety factor concerning people having to exit their property through the alley directly east of the 7-11, and the effect on traffic, and the increased likelihood of additional traffic accidents there as a result of the 7-11 store.

Further research must be done by interviewing the surrounding residents, the Pacific Alarm Company, and other relevant parties, to properly evaluate this situation.

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Appeal – Page Nine

June 8, 2012

CONCLUSION

Based on the foregoing, the below signed parties hereby file this Appeal pursuant to Section 17.640.005, et sequitur, regarding the 7-11 project, and hereby request that, on the basis that there is a dispute of findings and inadequacy of conditions to mitigate potential impacts.:

1. The Planning Commission and City Council hold in abeyance any further decision on the project, and re-open the issues discussed above, and allow further discovery and research.
2. That the Appellants be allowed a continuance for a further hearing [please note that the 7-11 people were allowed a continuance, without a problem, to May 25, 2012, because they were not sufficiently prepared on the date previously provided to them].

The following citizens sign this appeal, and furthermore, attach as Exhibit A a copy of a lengthy Petition signed by many residents, demonstrating to this Commission the wide-spread grass roots concern of the people of Culver City.

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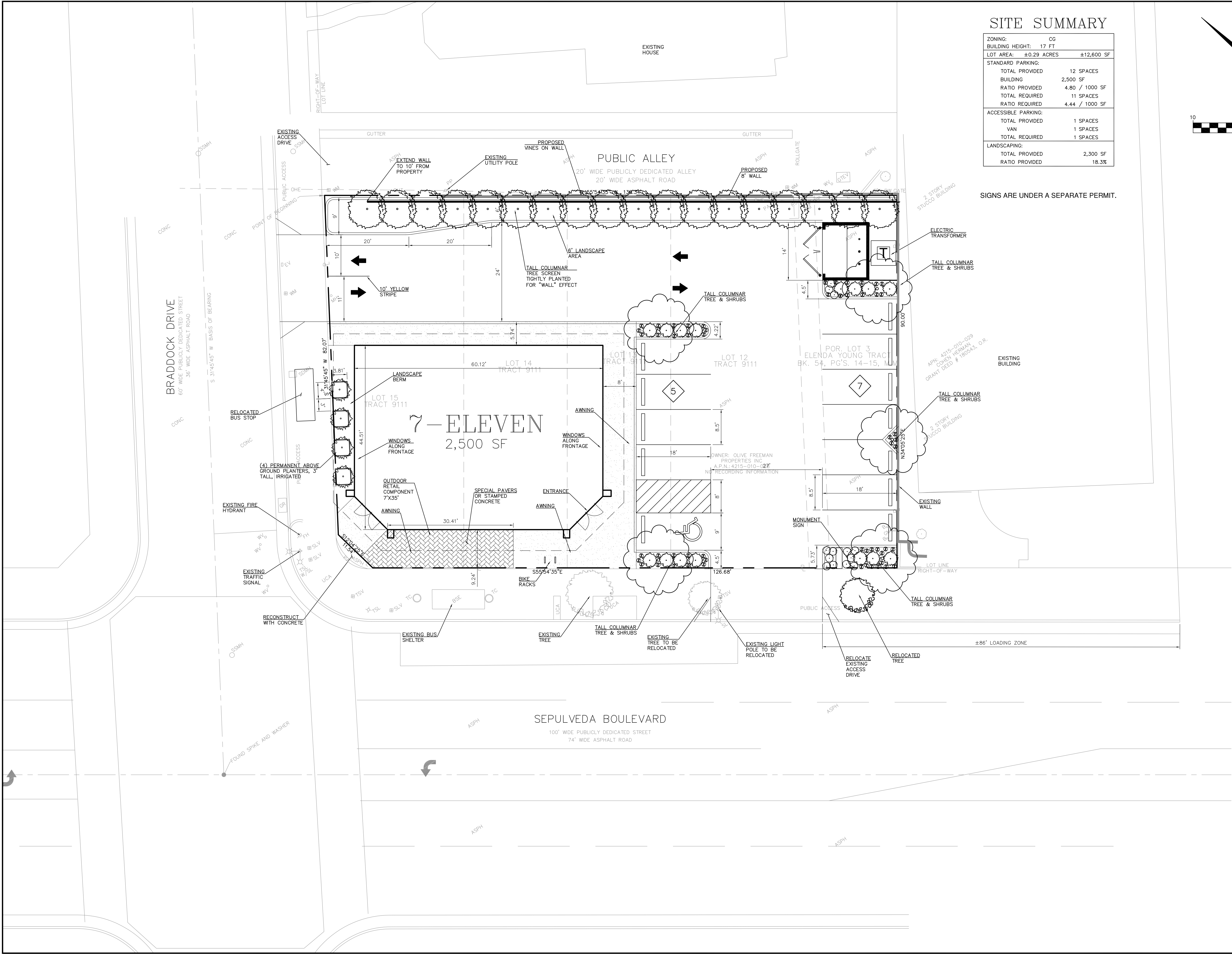
Appeal – Page Ten
June 8, 2012

3. That the Appellants be allowed to submit further documentation on the above issues to the Planning Commission before any final decision is made.

<u>Brenda Ramsey</u>	<u>Brenda Ramsey</u>	Date:	6/7/12
<u>Alexandra K. Mells</u>	<u>Alexandra K. Mells</u>	Date:	6/7/12
<u>Barbara Effros</u>	<u>Barbara Effros</u>	Date:	June 7, 2012
<u>Bryan Sanders</u>		Date:	
<u>David J. Schwartz</u>	<u>David J. Schwartz</u>	Date:	June 7, 2012
<u>Richard Rownak</u>	<u>Richard Rownak</u>	Date:	JUNE 7 2012
<u>Pam Rownak</u>		Date:	
<u>Marie Malahi</u>	<u>Marie Malahi</u>	Date:	6/7/12

Alexandra K. Mells
4354 Huntley Ave.
Culver City, CA 90230
213-247-1649

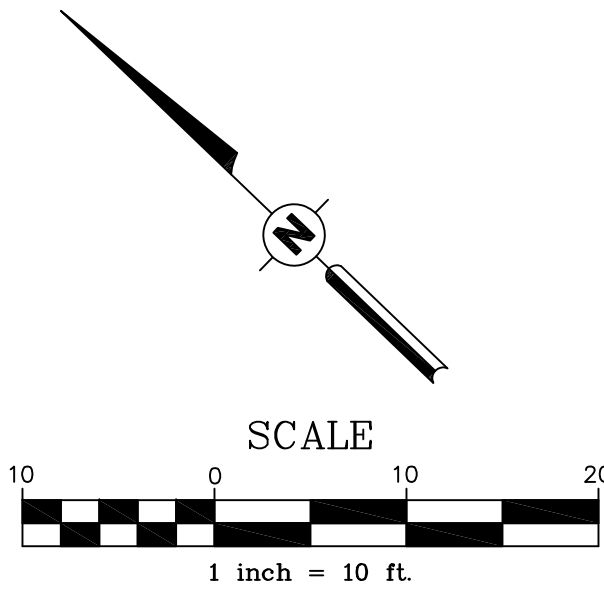
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SITE SUMMARY

ZONING:	CG
BUILDING HEIGHT:	17 FT
LOT AREA:	±0.29 ACRES ±12,600 SF
STANDARD PARKING:	
TOTAL PROVIDED:	12 SPACES
BUILDING	2,500 SF
RATIO PROVIDED	4.80 / 1000 SF
TOTAL REQUIRED	11 SPACES
RATIO REQUIRED	4.44 / 1000 SF
ACCESSIBLE PARKING:	
TOTAL PROVIDED:	1 SPACES
VAN	1 SPACES
TOTAL REQUIRED	1 SPACES
LANDSCAPING:	
TOTAL PROVIDED	2,300 SF
RATIO PROVIDED	18.3%

SIGNS ARE UNDER A SEPARATE PERMIT.



ATTACHMENT 3

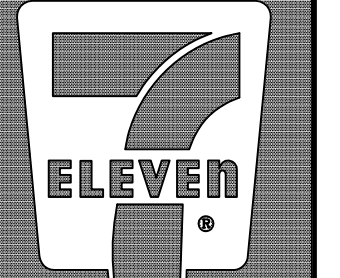


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7-ELEVEN

SEPULVEDA BLVD & BRADDOCK DR.
CULVER CITY, CALIFORNIA

PROJ. NUMBER: 14-10-12391

ISSUE BLOCK			

STORE NO.:	34735
DOCUMENT DATE:	5/10/2012
CHECKED BY:	JWK
DRAWN BY:	ADS

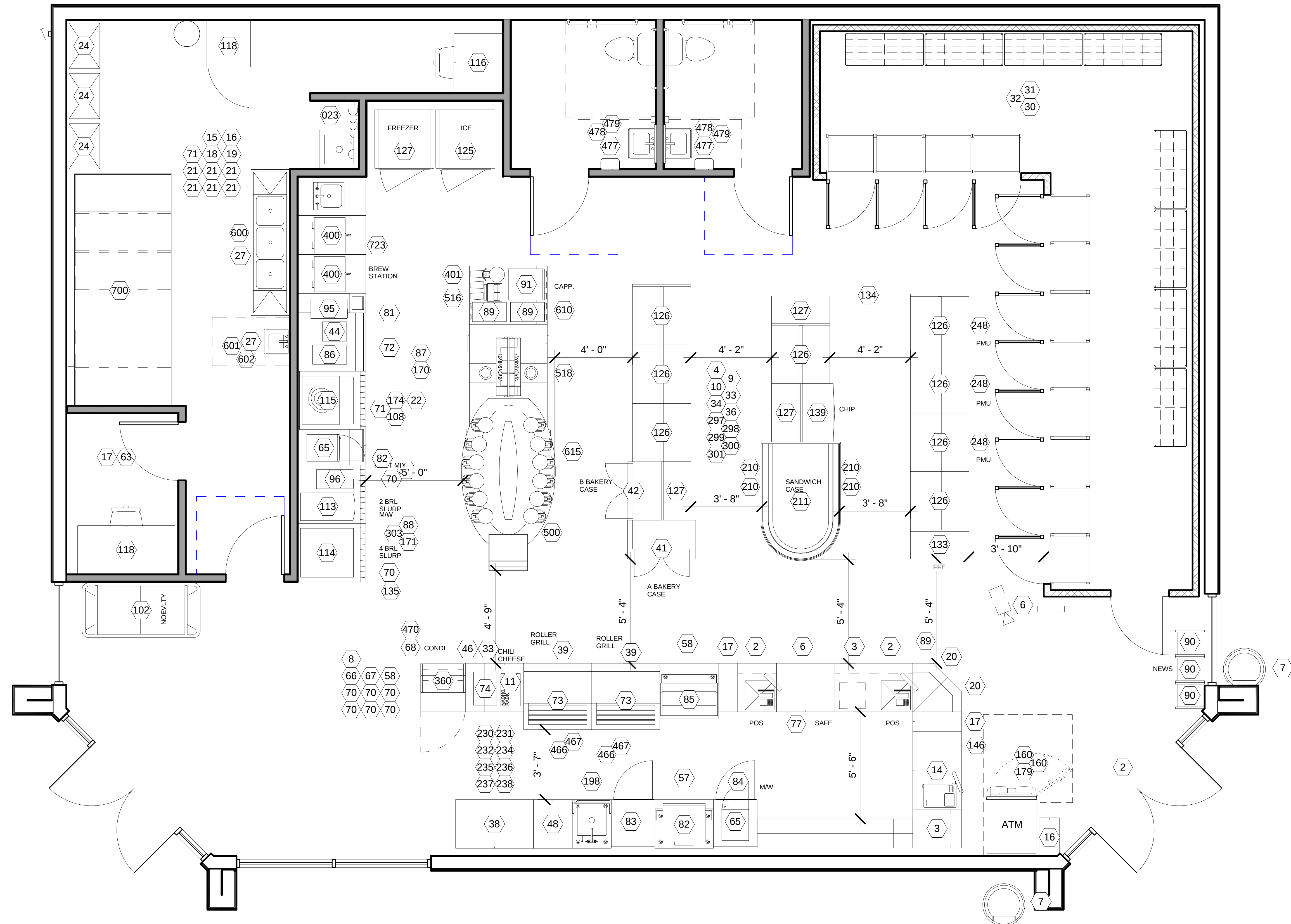
FOR REVIEW ONLY

SITE
PLAN

CONCEPT 16

SHEET:

C1.0



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7-ELEVEN

7-ELEVEN
SEPLUVEDA BLVD. &
BRADDOCK DR.
CULVER CITY, CA

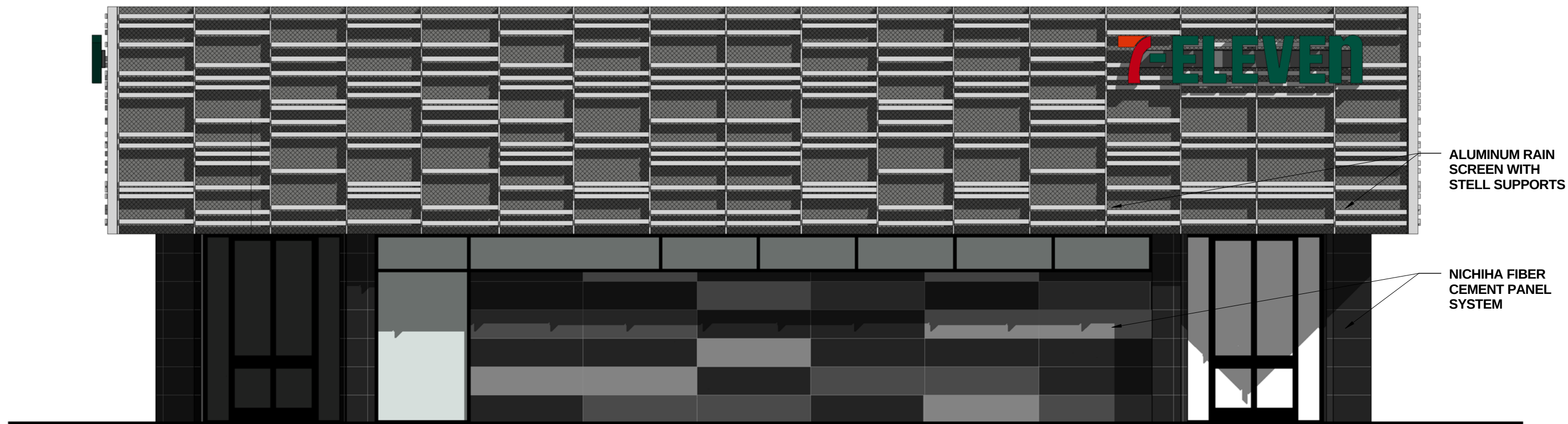
JOB NUMBER: 12-10-100391

ISSUE BLOCK		

STORE NO.:	34735
DOCUMENT DATE:	05/14/12
CHECKED BY:	C S
DRAWN BY:	KJG

ELEVATIONS

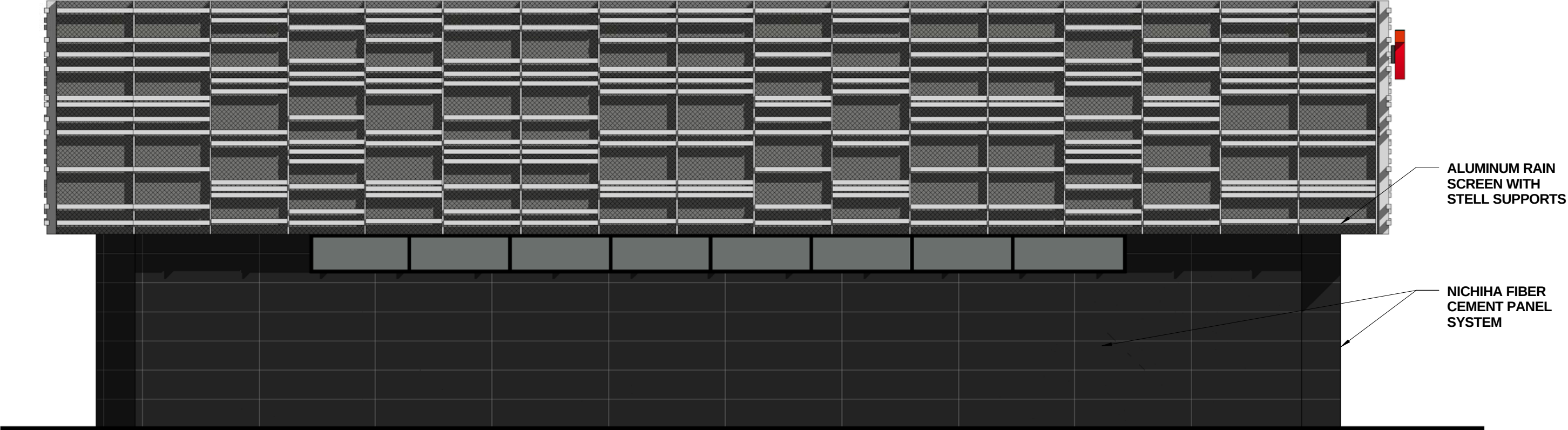
SHEET:
RB-E



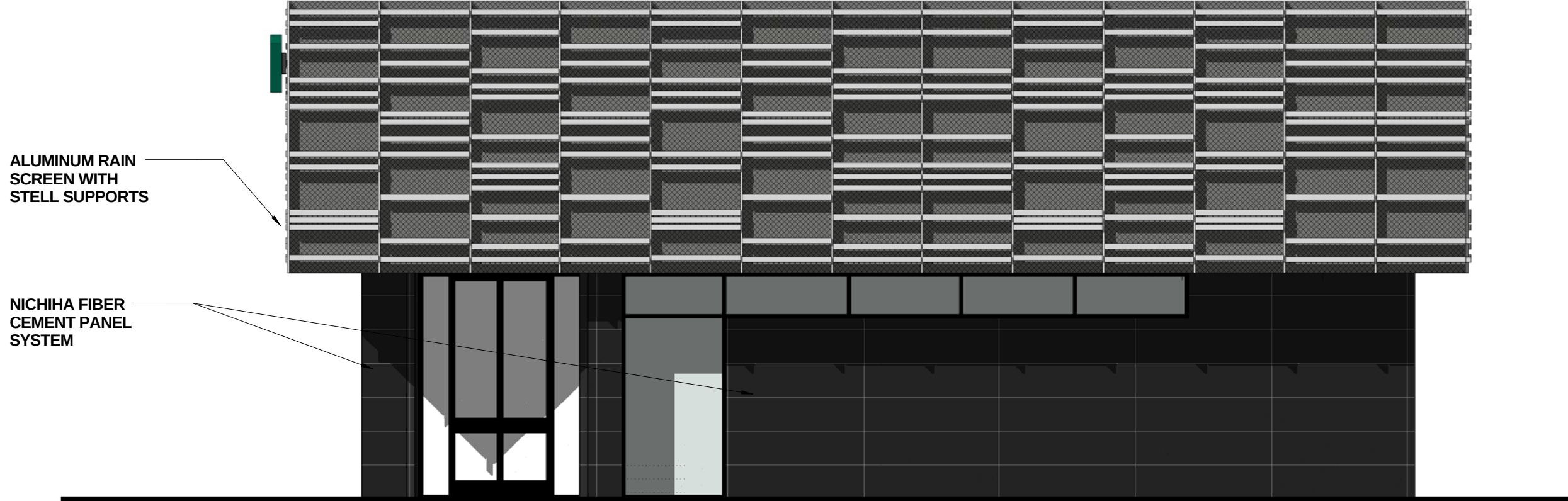
1 SEPLUVEDA ELEVATION
3/16" = 1'-0"



2 BRADDOCK ELEVATION
3/16" = 1'-0"

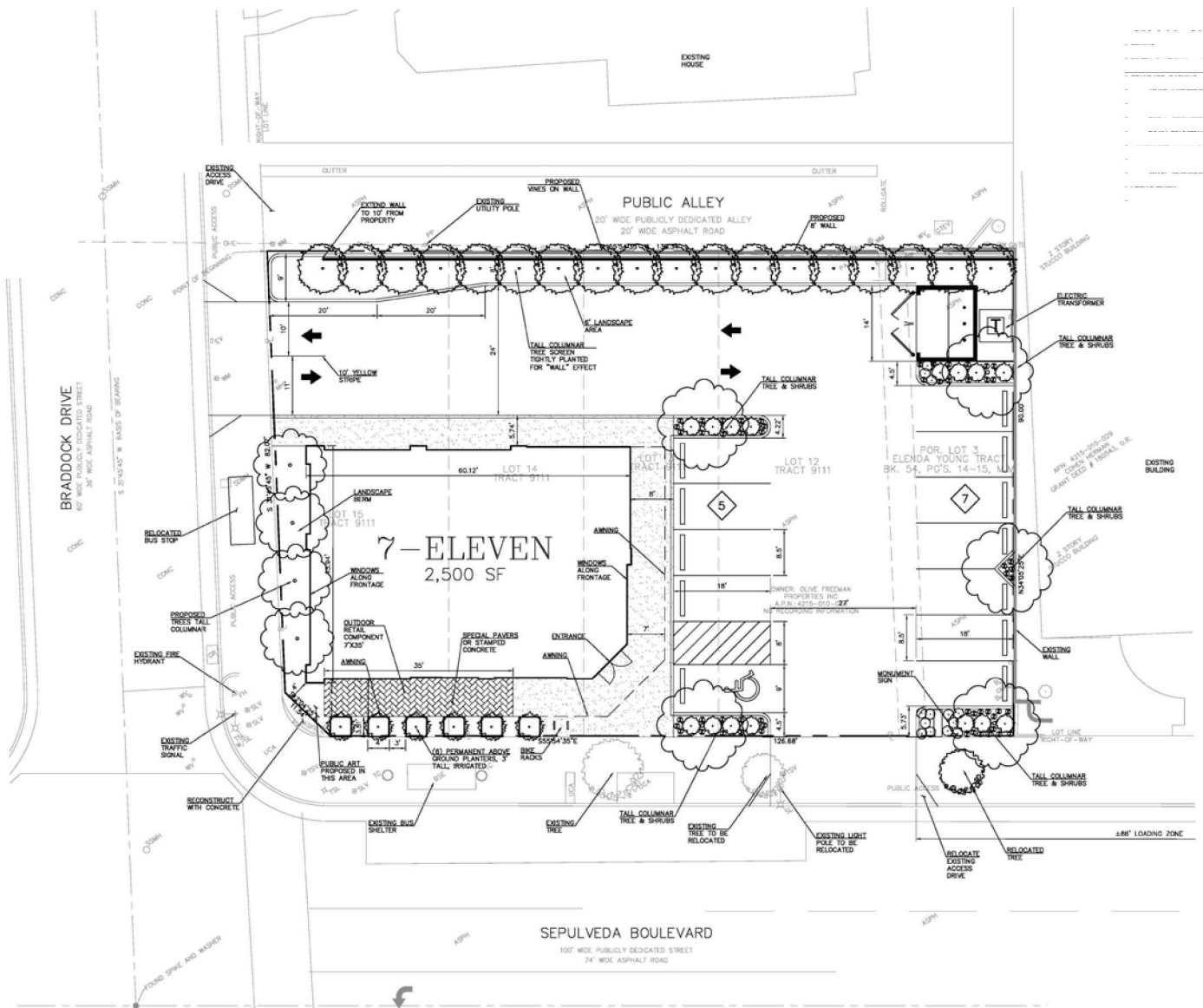


3 EAST ELEVATION
3/16" = 1'-0"



4 SOUTH ELEVATION
3/16" = 1'-0"





transportation planning • traffic engineering
acoustical engineering • parking studies

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:

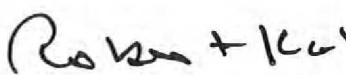
RK ENGINEERING GROUP, INC. (RK) is pleased to submit this updated traffic impact study for the proposed 7-Eleven 24-hour Convenience Market, to be located at the southeast corner of Sepulveda Boulevard and Braddock Drive in Culver City, as shown in Exhibit A. The proposed 7-Eleven would occupy a parcel 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.

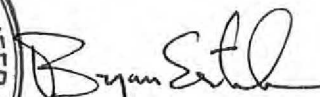
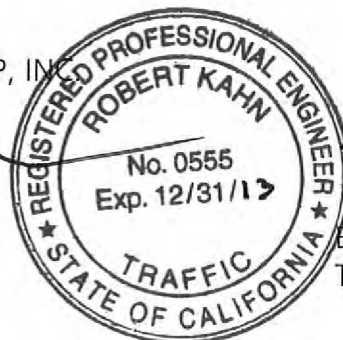
Based upon our analysis of existing and future traffic volumes, the proposed project can be accommodated in the City of Culver City with the recommendations included within this report. The project will not have a significant impact to the study area intersections or roadways.

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, P.E.
Principal



Bryan Estrada
Transportation Planner

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

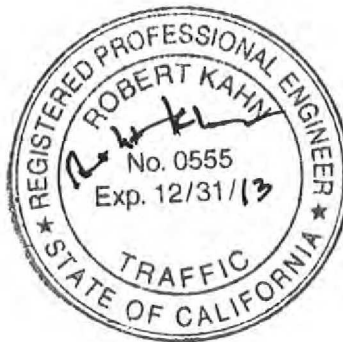
Prepared for:

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.

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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.

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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.

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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.

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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

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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.

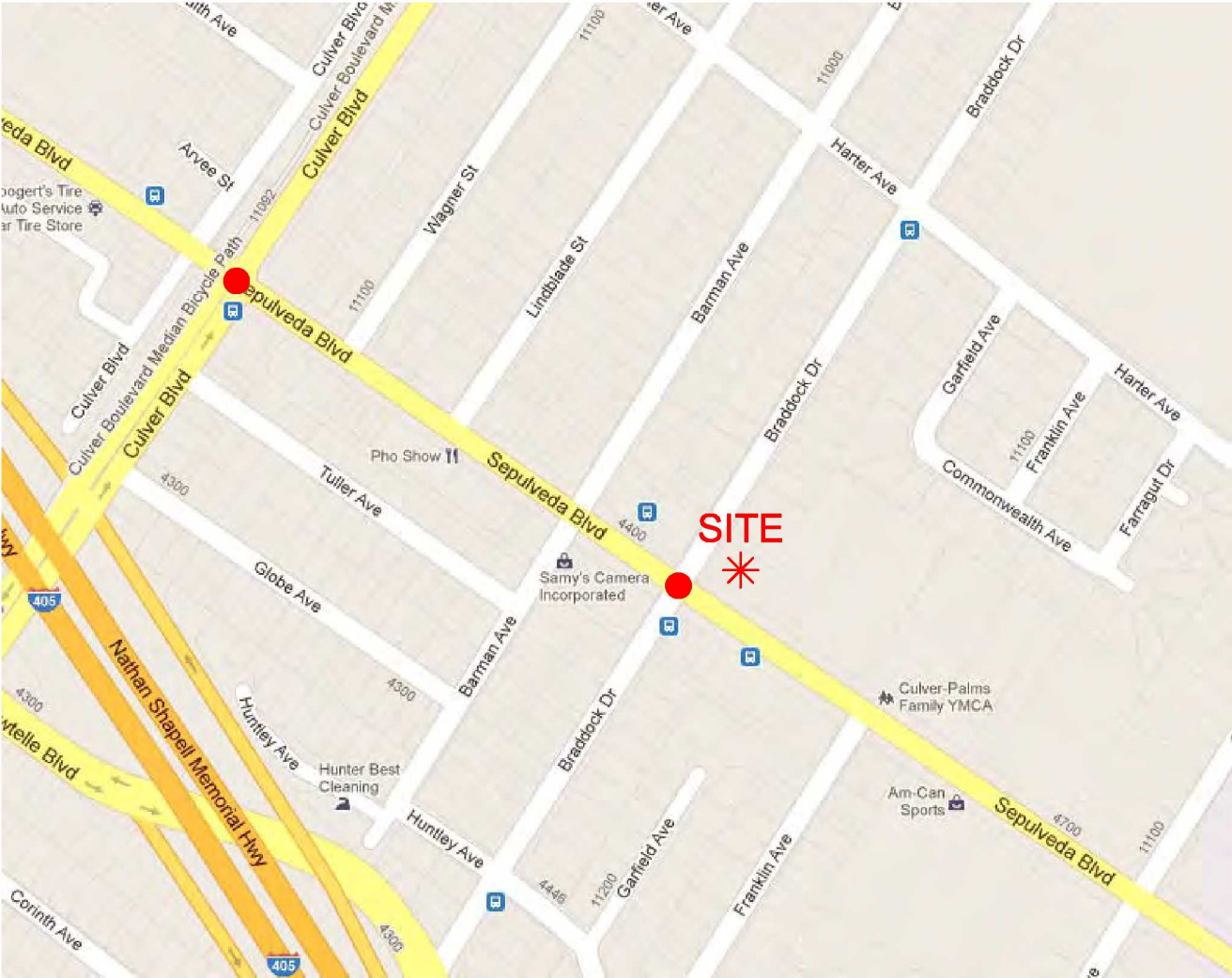
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10.0 Conclusions

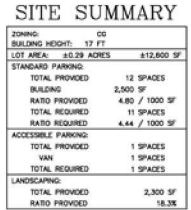
Based upon the analysis of Existing and Future (Year 2013) traffic volumes, the proposed 7-Eleven 24-hour Convenience Market can be accommodated within the City of Culver City, with the implementation of the recommendations stated in this report. **The project will not have a significant traffic impact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

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Exhibits

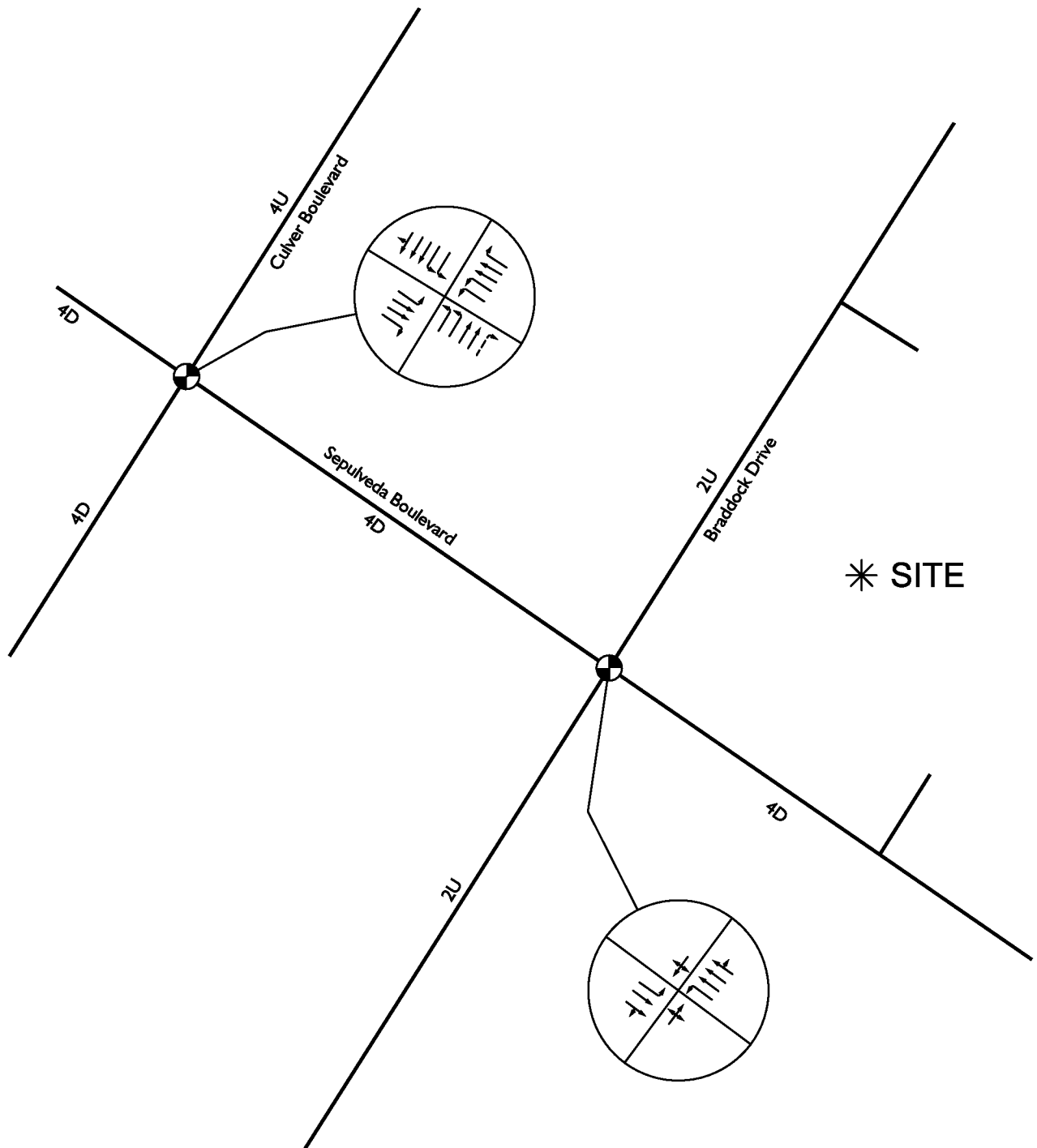


Legend:
 ● = Study Area Intersection



SIGNS ARE UNDER A SEPARATE PERMIT.

Existing Lane Geometry and Intersection Controls



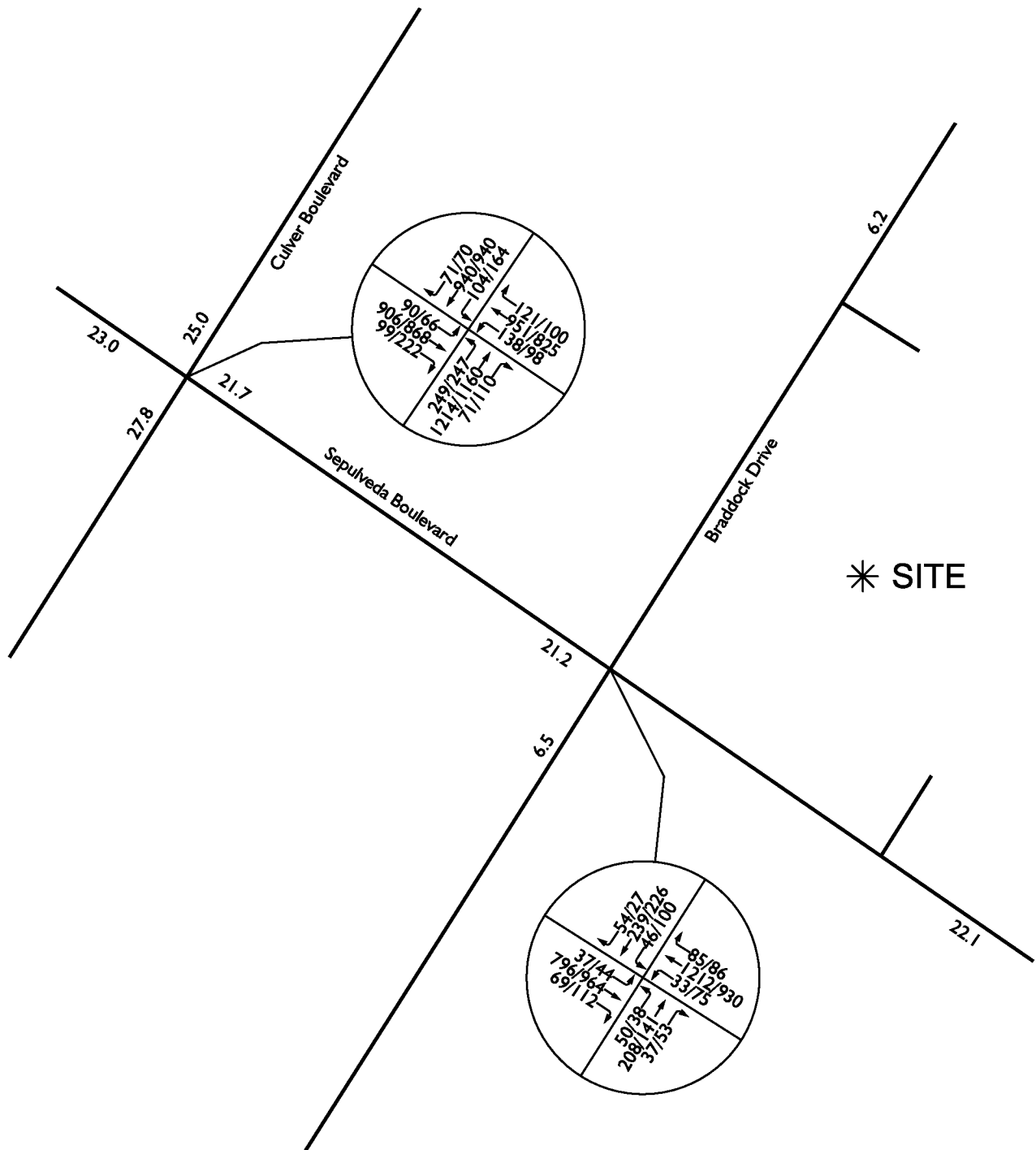
Legend:

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

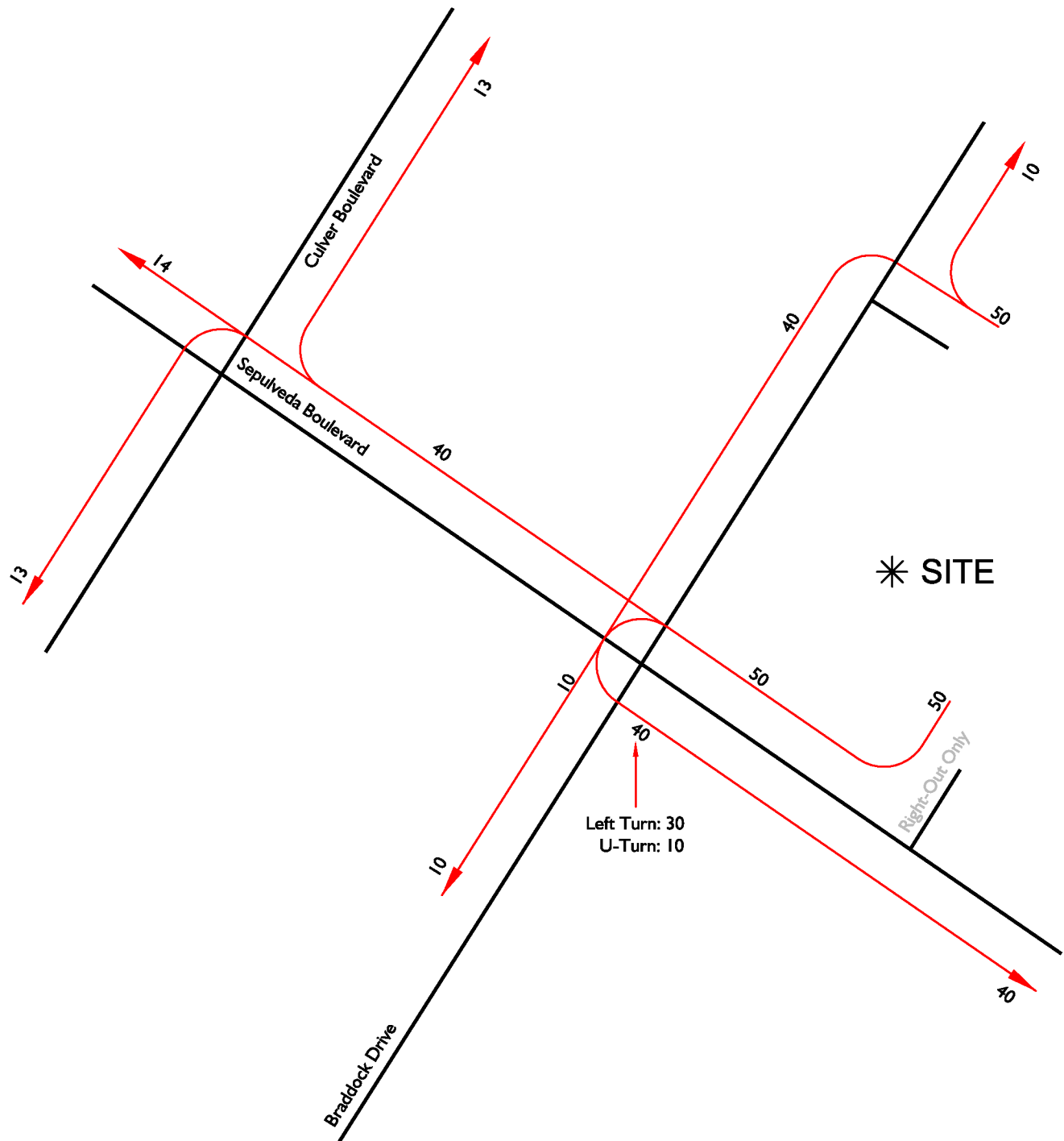




Existing Peak Hour Traffic Volumes



Project Outbound Trip Distribution

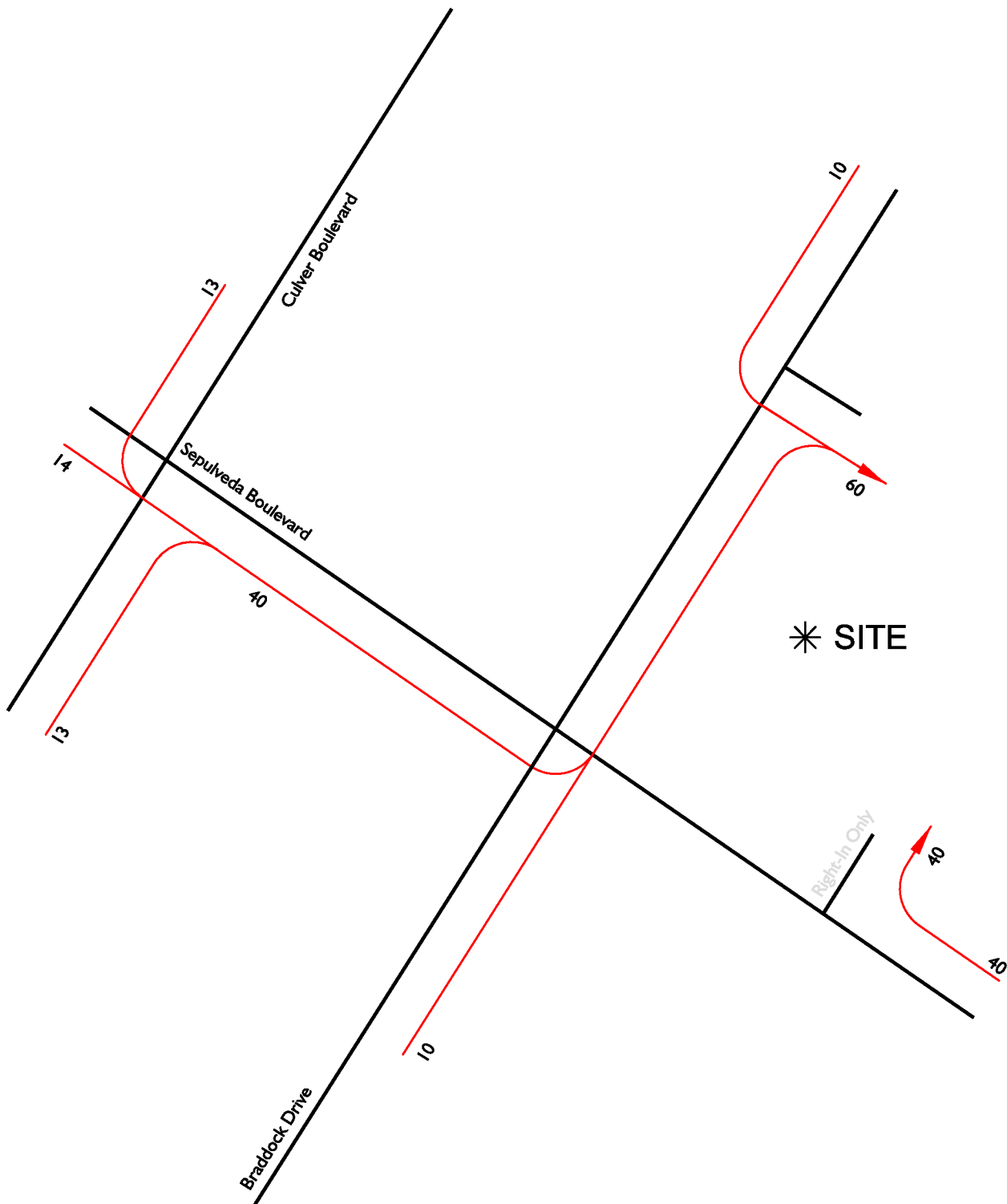


Legend:

10 = Percent from Project



Project Inbound Trip Distribution

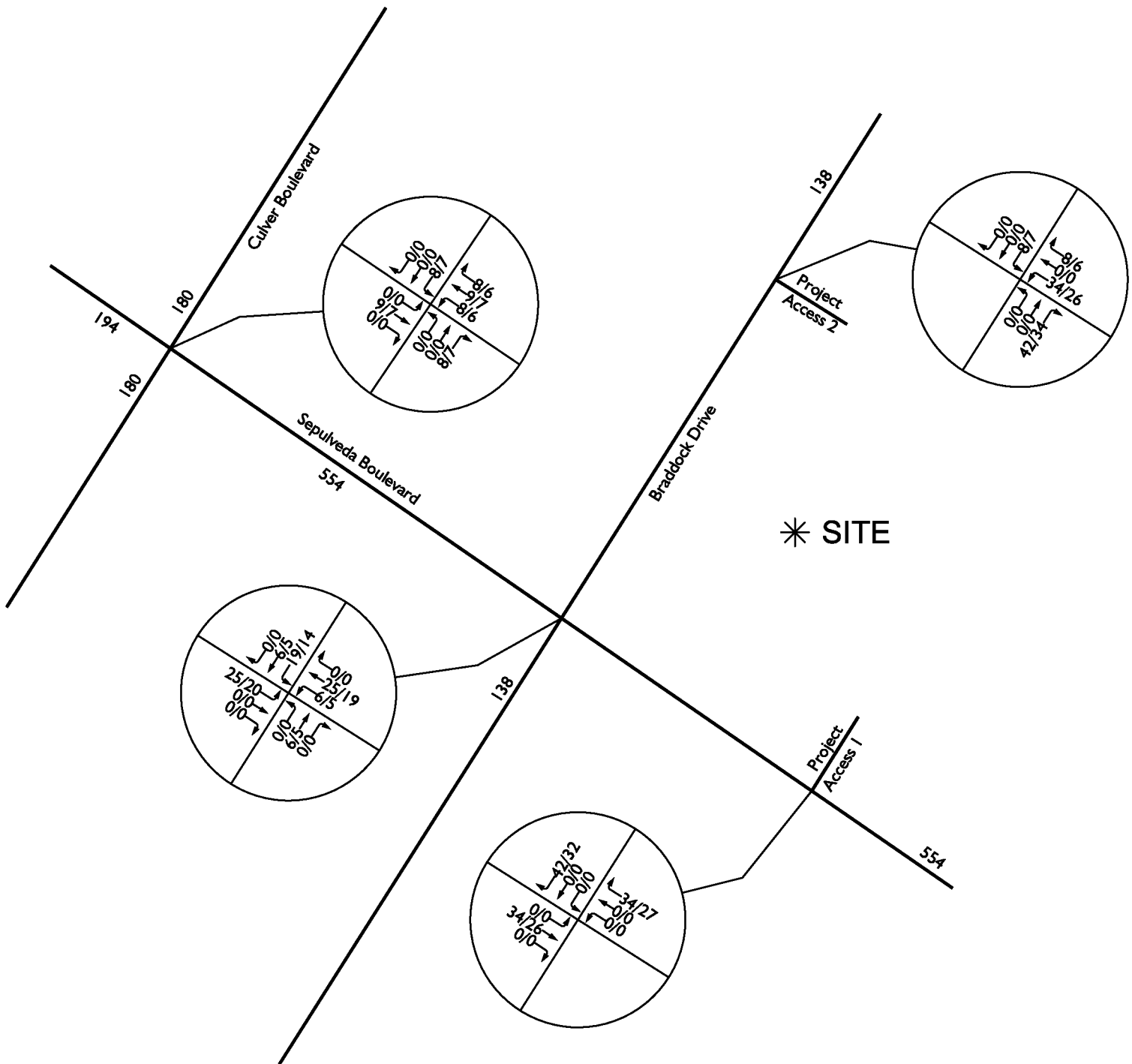


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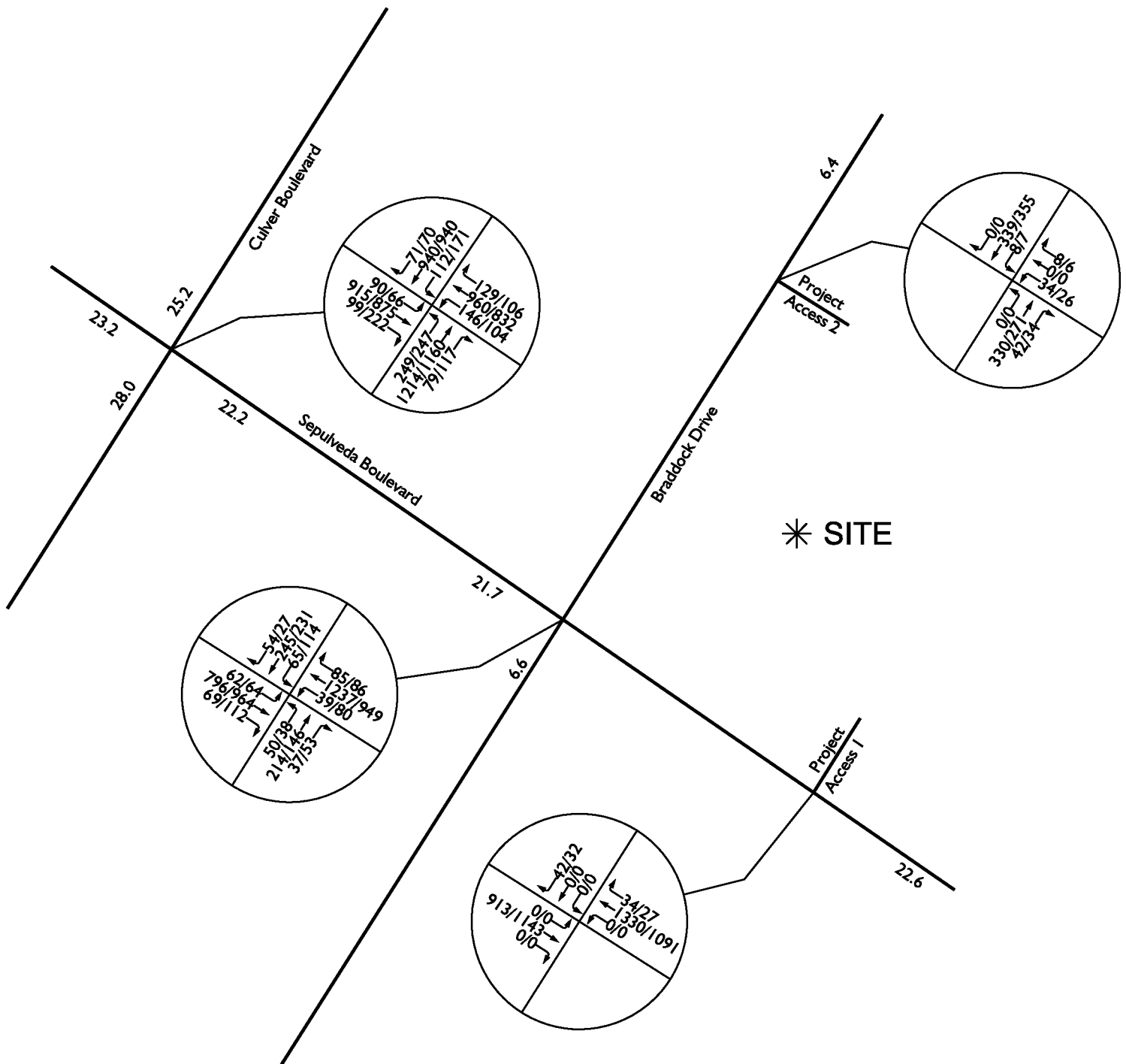
10 = Percent to Project



ATTACHMENT 4 Exhibit G Project Peak Hour Traffic Volumes



Existing Plus Project Peak Hour Traffic Volumes



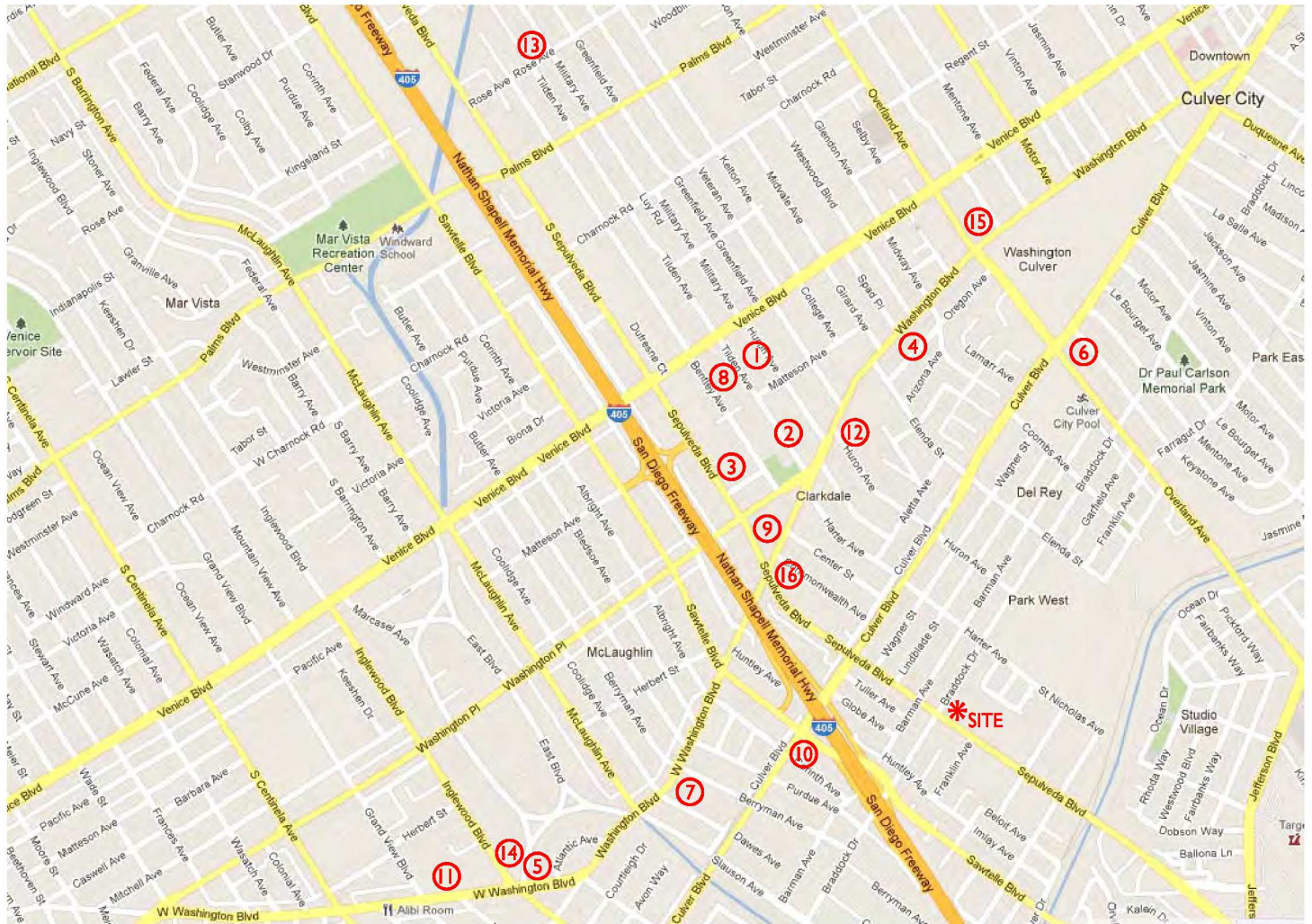
Legend:

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.



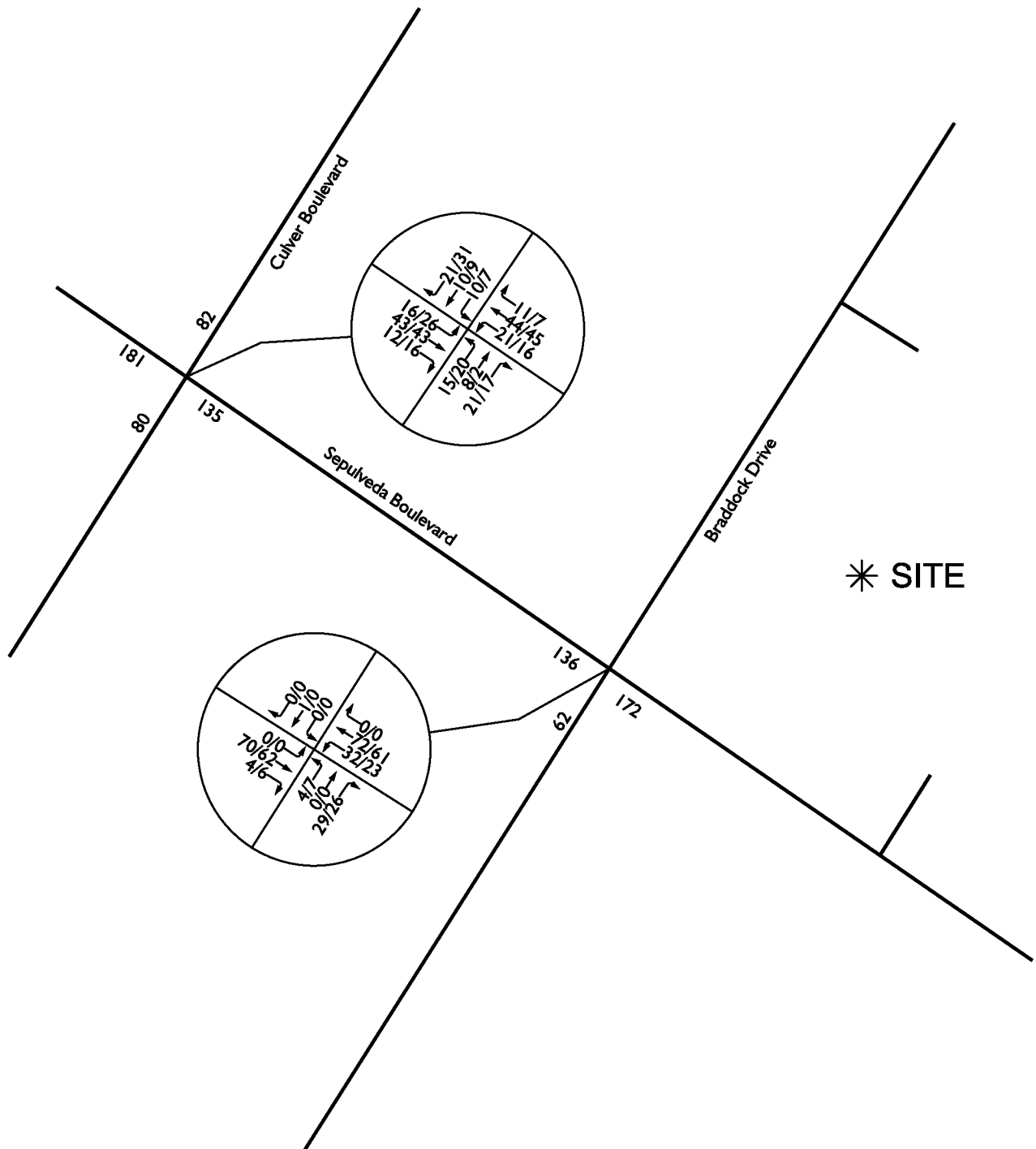
ATTACHMENT 4 Exhibit I Related Projects Location Map



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

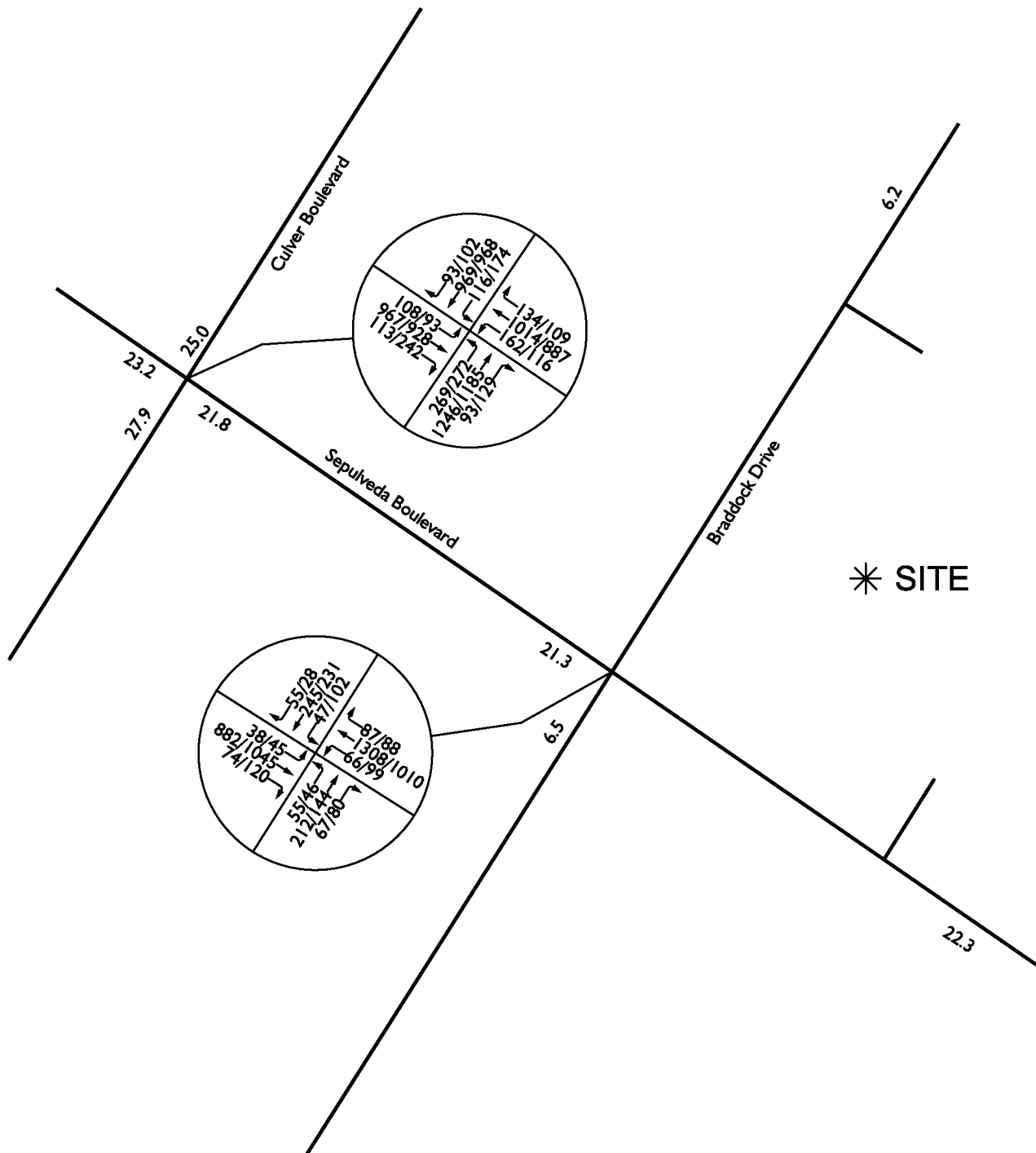


Legend:

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



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

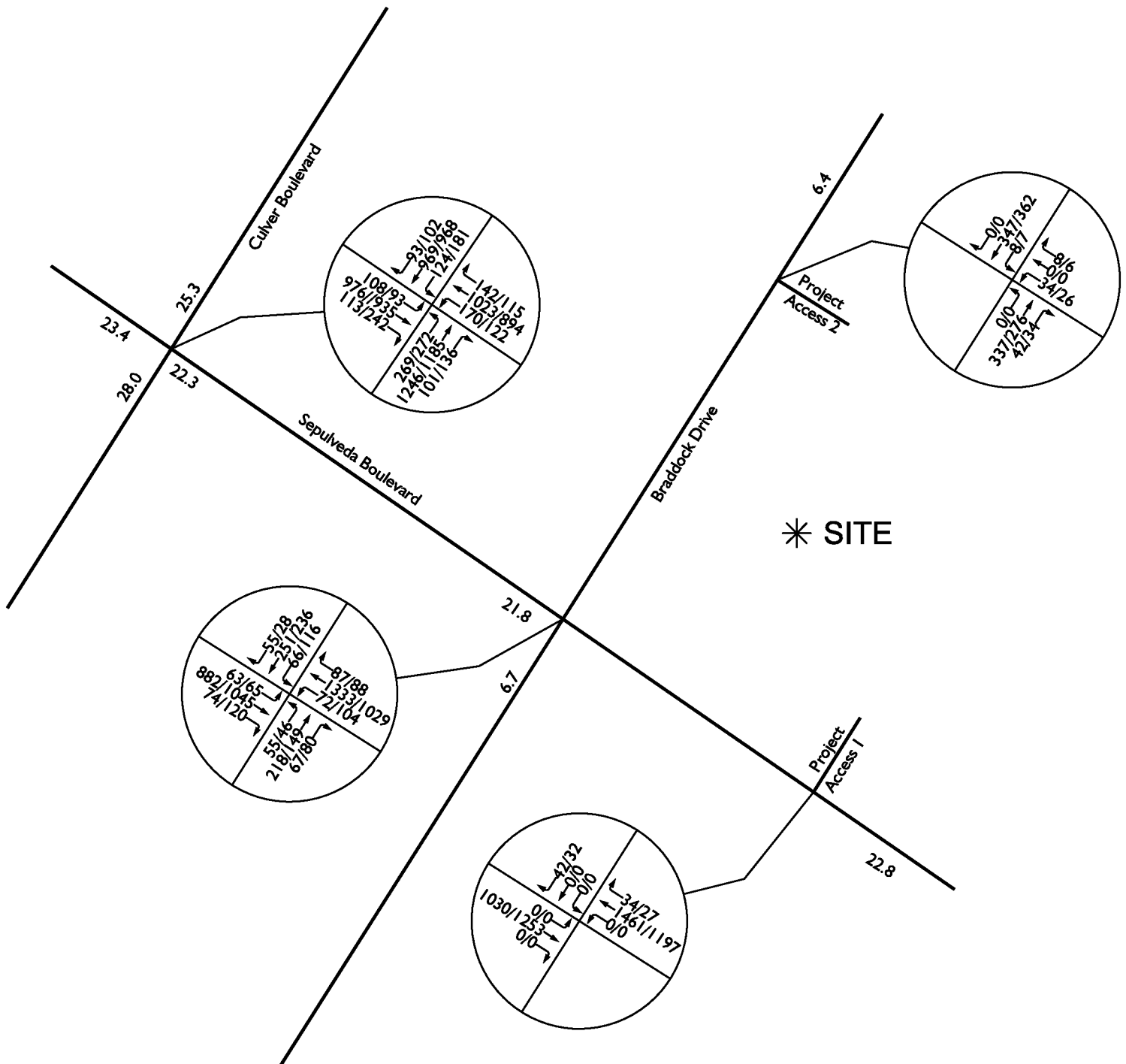


Legend:

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

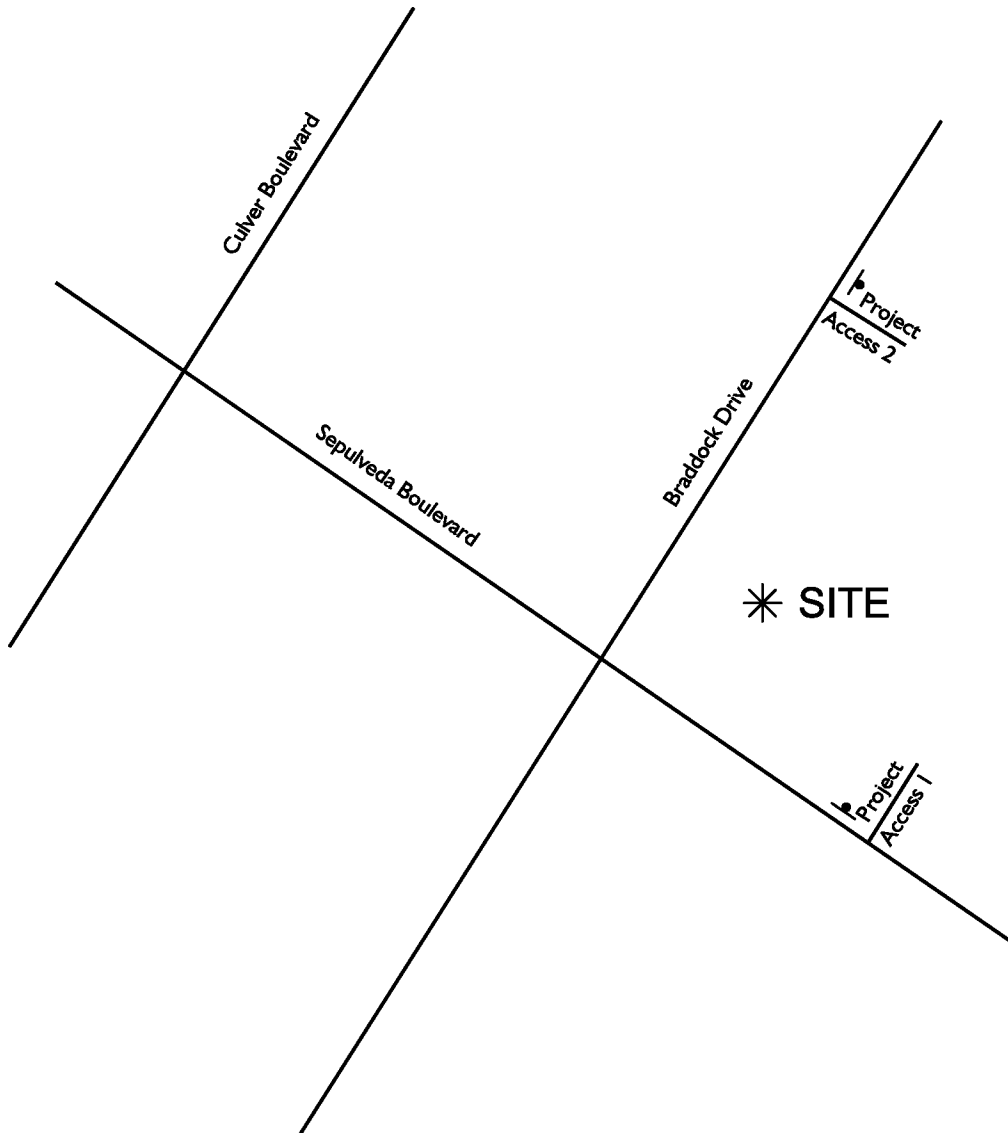


Legend:

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			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	0.869	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

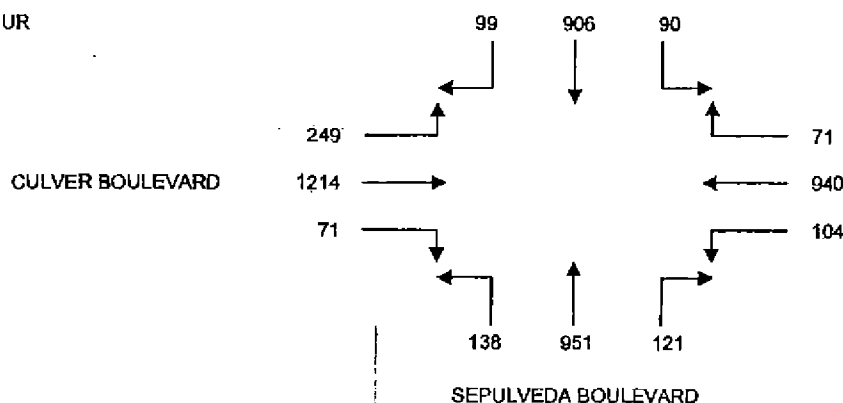
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

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 TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 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	58
0745-0800	23	178	42	15	204	27	27	258	61	10	282	77
0800-0815	33	189	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	288	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 TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 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	4726
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	4856
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



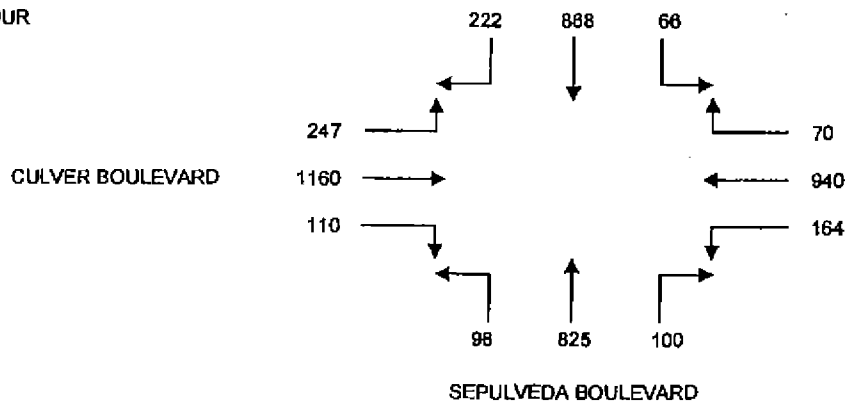
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

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	308	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



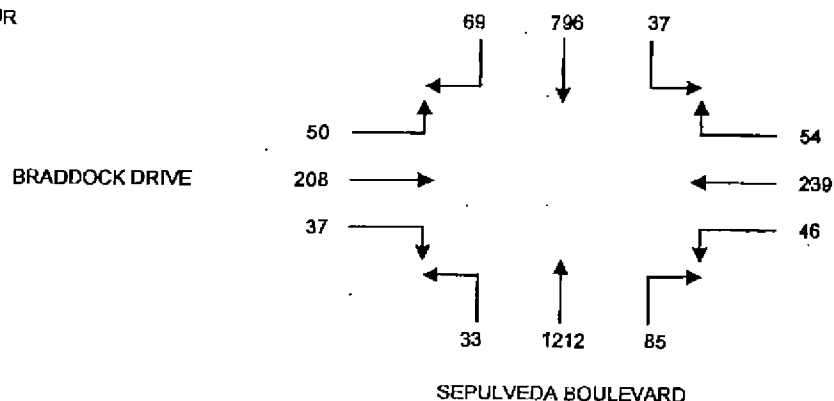
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

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	294	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	88	1189	30	28	184	41	2760
0730-0830	69	796	37	54	239	46	85	1212	33	37	208	50	2866
0745-0845	67	888	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



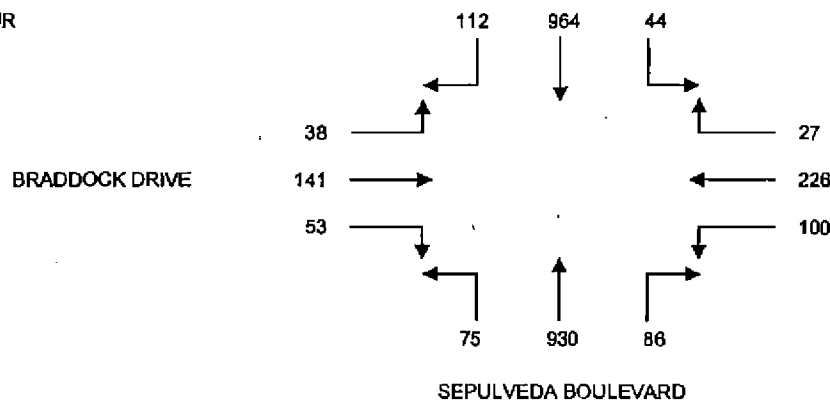
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

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 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 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	46	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	26	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	226	12	6	23	10	16	214	17	22	20	10

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
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	2657
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	2796
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

EX (AM)

Tue Jan 17, 2012 17:02:53

Page 3-1

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-----
                        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:           ****              ****              ****              ****
*****

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EX (PM)

Tue Jan 17, 2012 17:09:29

Page 3-1

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-----
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 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:    ****          ****          ****          ****
*****

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EX (AM)

Wed Feb 1, 2012 11:40:10

Page 4-1

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-----
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):      xxxxxx
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
Y+R:      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
-----|-----|-----|-----|
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:      ****      ****      ****      ****
*****

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EX (PM)

Wed Feb 1, 2012 11:42:05

Page 4-1

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-----
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 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
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:      ****      ****      ****      ****
*****

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Appendix C

Existing Plus Project Level of Service Analysis Worksheets

EX + P (AM)

Tue Jan 17, 2012 17:19:40

Page 4-1

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-----
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 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 0      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
FinalVolume:    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:      ****      ****      ****      ****
*****

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EX + P (PM)

Tue Jan 17, 2012 17:32:45

Page 4-1

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-----
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 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
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:    ****      ****      ****      ****
*****

```

EX + P (AM)

Wed Feb 1, 2012 11:44:05

Page 5-1

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-----
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
Y+R:      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:      1.00      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:      ****      ****      ****      ****
*****

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EX + P (PM)

Wed Feb 1, 2012 11:44:34

Page 5-1

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-----
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:    ****              ****              ****              ****
*****

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EX + P (AM)

Wed Jan 18, 2012 10:39:50

Page 4-1

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-----
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 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 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:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx 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.
*****

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EX + P (PM)

Wed Jan 18, 2012 10:57:53

Page 4-1

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-----
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.
*****

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EX + P (AM)

Wed Jan 18, 2012 10:39:50

Page 5-1

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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: * * * * * * * * * * *
Movement: 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.
*****

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EX + P (PM)

Wed Jan 18, 2012 10:57:53

Page 5-1

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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:
Conflict 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.
*****

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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

I/B = Inbound Trip Percentage

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

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
Proposed Project											
<i>Phase 1</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
Subtotal Phase 1 Trips	1,545	64	60	124	78	58	136	1,904	91	81	172
<i>Phase 2</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
Total Net New Project Trips	2,763	89	77	166	142	119	261	4,021	158	144	302
Less Existing Uses (Removed)											
Auto Dealership (vacant)	---	---	---	---	---	---	---	---	---	---	---
Total Net New Site Trips	2,763	89	77	166	142	119	261	4,021	158	144	302
<i>Project Driveway Trips (no pass-by trip reductions)</i>											
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
Project trips if evaluated as "shopping center":											
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
1.	Townhomes	15 units	87	1	6	7	5	3	8	85	5	2	7
	Townhomes	3 units	(17)	0	(1)	(1)	(1)	(1)	(2)	(17)	(1)	0	(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	n/a	125	5	5	10	0	0	0	133	11	10	21
	Car Wash	1 bay											
	Convenience Store	1,500 sq. ft.											
	Gas Station w/Convenience Mart	n/a											
7.	Retail	2,359 sq. ft.	105	2	1	3	3	3	6	99	7	6	13
	Office	937 sq. ft.	10	1	0	1	0	1	1	2	0	0	0
	Apartments	2 units	13	0	1	1	1	0	1	13	1	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)
			9	50	41	91	8	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
			693	11	20	31	26	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
			590	10	17	27	22	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.

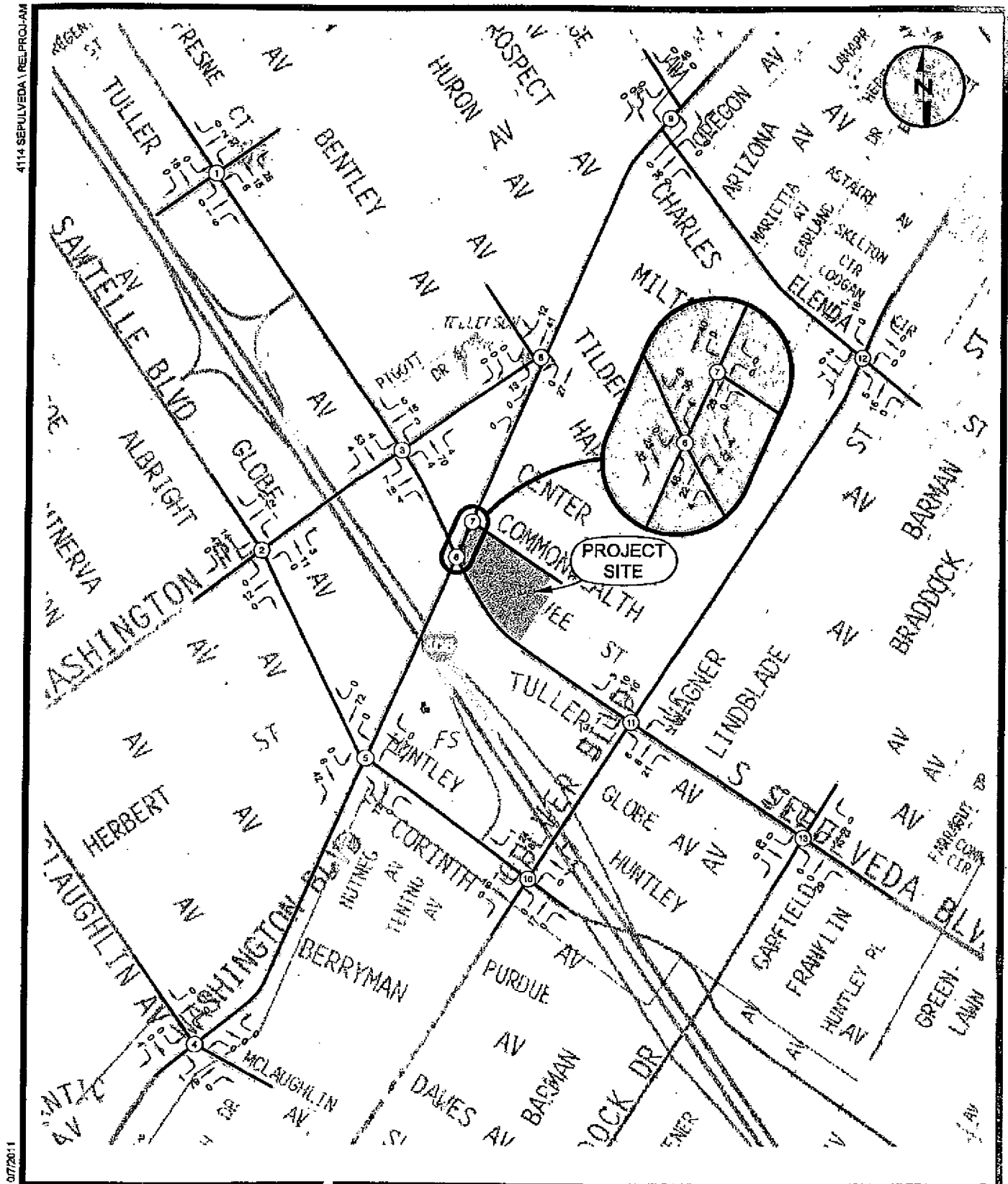
Values in parentheses indicate negative values or reductions in trips.

Sources:

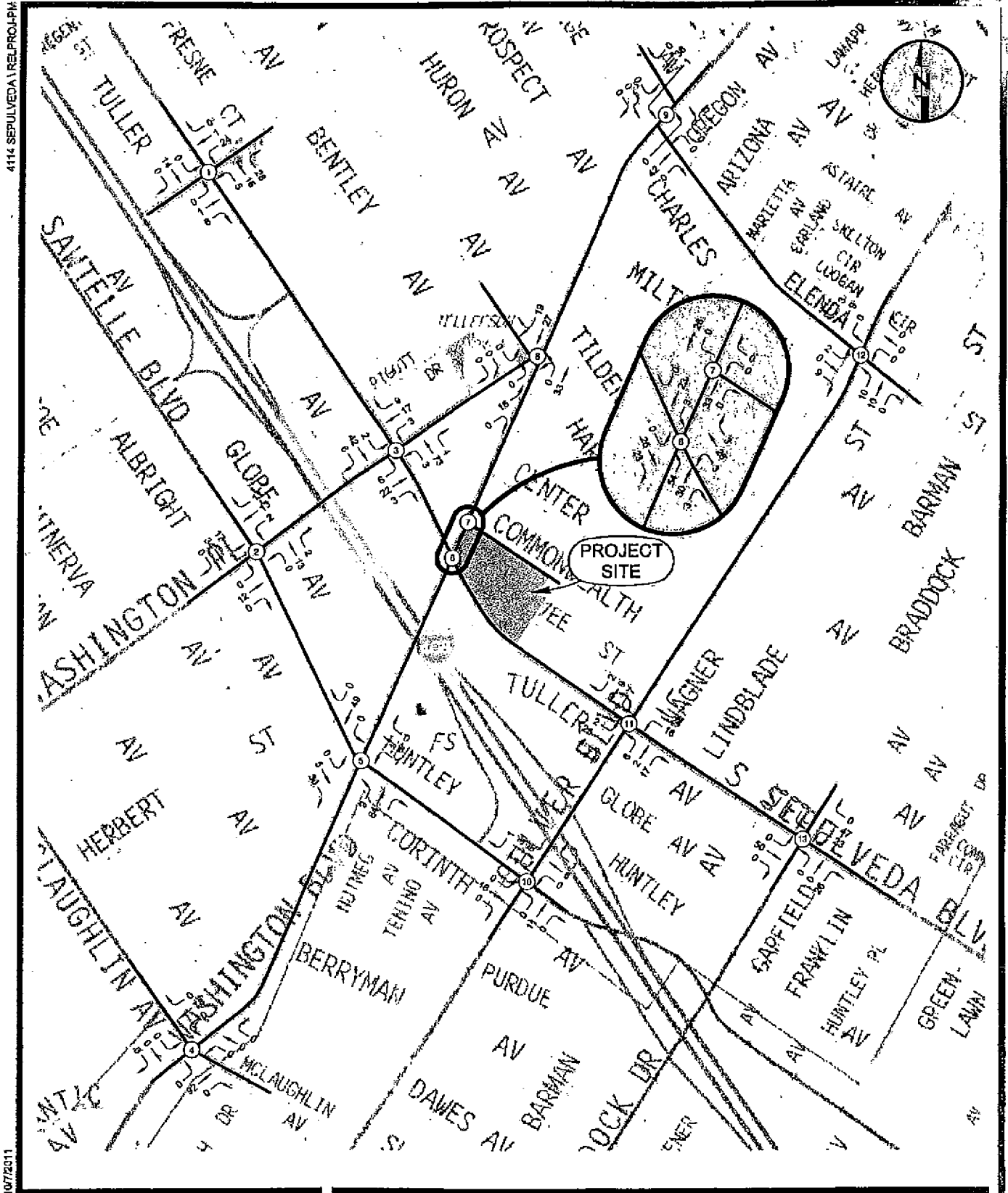
[1] Project Trip Generation Summary Provided by City of Culver City Planning Department.

[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.



10/7/2011



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

EX + A + C (AM)

Wed Feb 1, 2012 11:52:17

Page 3-1

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-----
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 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:      1.02 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:      ****      ****      ****      ****
*****

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EX + A + C (PM)

Wed Feb 1, 2012 11:53:10

Page 3-1

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-----
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    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:       ****          ****          ****          ****
*****

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EX + A + C (AM)

Wed Feb 1, 2012 11:52:17

Page 4-1

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-----
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 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
-----|-----|-----|-----|
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
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
PHF Adj:      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
MLF Adj:      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
Adjustment:    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:      ****      ****      ****      ****
*****

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EX + A + C (PM)

Wed Feb 1, 2012 11:54:37

Page 4-1

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-----
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 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
-----|-----|-----|-----|
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:    ****          ****          ****          ****
*****

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Appendix F

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

EX + A + C + P (AM)

Wed Feb 1, 2012 11:57:32

Page 4-1

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-----
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  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:    1.02  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:      ****      ****      ****      ****
*****

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EX + A + C + P (PM)

Wed Feb 1, 2012 11:58:17

Page 4-1

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-----
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  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
FinalVolume:   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:      ****          ****          ****          ****
*****

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EX + A + C + P (AM)

Wed Feb 1, 2012 11:57:32

Page 5-1

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-----
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      1  0  1  1  0      0  0  1  0  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:      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:      ****      ****      ****      ****
*****

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EX + A + C + P (PM)

Wed Feb 1, 2012 11:58:17

Page 5-1

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-----
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):      xxxxxx
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 1 0 0      0 0 1 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:  ****      ****      ****      ****
*****

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EX + A + C + P (AM)

Wed Feb 1, 2012 12:04:13

Page 4-1

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-----
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 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1330      0      0 879      0      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 0
Added Vol:    0 0      34      0 34      0      0 0 0      0 0 0 42
PasserByVol:  0 104      0      0 99      0      0 0 0      0 0 0 0
Initial Fut:  0 1461      34      0 1030      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 1461      34      0 1030      0      0 0 0      0 0 0 42
Reduct Vol:   0 0      0      0 0      0      0 0 0      0 0 0 0
FinalVolume:  0 1461      34      0 1030      0      0 0 0      0 0 0 42
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 747
Potent Cap.: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 360
Move Cap.:   xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 360
Volume/Cap:  xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 0.12
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 0.4
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 16.3
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * C
Movement:    LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx
Shared LOS:   * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:  xxxxxx      xxxxxx      xxxxxx      16.3
ApproachLOS:   * * * * * * * * * * * * * * * * * * * * * * C
*****
Note: Queue reported is the number of cars per lane.
*****

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EX + A + C + P (PM)

Wed Feb 1, 2012 12:04:55

Page 4-1

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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 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 0 0
Added Vol:    0 0      27      0 26      0      0 0 0 0      0 0 0 32
PasserByVol:  0 84      0      0 88      0      0 0 0 0      0 0 0 0
Initial Fut:  0 1197      27      0 1253      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 1197      27      0 1253      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 1197      27      0 1253      0      0 0 0 0      0 0 0 32
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp: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      13.8
ApproachLOS:   *      *      *      B
*****
Note: Queue reported is the number of cars per lane.
*****

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EX + A + C + P (AM)

Wed Feb 1, 2012 12:04:13

Page 5-1

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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 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:    1.02 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
Final Volume:   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.
*****

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EX + A + C + P (PM)

Wed Feb 1, 2012 12:04:55

Page 5-1

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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 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: 1.02 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 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 310 xxxx xxxxx
Potent Cap.: 426 381 751 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1261 xxxx xxxxx
Move Cap.: 424 379 751 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1261 xxxx xxxxx
Volume/Cap: 0.06 0.00 0.01 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.01 xxxx xxxxx
-----|-----|-----|-----|
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: * * * * * * * * * * *
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.
*****

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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]:

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

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

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

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 / 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 SHERMAN

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
ASHERDOW@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:

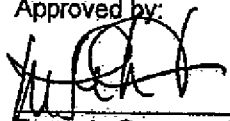
Other Public Agency:

Other Public Agency:

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

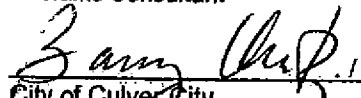
Cell: () _____
 E-Mail: _____

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

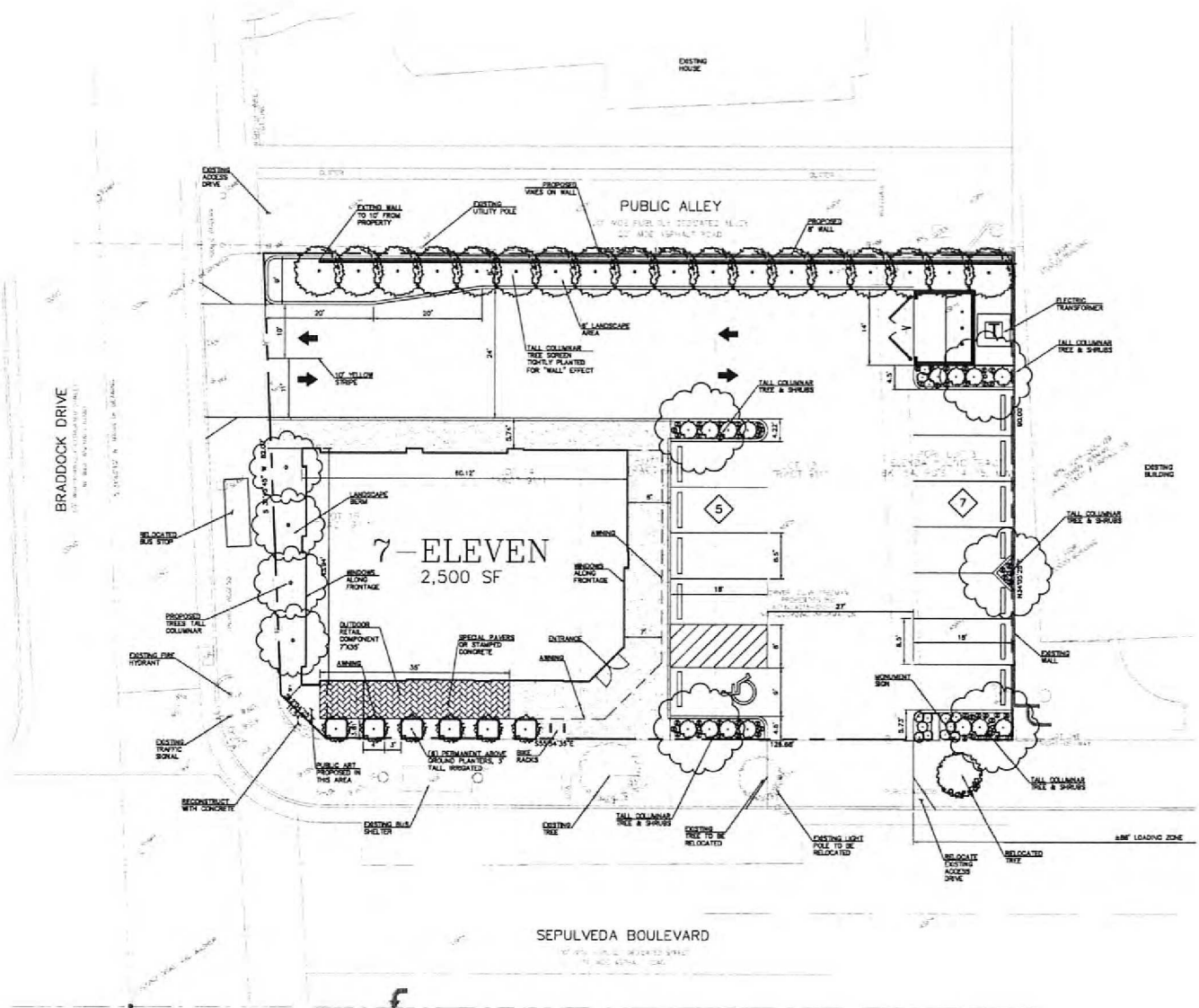
Note: This MOU shall become valid as of the date of the City's signature and shall expire one (1) year thereafter. If the "administrative draft" of the traffic study has not been filed with the City by the expiration date, this MOU shall expire and a new MOU filing, review and approval process shall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

7-ELEVEN 24-HOUR CONVENIENCE MARKET

TRAFFIC AND PEDESTRIAN SAFETY EVALUATION

City of Culver City, California

(REVISED 04/30/12)





April 30, 2012

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

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

Dear Ms. Reeder:

Introduction

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

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

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

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

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

Findings

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

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

Existing Conditions

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

Pedestrian Counts

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

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

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

Pedestrian and Vehicle Gap Study

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

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

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

The Pedestrian and Vehicle Gap Study had the following specifications:

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

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

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

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

Gap count worksheets are provided in Appendix B.

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

Queuing at Sepulveda Boulevard and Braddock Drive

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

Sight Distance

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

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

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

See Exhibit C for a sight distance diagram.

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

Recommendations

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

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

All recommendations are graphically illustrated on Exhibit D.

Conclusions

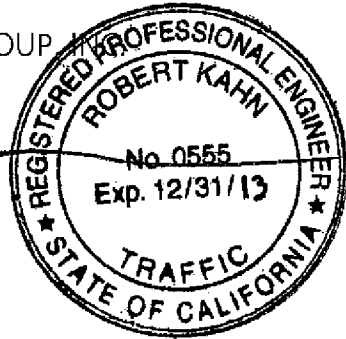
Based upon the analyses described in this study for the proposed 7-Eleven 24-Hour Convenience Market, there are ample gaps of pedestrians on the sidewalk and vehicles on the street to allow for safe and efficient access to and from the site.

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

Sincerely,
RK ENGINEERING GROUP

Robert Kahn

Robert Kahn, P.E.
Principal



Bryan Estrada

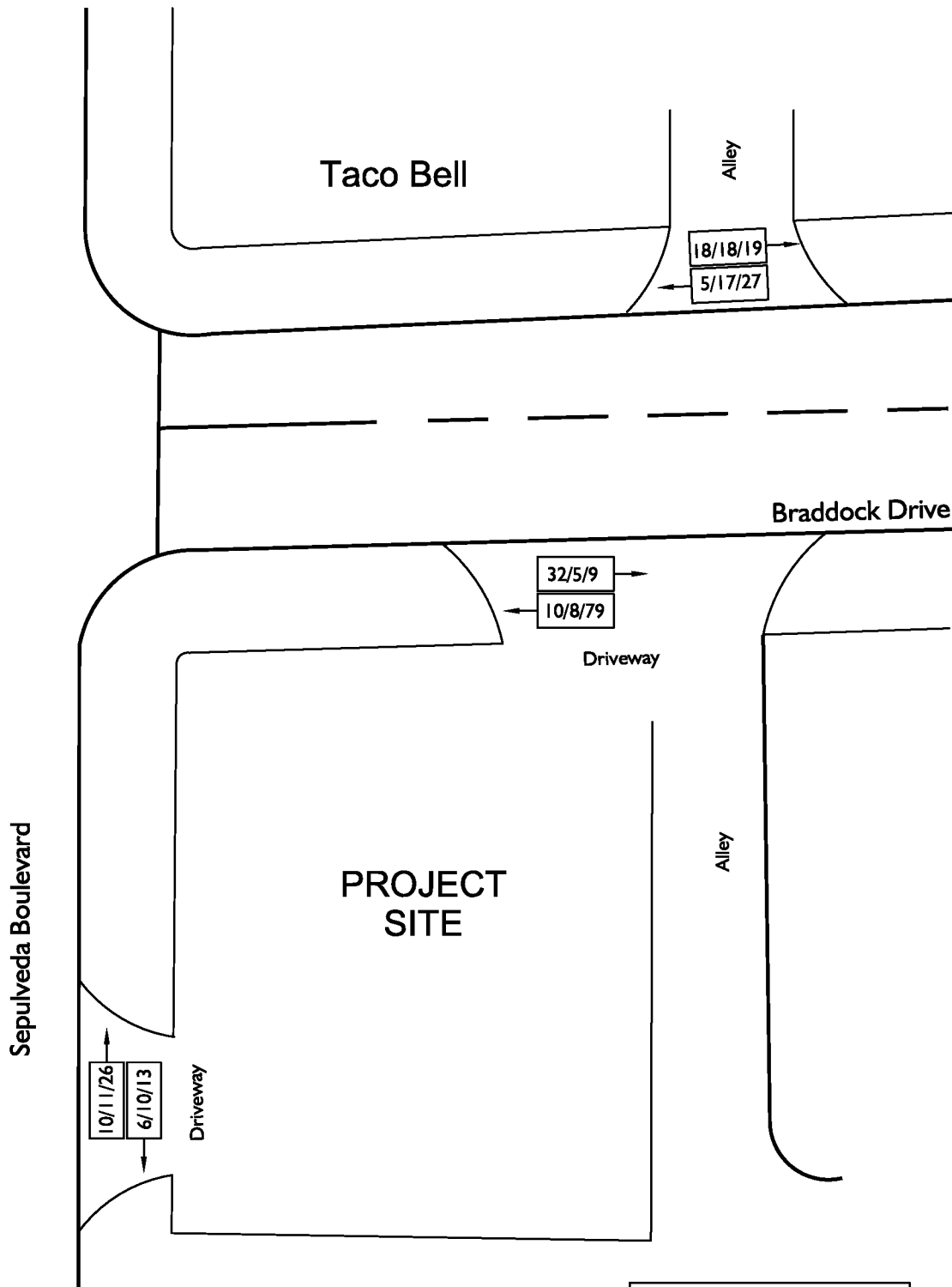
Bryan Estrada
Transportation Planner

Attachments

Exhibits



SIGNS ARE UNDER A SEPARATE PERMIT.



Legend:

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

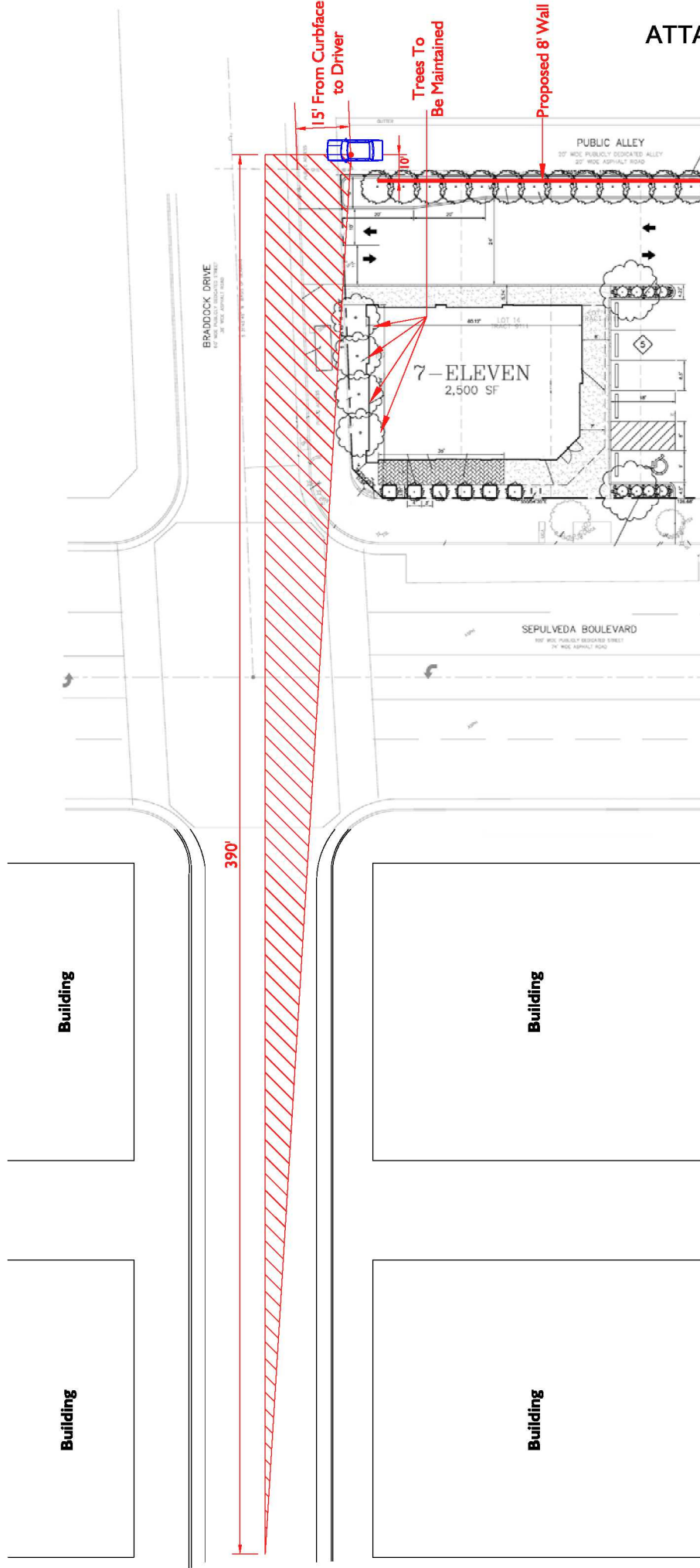
→ = Direction of Travel

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

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

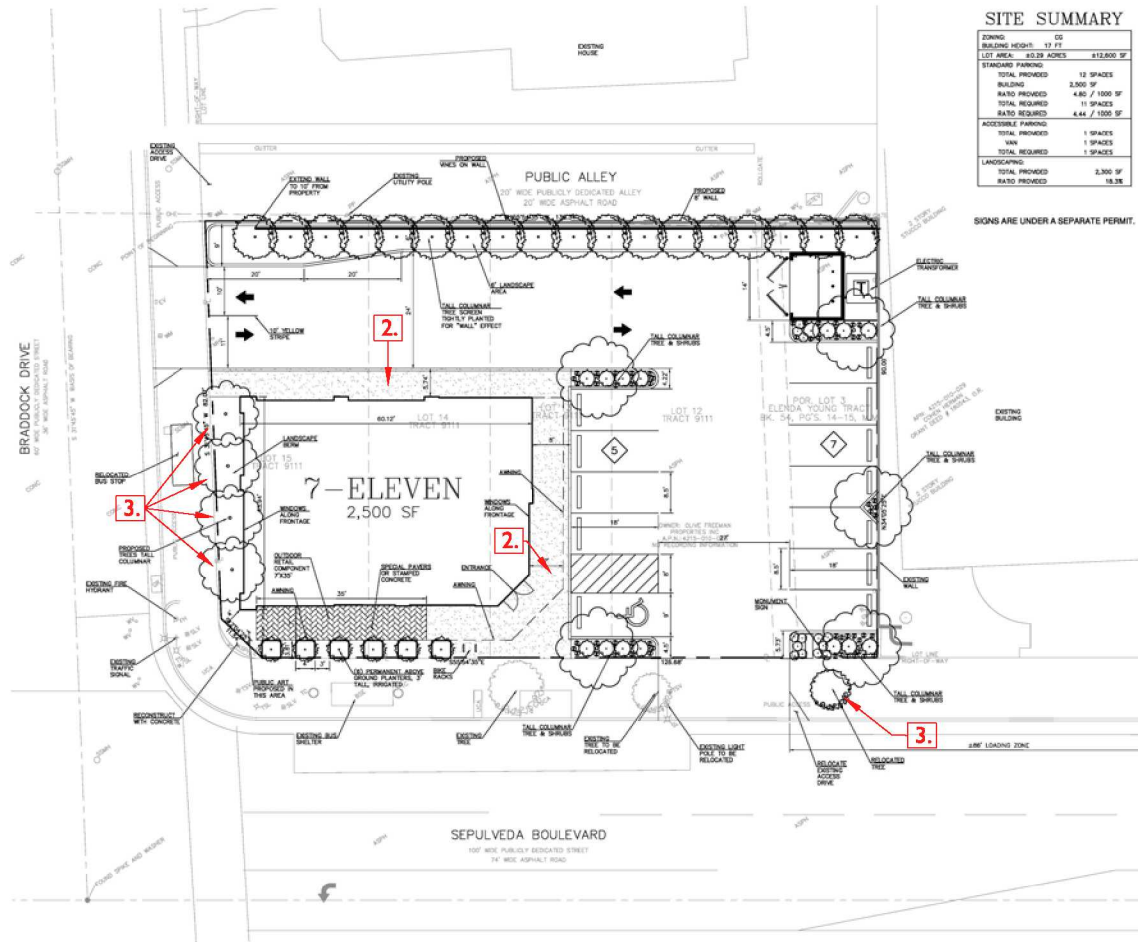


Exhibit C A.A.S.H.T.O Intersection Sight Distance Diagram At Alleyway



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

Legend:
= Sight Distance



Recommendations

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

Tables

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

TABLE 4
SUMMARY GAP STUDY WITH PROJECT TRAFFIC

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

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

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

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

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

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

Appendices

Appendix A

Pedestrian Count Worksheets

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5095-001
 N/S Street: Sepulveda Blvd
 E/W Street: Sepulveda Blvd Eastern Driveway
 DATE: 3/22/2012
 CITY: Culver City

DAY: Thursday

A M*Adult Pedestrians*

TIME	NORTH LEG		SOUTH LEG		WEST LEG		EAST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:30 AM	0	0	0	0	0	0	0	3
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	2	1
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	3	1
TOTALS	0	0	0	0	0	0	10	6

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		WEST LEG		EAST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

NOON*PEDESTRIANS*

TIME	NORTH LEG		SOUTH LEG		WEST LEG		EAST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:15 PM	0	0	0	0	0	0	1	2
12:30 PM	0	0	0	0	0	0	5	1
12:45 PM	0	0	0	0	0	0	1	4
1:00 PM	0	0	0	0	0	0	4	3
TOTALS	0	0	0	0	0	0	11	10

BIKES

TIME	NORTH LEG		SOUTH LEG		WEST LEG		EAST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0
1:00 PM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	1	0

P M*Adult Pedestrians*

TIME	NORTH LEG		SOUTH LEG		WEST LEG		EAST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:15 PM	0	0	0	0	0	0	1	2
2:30 PM	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	10	2
3:15 PM	0	0	0	0	0	0	7	1
3:30 PM	0	0	0	0	0	0	1	2
3:45 PM	0	0	0	0	0	0	3	0
4:00 PM	0	0	0	0	0	0	1	2
TOTALS	0	0	0	0	0	0	24	12

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		WEST LEG		EAST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	2	1

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5095-001

N/S Street: Braddock Dr Southern Driveway

E/W Street: Braddock Dr

DATE: 3/22/2012

CITY: Culver City

DAY: Thursday

A M*Adult Pedestrians*

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:30 AM	0	0	3	1	0	0	0	0
6:45 AM	0	0	2	1	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	1	0	0	0	0
7:30 AM	0	0	3	7	0	0	0	0
7:45 AM	0	0	12	0	0	0	0	0
8:00 AM	0	0	4	0	0	0	0	0
8:15 AM	0	0	2	0	0	0	0	0
TOTALS	0	0	28	10	0	0	0	0

NOON*PEDESTRIANS*

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:15 PM	0	0	1	0	0	0	0	0
12:30 PM	0	0	3	5	0	0	0	0
12:45 PM	0	0	0	2	0	0	0	0
1:00 PM	0	0	1	1	0	0	0	0
TOTALS	0	0	5	8	0	0	0	0

P M*Adult Pedestrians*

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:15 PM	0	0	2	2	0	0	0	0
2:30 PM	0	0	1	6	0	0	0	0
2:45 PM	0	0	1	5	0	0	0	0
3:00 PM	0	0	2	29	0	0	0	0
3:15 PM	0	0	0	26	0	0	0	0
3:30 PM	0	0	2	6	0	0	0	0
3:45 PM	0	0	1	2	0	0	0	0
4:00 PM	0	0	0	3	0	0	0	0
TOTALS	0	0	9	79	0	0	0	0

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0
7:45 AM	0	0	3	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	4	0	0	0	0	0

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	0
1:00 PM	0	0	0	1	0	0	0	0
TOTALS	0	0	0	2	0	0	0	0

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5095-001

N/S Street: Braddock Dr Northern Driveway

E/W Street: Braddock Dr

DATE: 3/22/2012

CITY: Culver City

DAY: Thursday

A M*Adult Pedestrians*

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:30 AM	1	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	2	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0
7:30 AM	3	3	0	0	0	0	0	0
7:45 AM	8	0	0	0	0	0	0	0
8:00 AM	1	2	0	0	0	0	0	0
8:15 AM	2	0	0	0	0	0	0	0
TOTALS	18	5	0	0	0	0	0	0

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

NOON*PEDESTRIANS*

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:15 PM	1	3	0	0	0	0	0	0
12:30 PM	7	6	0	0	0	0	0	0
12:45 PM	8	7	0	0	0	0	0	0
1:00 PM	2	1	0	0	0	0	0	0
TOTALS	18	17	0	0	0	0	0	0

BIKES

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

P M*Adult Pedestrians*

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:15 PM	3	4	0	0	0	0	0	0
2:30 PM	4	6	0	0	0	0	0	0
2:45 PM	5	2	0	0	0	0	0	0
3:00 PM	1	8	0	0	0	0	0	0
3:15 PM	5	2	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	3	0	0	0	0	0	0
4:00 PM	1	2	0	0	0	0	0	0
TOTALS	19	27	0	0	0	0	0	0

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0

Appendix B

Gap Count Worksheets

Sepulveda Boulevard (Eastern Driveway)

Prepared by National Data & Surveying Services

Gap Study (AM)

Location: Sepulveda Blvd Eastern Driveway

Day: Thursday

City: Culver City

Date: 3/22/2012

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

SEPULVEDA BLVD
EASTERN DWY

ATTACHMENT 4

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

Sepulveda Blvd
Eastern Dwy

ATTACHMENT 4

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

Prepared by National Data & Surveying Services

Gap Study (NOON)

Location: Sepulveda Blvd Eastern Driveway

Day: Thursday

City: Culver City

Date: 3/22/2012

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

Sepulveda Blvd
East Dwy

ATTACHMENT 4

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

Prepared by National Data & Surveying Services

Gap Study (PM)

Location: Sepulveda Blvd Eastern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

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

Sepulveda Blvd
East Dwy

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

Sepulveda Blvd
East Dwy

ATTACHMENT 4

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

Braddock Drive (Northern Driveway)

Prepared by National Data & Surveying Services

Gap Study (NOON)

Location: Braddock Dr Northern Driveway

Day: Thursday

City: Culver City

Date: 3/22/2012

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

Bendrock Dr
North Dwy

ATTACHMENT 4

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

Prepared by National Data & Surveying Services

Gap Study (AM)

Location: Braddock Dr Northern Driveway

City: Culver City

Day: Thursday

Date: 3/22/2012

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

BRADDOCK DR
NORTH DWY

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

BRADDOCK DR.
NORTH DWY

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

Prepared by National Data & Surveying Services

Gap Study (PM)

Location: Braddock Dr Northern Driveway

Day: Thursday

City: Culver City

Date: 3/22/2012

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

BRADDOLK DR
NORTH DWY

ATTACHMENT 4

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

BRADDOCK DR
NORTH DWY

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

Braddock Drive (Southern Driveway)

Prepared by National Data & Surveying Services

Gap Study (AM)

Location: Braddock Dr Southern Driveway

Day: Thursday

City: Culver City

Date: 3/22/2012

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

BRADDOCK DR
SOUTHERN PWY

ATTACHMENT 4

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

BRADDOCK DR.
SOUTHERN DWY

ATTACHMENT 4

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

Prepared by National Data & Surveying Services

Gap Study (NOON)

Location: Braddock Dr Southern Driveway

Day: Thursday

City: Culver City

Date: 3/22/2012

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

BRADDOCK DR.
Southern Dwy

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

Prepared by National Data & Surveying Services

Gap Study (PM)

Location: Braddock Dr Southern Driveway

Day: Thursday

City: Culver City

Date: 3/22/2012

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

BRANDOCK DR
SOUTHERN DWY

ATTACHMENT 4

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

BRADDOCK DR.
SOUTHERN DWY

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

Appendix C

AASHTO Intersection Sight Distance Standards

Revised: 4/2007

2.6.3-3

Sight Distance at Intersections

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

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

ISD = Intersection Sight Distance

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

t_g = time gap for major road

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

= 9.5 Single-unit truck

= 11.5 Combination truck

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

Adjustments:

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

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

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

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

Table 2.01 – Intersection Sight Distance

Revised: 4/2007

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

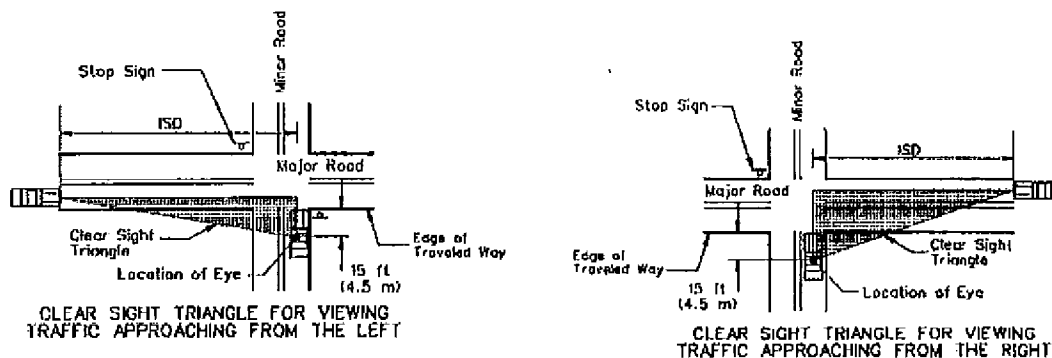


Exhibit 2-00 Intersection Sight Triangles
(Source: Bureau of Local Road and Streets, IDOT)

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

Exhibit 2-01 Grade Adjustments

2.6.3-4 Variances

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

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

Appendix D

Project Trip Generation

TABLE 3
Project Trip Generation Comparison

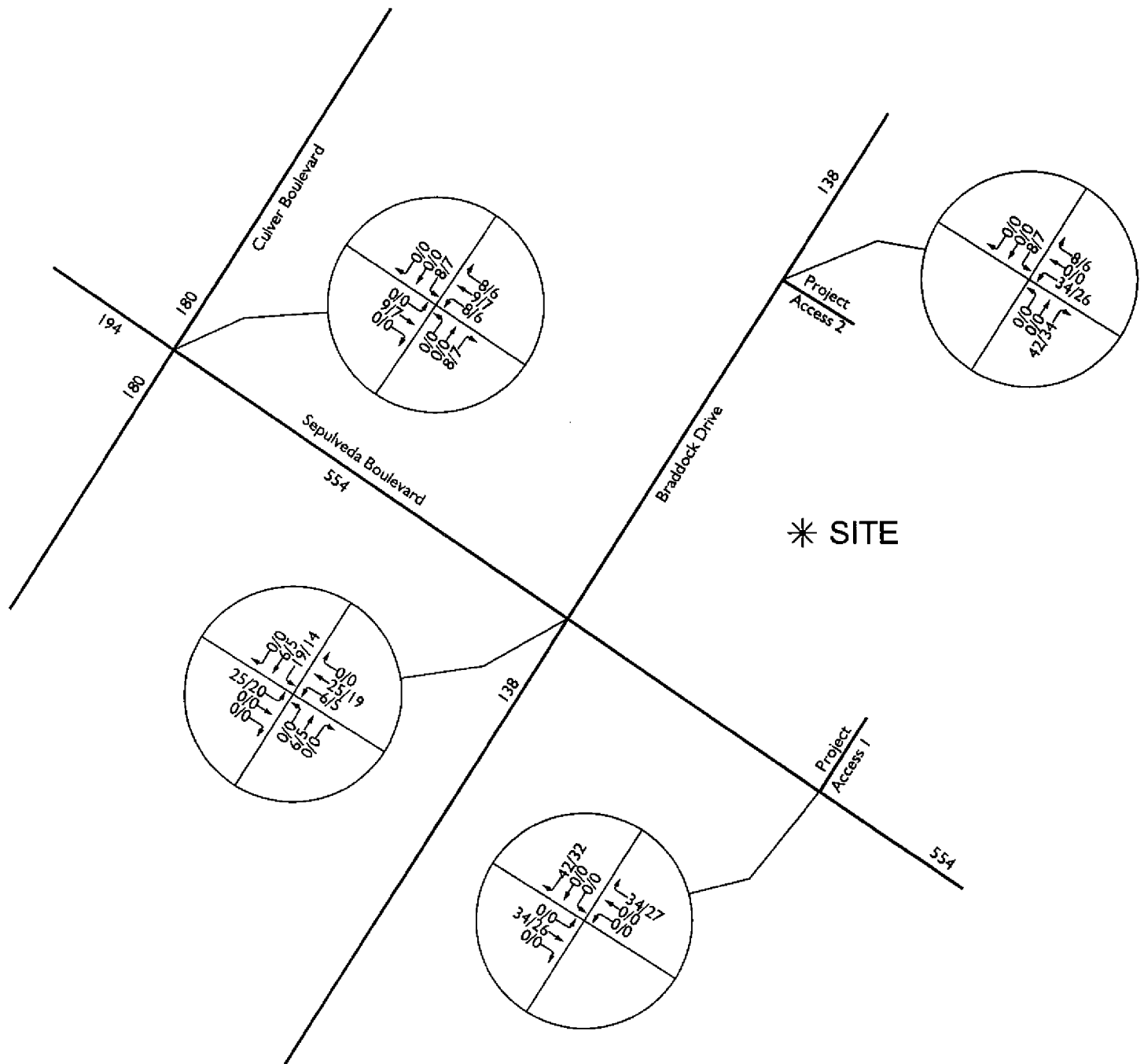
Proposed Project (7-Eleven) Land Use

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

¹ TSF = Thousand Square Feet

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

Project Peak Hour Traffic Volumes



Legend:

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

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



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

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

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

TRIP GENERATION BY MICROTRANS

Appendix E

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

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

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

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

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

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

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

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

⁵ Sum of Total Vehicles Served During Peak Hour.

Williams, Joshua

From: Joe Tafel <joetafel@yahoo.com>
Sent: Tuesday, August 21, 2012 10:15 AM
To: Williams, Joshua
Subject: 4436 Sepulveda Blvd

Re: 4436 Sepulveda Blvd / 7 Eleven

Mr. Williams,

I'm a Culver City resident and I work as a Realtor, my opinion is that the construction of a 7 Eleven in that corner shall not be permitted, it will lead to more noise, more traffic and the sale of alcohol, junk food and cigarettes near three Culver City schools. The quality and desirability of the neighborhood will be impacted and harm property values. We already have 5 7 Elevens in the area, why we need more?
I will not be able to attend the September 10th meeting, please share my comments with the City Council.

Regards,

Joe Tafel
310-202-1431

Williams, Joshua

From: Alan Silverman [alan.silverman@gmail.com]
Sent: Thursday, August 11, 2011 11:45 AM
To: Williams, Joshua
Subject: Sepulveda and Braddock redevelopment

Mr. Williams,

I am writing to express my support for the redevelopment project on the southeast corner of Sepulveda Blvd and Braddock Dr. As a Culver City resident on Braddock drive for 21+ years, I have been very concerned about the shabby blight that corner has become for more than the past decade. I believe the plans for a 7-11 convenience store, especially with attention to local standards and concerns, have the potential to benefit the entire community and I urge you to give it positive consideration.

Sincerely,

Alan Silverman
11242 Braddock Dr
Culver City, CA 90230

310-390-2527

Williams, Joshua

From: Gorham, Thomas
Sent: Monday, June 04, 2012 9:49 AM
To: Williams, Joshua
Subject: FW: BRADDOCK & SEPULVEDA

Make a copy for the file.

From: Blumenfeld, Sol
Sent: Monday, June 04, 2012 9:45 AM
To: Gorham, Thomas
Cc: Nachbar, John
Subject: FW: BRADDOCK & SEPULVEDA

Thomas,

Please provide as record copy in project file.

Sol Blumenfeld
 Director Community Development
 City of Culver City

From: Nachbar, John
Sent: Monday, June 04, 2012 7:59 AM
To: CITY COUNCIL - D
Cc: Blumenfeld, Sol; Cole, Martin
Subject: FW: BRADDOCK & SEPULVEDA

FYI

John M Nachbar | City Manager | City of Culver City | ✉ john.nachbar@culvercity.org | ☎ 310-253-6000

From: juliejune@ca.rr.com [<mailto:juliejune@ca.rr.com>]
Sent: Friday, June 01, 2012 1:05 PM
To: Nachbar, John
Cc: juliejune@ca.rr.com
Subject: BRADDOCK & SEPULVEDA

I OBJEACT TO ANOTHWR 7-11 STORE AT THIS LOCATION....THE TRAFFIC ON BRADDOCK WILL BE REALLY TERRIBLE..AND WE DO NOT NEED ANOTHER 7-11 SO CLOSE..JUST FOUR BLOCKS AWAY!! WHY NOT PUT A PARK THERE!

Williams, Joshua

From: B Hyatt <activebeth@sbcglobal.net>
Sent: Thursday, May 31, 2012 4:43 PM
To: Williams, Joshua
Subject: 7 eleven concerns

I live in the Veterans Park area near where the proposed store is to open. I am surprised that the City would consider such a business at that location for several reasons. Aside from the obvious of teh close proximity to schools and the type of people that are drawn to such an establishment, the store will create serious traffic hazards. I often walk by that intersection with my dogs and now my baby and have witnessed numerous close calls with pedestrians and automobiles. I even saved one boy from being hit while walking on the sidewalk. There is a considerable amount of 'in and out' congestion with a small intersection, including a drive through eatery and an alleyway. If teh City insists on placing a 7-11 there, please consider teh traffic consequences and only permit a driveway on Sepulveda. With the stop and go traffic that will and cars alike. Thank you for keeping Culver City a safe place to walk.

Williams, Joshua

From: Blumenfeld, Sol
Sent: Tuesday, May 29, 2012 11:39 AM
To: Gorham, Thomas; Williams, Joshua
Cc: Nachbar, John
Subject: FW: proposed 7-11 at Braddock and Sepulveda

Please include this in the record.

Sol Blumenfeld
 Director Community Development
 City of Culver City

From: Nachbar, John
Sent: Tuesday, May 29, 2012 11:36 AM
To: CITY COUNCIL - D
Cc: Blumenfeld, Sol; Gorham, Thomas
Subject: FW: proposed 7-11 at Braddock and Sepulveda

FYI

John M Nachbar | City Manager | City of Culver City | ✉ john.nachbar@culvercity.org | ☎ 310-253-6000

From: scot@scotkelly.com [<mailto:scot@scotkelly.com>]
Sent: Monday, May 28, 2012 1:44 PM
To: Nachbar, John
Subject: proposed 7-11 at Braddock and Sepulveda

Dear Mr. Nachbar,

I am a Vet's park homeowner of 15 years. I'm writing to ask you to stop the approval of a 7-11 store which I understand is to open at Sepulveda and Braddock. I like what we are starting to accomplish in this section of town (the benches, the new crosswalks) and an inflow of more interesting eateries as opposed to the sort of "once in a blue moon" type of retail (like the video conversion shop or westernwear that used to be there).

Our retail presence is a strong driver of perceptions about our city. We've done a lot with downtown - which is awesome, inspires pride and helps property values (and our tax base). Bringing in commercial chains (especially convenience stores or other low dollar businesses) undermines this rebranding we've been working at all of these years.

Further, from a practical standpoint, I think having a 7-11 right at the corner of a conduit to the freeway and just blocks from the high school is a terrible idea. We're inviting more congestion and longer commutes for our residents. Also, the corner market at Overland might be jeopardized. This market provides services that 7-11 never would (more obscure last minute household needs, and a fantastic wine selection for starters).

Please lets not go garish. Lets promote businesses that show Culver City for the fun, exciting, and tasteful place that it is. It will be a nicer place to live and our property values (along with the tax base) won't be damaged.

Thank you,
 Scot Kelly

Williams, Joshua

From: Blumenfeld, Sol
Sent: Tuesday, May 29, 2012 11:40 AM
To: Gorham, Thomas; Williams, Joshua
Cc: Nachbar, John
Subject: FW: Planning meeting on May 23

Please include this in the record.

Sol Blumenfeld
 Director Community Development
 City of Culver City

From: Nachbar, John
Sent: Tuesday, May 29, 2012 11:38 AM
To: CITY COUNCIL - D
Cc: Blumenfeld, Sol; Gorham, Thomas; Cole, Martin
Subject: FW: Planning meeting on May 23

In case you did not receive this last week.

John M Nachbar | City Manager | City of Culver City | ✉ john.nachbar@culvercity.org | ☎ 310-253-6000

From: Brenda Ramsey [<mailto:bramz@verizon.net>]
Sent: Wednesday, May 23, 2012 11:25 PM
To: Nachbar, John
Cc: Ramsey, Brenda
Subject: Planning meeting on May 23

I cannot locate members of the planning committee but we are all hoping you can have some impact and STOP this fiasco from proceeding. Please show this to them.

Planning meeting re: Proposed 7-11

This meeting tonight was an absolute joke. Their microphones did not work and the **one** that did kept getting passed around the room. Nobody knew how to speak into a mike. Richard Rownak had the balls to say that millions were spent on city hall building and they are proposing to MOVE a bus stop that has only 1 bus daily, but they couldn't get the microphones to work. Ultimately, the TV session was **totally** inaudible. Comments below are in NO specific order.

1. 711 people showed a new design and it sucks, without a doubt. And they didn't have a sample board of the material /custom panels that would be used for the exterior, nor did they do the presentation in color. It is plain ugly. And they referenced **Sepluvada**. (note the spelling)
2. This version has TWO points of entry - one from the parking lot and one at the corner. Great way for people to enter, steal and run out the other side. With only 2-3 employees, who, by the way will supposedly well versed in security, who the hell is going to catch thieves. Swerdlow said this was a new thing having 2 points of entry. And someone else said that all the windows are high which leaves no visibility in or out.

3. Parking spaces were an issue. Employees must park on site. Currently there are 4-5 vehicles from Taco Bell now parking on the lot. So they will be diverted to the street. I believe 12 spots including 1 HC, leaving 9 available spots. The store on Washington/Sawtelle has 6-8 spots and when delivery trucks are there all spots are taken. When the lottery has high stakes parking is non-existent and the formula of getting in/out of the store in 3-5 minutes is greatly increased.
4. The traffic study, as we heard it seemed to have major flaws Scott Wyant brought up some good points but still hadn't seen the video that was taken. It was set up by the consultant hired by 711 and was performed on the Thursday of Easter weekend. This guy didn't know his left from right. The numbers were all incorrect. Marie Malahi has had a camera on her house for over a month and has proof of the impact. No decisions should have been made until BOTH videos were watched.
5. They are going to expand the area for pickup of trash. Sure! I always have Taco Bell stuff in front of my house and I am just about 500' away.
6. The number of parking spaces is governed by the square footage of the building. Why is 711 required to have a designated number of parking spaces when none of the local restaurants have no parking for employees or patrons. Something is wrong with the code here.
7. The driveway is going to be moved 3 feet so they will match up with the planters. Who is going to take care of these planters?
8. Outside vendors, e.g. flower sales must be run by the store, not another vendor...they another parking space taken up. They showed a picture of 630 Wilshire where flowers were sold outside. They said they will have someone within 6 months, but it needs to be when store opens, not after the fact.
9. Traffic pattern is definitely an issue. Will be only a right turn exit onto Sepulveda; Left turn into driveway from Sepulveda; No left turn from Braddock driveway, so instead people will go right and make a U turn in the middle of Braddock. They will NOT go all the way to Harter...too far out of their way.
10. Interesting that the only person who has watched the movement at the Braddock/Sepulveda was Wyant. The other planners need to get themselves out there to see what is going on and not rely on a traffic person hired by 711.
11. We have asked for the traffic report and appeal forms.
12. One of the planners stated "I really don't want to be back here in 2 weeks"....So for better or worse the easy way out was approved.
13. Eminent Domain was introduced, but of course nobody has any money.

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>

Information from ESET NOD32 Antivirus, version of virus signature database 7162 (20120523)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Gorham, Thomas

Subject: FW: No 7-11 on Braddock

From: Melissa [<mailto:melisspatton@aol.com>]

Sent: Monday, May 21, 2012 9:51 AM

To: Nachbar, John

Subject: No 7-11 on Braddock

Mr. Nachbar,

I am a homeowner on Barman near the proposed 7-11 site at Braddock and Sepulveda.

I am strongly opposed to having a 7-11 here.

We have six 7-11 of them already. They surround us.

A 7-11 in this area does not match the quality and character of our community, which include local restaurants, and children walking to school on Braddock.

We already have a respected 'mom & pop' convenience store at Braddock & Overland with many loyal customers.

I have witnessed many pan-handlers at the 7-11s on Sawtelle and Washington.

Thanks for your time,

Melissa Wells Patton

Gorham, Thomas

Subject: FW: No to a 7-Eleven at the corner of Sepulveda and Braddock!

From: Kimberly Thompson [<mailto:KimberlyThompson@LiveNation.com>]

Sent: Wednesday, May 23, 2012 10:07 AM

To: Nachbar, John

Subject: No to a 7-Eleven at the corner of Sepulveda and Braddock!

The neighborhood needs another nice bistro or coffee shop or bakery – anything but a convenience store. Something that will add a more refined element to the Sepulveda corridor which is struggling to revitalize and it having some success. A 7-Eleven is just not needed but also is not the type of business that our neighborhood would benefit from having at that special location. I am sure there are other more suitable business opportunities for that location. Thanks for working to improve our neighborhood.

Resident, Kim Thompson
10819 Garfield Avenue, Culver City

Williams, Joshua

From: Rios, Christina
Sent: Monday, May 21, 2012 7:42 AM
To: Williams, Joshua
Subject: FW: 7/11 in Vets Park

From: Carole Sackerman [<mailto:caroletherealtor@gmail.com>]
Sent: Sunday, May 20, 2012 11:45 AM
To: Rios, Christina
Subject: 7/11 in Vets Park

Hi Christina,

I live at 11017 Barman Ave. The last thing we need is another 7/11 in the area.
Siri just located 4 of them within 1 mile from me.

It must be all about money for the City, because it's not good judgment.
It's too close to our schools and to a now decent neighborhood.

Thanks, Carole Sackerman

Carole Sackerman, Realtor
Coldwell Banker
Broker Associate
(310) 420-0003
DRE# 00551733
csackerman@coldwellbanker.com

Williams, Joshua

From: Brenda Ramsey <bramz@verizon.net>
Sent: Sunday, May 20, 2012 10:51 AM
To: Brenda Ramsey
Subject: From a Concerned resident

From: Kingsley Toby [mailto:akakman@mac.com]
Sent: Sunday, May 20, 2012 9:10 AM
To: Brenda Ramsey
Subject: Re: 2 Items: 7-Eleven Planning Meeting and Intent to serve Alcohol at LA Spice - Sorry if you got 2 copies - 2 separate dist-lists.

Hello Veterans Park residents:

What a great place to live! We love that this community is a mix of old and new. Tradition and innovation. A place where people look you in the eye and say "Good Morning" and make you feel part of a larger community. We are lucky to have purchased a home here at the beginning of what we believe to be Culver City's latest evolution. Culver has the balance between bustling downtown and a mom and pop, family driven town.

ABOUT US

My wife and I purchased our first home here in January of 2009 and it may be our last...We love it here! We grew up in the Sunland/Glendale area, eventually moved to Santa Monica, and are now residing near the corner of Braddock & Sepulveda Blvd. We are in love with Veteran's Park and look forward to starting a family here. Some of you may know that we purchased Henry and Adele Seigel's home. While we never had a chance to meet them we have learned how much they influenced the community and how they let their opinions be known. We hope to embody a fraction of what they achieved.

So here's our first go at it...

OUR OPINION(S)

We stand 100% opposed to the 7-Eleven. We are within "stones throw" from the site and will, like so many others, be directly effected by the traffic, noise-light-solid pollution, and the clientele that often loiter and frequent these establishments. We believe that a company like 7 Eleven does not fit in Culver City's beautification and renovation program for the Veteran's Park and Sepulveda Blvd area, and it holds no benefits to the surrounding schools and students. It's a no brainer to us. **NO on 7-11.**

We do believe that an establishment like **LA SPICE will benefit our local community.** It's obvious alcohol is a polarizing issue and the stories we have heard about past establishments are disturbing. With that said...We are "foodies" and keep up to speed with LA's food scene. LA SPICE is an upper-scale catering company that has earned the accolades of Los Angeles' Best Catering company for many years. Thier menu is gourmet food driven and that will be the main draw, not alcohol. Its menu and pricing will not attract the "bar crowd". They have a reputation to uphold and will need to embrace the local community and it's ideals while still being regulated by Culver City's laws and regulations. We believe that this is not a place that drunks will frequent with thier handguns. This is an upper-scale establishment that does fit with the elevation and evolution of our neighborhood (and our property values). In our opinion, LA SPICE is the kind of business that we want in our community.

Parking does need to improve. This is the only thing we believe needs to be addressed with LA SPICE before they are approved to settle in that location. Perhaps we should revisit the uphill battle of a parking lot at the 7-11 location? Permit parking?

THANK YOU

Thank you Brenda Ramsey for your diligence and persistence on issues affecting our neighborhood. I respect the fearless statement of your opinions and ideas regarding Culver City and Veteran's Park. While we may not agree on all topics, we appreciate that they are brought to the public forum and available for everyone to formulate their own opinions and weigh in if they choose to.

IN SUMMARY

YES on LA SPICE

NO on 7-11

Better parking...how do we do it?

We love it here!

Thanks for reading and say hello if you see us walking our Husky "Seigel" around town.

The Toby's

_____ Information from ESET NOD32 Antivirus, version of virus signature database 7152 (20120520)

_____ The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Williams, Joshua

From: Brenda Ramsey <bramz@verizon.net>
Sent: Sunday, May 20, 2012 1:56 PM
To: Brenda Ramsey
Subject: FW: From a Concerned resident

From: Young, Grant [<mailto:young@ats.ucla.edu>]
Sent: Sunday, May 20, 2012 11:45 AM
To: akakman@mac.com
Cc: bramz@verizon.net
Subject: FW: From a Concerned resident

Hello Tobys,

I could not agree with you more. I live about three houses down from Tanner's Coffee on Lindblade street. I loathe the idea of having a 7-Eleven at Braddock and Sepulveda. Waiting for the bus in front of a 7-Eleven every morning is not something that I am looking forward to. Been there, done that. The LA Spice establishment will be a positive addition to our neighborhood in my opinion.

I look forward to meeting Seigel.

Grant Young
11171 Lindblade St.

Information from ESET NOD32 Antivirus, version of virus signature database 7153 (20120520)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

From: Bryan Sanders <bryan@bryansanders.com>
Sent: Wednesday, May 23, 2012 5:29 PM
To: Williams, Joshua; Gorham, Thomas
Cc: Nachbar, John
Subject: PLEASE READ ALOUD TONIGHT -- 05/23/12 Planning Commission Meeting

Bryan Sanders
4378 Elenda Street

I oppose a 7-Eleven at 4436 Sepulveda Boulevard. I understand that the property has been left vacant for many years and that our neighborhood will benefit from another business establishment, but it must be the RIGHT business. Hundreds of residents have spoken on Facebook, Twitter, email, phone and in person about their opposition to 7-Eleven. We should work together to develop a plan that works well for the local community.

I have asked multiple times for City Government to investigate the viability of a Specific Use Plan for the Sepulveda Commercial Corridor. It is time to have a cohesive vision for that **up and coming** business district. I am requesting once again that we take up the cause of improving the neighborhood, and not just "fill an empty space." I hope that we will do the right thing together: Oppose the 7-Eleven 'quick fix' and build a sustainable community for decades to come.

Stay hip, fresh and green, Culver City.

Thank you for listening.

Bryan Sanders

Bryan Sanders
#4436cc #Occupy

Williams, Joshua

From: Aaron Swerdlow <Aswerdlow@equitasinvestments.com>
Sent: Monday, March 12, 2012 2:35 PM
To: Williams, Joshua
Subject: FW: Support Email

I just received this. Please circulate. Thanks

Aaron Swerdlow
Equitas Investments, LLC
955 15th Street
Hermosa Beach, CA 90254
310-395-0049 Office
310-968-2269 Cell
310-395-0043 Fax
aswerdlow@equitasinvestments.com



From: Bernadette Kelly [<mailto:bernadette.kelly@gmail.com>]
Sent: Monday, March 12, 2012 2:18 PM
To: Aaron Swerdlow
Subject:

In support of this 'dry' 7eleven being built in the near future - another business contributing to much needed income for Culver City - why keep an empty lot if a family friendly and convenient store can be open for business instead? I support small business everywhere, most of all Culver City!

PS - The Inglewood Little League had to be bailed out recently by a strip joint - I much rather our league be supported by a 7-eleven!

Bernadette Kelly
8211 Hannum Ave
Culver City CA 90230

I would appreciate my information not being used for emails, solicitations, etc.

Thanks!

Bernadette

Williams, Joshua

From: ACEVESGD@aol.com
Sent: Monday, March 12, 2012 1:17 PM
To: Williams, Joshua
Cc: aswerdlow@equitasinvestments.com
Subject: Proposed 7-11 at Sepulveda/Braddock

Joshua,

In the event I am unable to attend Wednesday's Planning Comm hearing, I ask that you please read and/or submit my comments to the commissioners during the public comment period:

I live just a few blocks from the proposed redevelopment site and to hear that it will be a 7-11 store makes perfect sense to me! Our neighborhood needs a convenience store nearby! Yes there are other "mom/pop" stores, but do those same stores give back to our community too? Please someone give me an example. Because it's a fact that the newest 7-11 store on Sepulveda/Berryman is a strong proponent of community support and big donor to our local Little League program. To say that a corporation like 7-11 does nothing for the community or schools is low.

7-11 isn't just a junk food haven anymore. If you've walked in to one lately, you'll see clearly in front that they offer fruit, salads, convenience foods that are an alternative to the chips and candy. Do you see that at the local liquor store? A store shouldn't be denied to do business, or held responsible for peddling fatty foods and sugar on our kids. That education starts at home and reiterated at school through nutrition programs and lessons. Kids are going to make their own food choices regardless of where they can get it. If I'm worried about my kid stopping in at 7-11 and gorging on junk food on the way home from school, then I deal with him.

Do we not elect our city leaders to make the best decisions in the interest of our community? Instead we have activists who just want to tell them what to do. This developer has already made concessions to deal with neighborhood concerns. I really question the motive of the opposition...what are they afraid of?

Diana Aceves

Culver City

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.

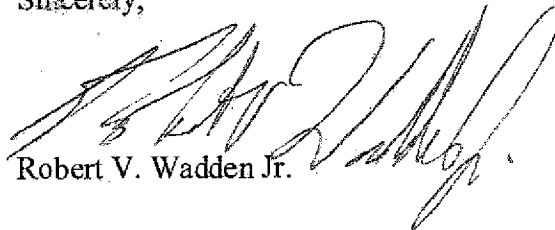
Conclusion

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 a horizontal line.

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

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<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**

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**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**

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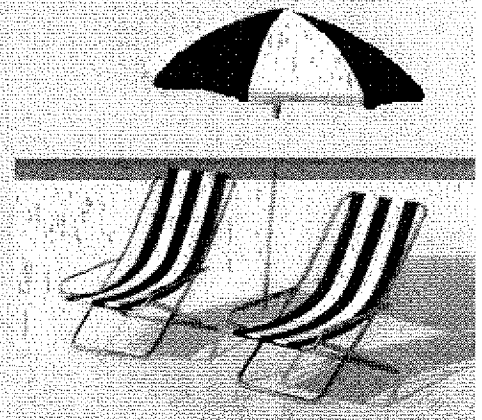
**From:** sam zullo [szullo@ca.rr.com]  
**Sent:** Monday, January 30, 2012 7:43 AM  
**To:** Williams, Joshua

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**

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**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**

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**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](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**

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**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.

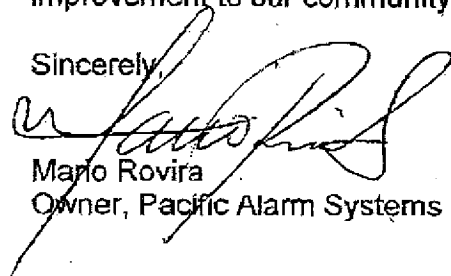
That location has been vacant for a very long time and is an eye-sore to our customers and our staff. The vacant lot attracts graffiti and vagrants. I trust an established company like 7-Eleven to deal with these problems effectively.

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**

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**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 here 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 extreme dangerous for both peds & cars. Visibility would be extremely limits 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  
ATTACHMENT 5  
CC: HCC  
JN

**Cole, Martin**

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**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**

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**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**

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**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**

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**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**

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**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>

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**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**

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**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**

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**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**

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**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**

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**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

**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.

**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

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**From:** 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**

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**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,

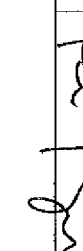
Janine & Ricard Weiche  
11226 Barman Ave

## 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<br>(310) 397-6851 |                               | 6/30/11 |
| SUZIE KIEFER          | <i>[Signature]</i> | 11023 Barman Ave<br>El 90230             | SUZIEJOI@earthlink.net        | 6/30/11 |
| Mesm Yaganang         | <i>[Signature]</i> | 11158 Bradlode Dr 90230                  | mroahani@yahoo.com            | 6/30/11 |
| Bahman Rouhani        | <i>[Signature]</i> | 11158 Bradlode Dr 90230                  | BREATHANT@live.com            | 6/30/11 |
| Alvina Devoez         | <i>[Signature]</i> | 11347 Bradlode Dr. 90230                 |                               | 6/30/11 |
| Minor Wong            | <i>[Signature]</i> | 11241 Bradlode Dr. 90230                 | mwong316@gmail.com            | 6/30/11 |
| KIRSTIN KUCERA SCHWAB | <i>[Signature]</i> | 11250 Garfield Ave 90230<br>Garfield Ave | kimfabuda@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 BRADDOCK DR. 90230                 | villagas-jacqueline@yahoo.com | 6/30/11 |
| FUERTE LY             | <i>[Signature]</i> | 11102 LENO BLADES 90230                  | (310) 408-4524                | 6/30/11 |
| Pam Barman            | <i>[Signature]</i> | 11176 Barman 90230                       | gordunwaker@aol.com           | 6/30/11 |
| Richard Bounie        | <i>[Signature]</i> | "                                        | PhoStake@aol.com              |         |

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

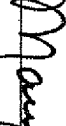
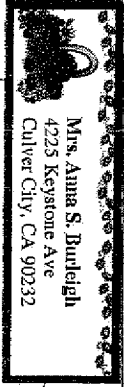
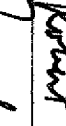
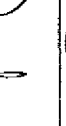
| Printed Name        | Signature                                                                           | Address & Phone #          | Email                        | Date    |
|---------------------|-------------------------------------------------------------------------------------|----------------------------|------------------------------|---------|
| T.J. OLIVER         |  | 11167 GARFIELD AVE<br>S.E. | TOMSOB@GMAIL.COM             | 6/30/11 |
| Chris Herron        |  | 11108 Bradlock dr.<br>S.E. |                              |         |
| Rita Rich           |  | 11133 Bradlock St.         | RLCH142@aatt.net             | 6/30/11 |
| Angela Campbell     |  | 11144 Bradlock Dr.         | areavore@storage.indiana.edu | 6/30    |
| Garrison Campbell   |  | 11144 Bradlock Dr.         | gcampbell61@aatt.net         | 6/30/11 |
| Lyndon Stumber      |   | 4200 Motor Ave             | Stumber_Lyndon@cs.cmu.edu    | 6/30/11 |
| Debra Mykura        |    | 4461 Commonwealth          | dmk03@sbcc.edu               | 6/30/11 |
| Reiko Furuta        |    | 4455 Commonwealth          | r.furuta@gmail.com           | 6/30    |
| Tanet Kove          |    | 9520 Lucerne Ave           |                              | 6/30/11 |
| Robert Williamson   |    | 11246 GARFIELD RD          |                              | 6/30/11 |
| Brenda Ramsey       |    | 4373 6108 E                | ramsbj@lyond.com             | 6/30/11 |
| Wendy L. TOSY       |    | 11169 Bradlock Dr          | awelman@mpac.com             | 6/30/11 |
| ERIN. TOSY          |    | 11169 Bradlock Dr          | Akafand@mac.com              | 6/30/11 |
| BOLIS. SIKS         |    |                            | 310-685-5670                 | ~       |
| Yvonne T. O'Connell |    | 4821 Sepulveda St #114     | 310 Yvonne@aol.com           | 6/30/11 |
| ED OGOSTA           |    | 11157 BARMAN AVE<br>S.E.   | 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 397-6433<br>Coolidge Ave |                           | 6/22    |
| Kimberly Emma Jensen                         | <i>Kimberly Jensen</i>               | 3307 S. Durango, L.A. 90034      |                           | 6/26    |
| Diana Jordan                                 | <i>Diana Jordan</i>                  | 5177 Luthre Ave LA 90034         |                           | 6/26    |
| Ilene B. Porter                              | <i>Ilene B. Porter</i>               | 12700 Bonaparte Ave LA 90066     |                           | 6/26    |
| <del>Red</del> Marvin <del>Truel</del> Marro | <i>Truel Marro</i>                   | 11062 Bermon St 90030            |                           | 6/26    |
| DN RLEND 11111111111111111111                | <i>DN RLEND 11111111111111111111</i> | 8944 Knapp St 90032              |                           | 6/26    |
| Patricia Connor                              | <i>Patricia Connor</i>               | 16849 Palms Blvd.<br>510-8398587 |                           | 6/26    |
| Rosert Bailey                                | <i>Rosert Bailey</i>                 | 4234 Madison Ave                 |                           | 6/26    |
| Ernel M. Bradbury                            | <i>Ernel M. Bradbury</i>             | 4104 Madison Ave                 |                           | 6-26    |
| Suane Mardian                                | <i>Suane Mardian</i>                 | 11807 Palms Blvd<br>LA 90046     |                           | 6/26/11 |
| Carla Bailey                                 | <i>Carla Bailey</i>                  | 4234 Madison Ave 90032           |                           | 6/26/11 |
| Karen Frost                                  | <i>Karen Frost</i>                   | 3700 Bayley Ave. #212 90034      |                           | 6/26/11 |
| Noem Hernandez                               | <i>Noem Hernandez</i>                | 11377 Saguaro Way CC 90030       |                           | 6/26/11 |
| Nor Brown                                    | <i>Nor Brown</i>                     | 10680 Esterline 90030            |                           | 6/26/11 |
| Stephanie Donnelly                           | <i>Stephanie Donnelly</i>            | 8153 Zetola Ter 90033            |                           | 6/26/11 |
| Ruonda Hall Alter                            | <i>Ruonda Hall Alter</i>             | 5162 Southridge Ave 90043        | ruondahallalter@yahoo.com | 6/26/11 |

CURECH

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

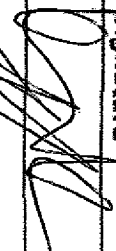
| Printed Name     | Signature                                                                           | Address & Phone#                               | Email                                                                                                                                                             | Date    |
|------------------|-------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| GENE H. ROTHMAN  |  | 4636 Berryman Ave<br>Sepulveda, CA 90230       |                                                                                                                                                                   | 6/26/11 |
| Timothy J. Grass |  | 4042 McLaughlin Ave<br>Los Angeles CA 90066    |                                                                                                                                                                   | 6/26/11 |
| Joseph Stephens  |  | 11659 McDonald St. CA<br>90230                 |                                                                                                                                                                   | 6/26/11 |
| Mary Beyer       |  | 5108 Cimarron Ln. S.C<br>90230                 |                                                                                                                                                                   | 6/26/11 |
| Ann Burstein     |  | 4636 Berryman<br>Culver City 90230             |  <p>Mrs. Anna S. Burleigh<br/>4225 Keystone Ave<br/>Culver City, CA 90232</p> | 6-26-11 |
| Penelope Choy    |   | 11377 Fayall Way<br>Culver City CA 90230       |                                                                                                                                                                   | 6-26-11 |
| ROBERT TURNER    |    | 951C Colton Avenue<br>90034                    |                                                                                                                                                                   | 6/26/11 |
| Judith Lohs      |    | 11606 McDonald St<br>Culver city, CA 90230     |                                                                                                                                                                   | 6/26/11 |
| Se Hee Han       |    | 11207 Sagrell Way<br>Culver City, 90230        |                                                                                                                                                                   | 6-26-11 |
| Dennis Treisman  |    | 10160 Culver Blvd<br>Culver City 90230         |                                                                                                                                                                   | 6/26/11 |
| SPRUE HOLL       |    | 4735 Beyerly Mall<br>Culver City CA 90230      |                                                                                                                                                                   | 6-26-11 |
| SHIRLEY HARRISON |    | 11260 Overland Ave 2F<br>Culver City, CA 90230 |                                                                                                                                                                   | 6/26/11 |
| Veda Veach       |    | 5108 Cimarron Lane<br>Culver City CA 90230     |                                                                                                                                                                   | 6/26/11 |
| Quetta M. Beyer  |    | 4122 Duquesne Ave<br>Culver City, CA 90232     |                                                                                                                                                                   | 6/26/11 |
| Lynette Fuka     |    | 11260 Overland 27F<br>Culver City, 90230       |                                                                                                                                                                   | 6-27-11 |

church

# 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                                             | grossmansabriel.com/bbq/  |         |
| Nizar. Dhanani   |   | 5356 BALONA LN<br>11228                                     | DHANANI NIZAR @ G.MAIL.CO |         |
| PAUL             |   | 310 625 5670<br>11228<br>CIVIL DR                           |                           |         |
| Sue Newman       |   | 310 370-1830<br>11236 Garfield Ave                          |                           | 6/30/11 |
| Mary Kalene      |   | 310-916-8087<br>11173 Reddick Dr - 90230                    | mkalene@CA.RA.UM          | 6-30-11 |
| LAURICE MARSHALL |   | 310.202.5441<br>1080 S GARFIELD AVE<br>CIVIL CITY, CA 90230 |                           | 6.30.11 |
| Peter Lenkey     |   | 4302 Huntington Ave<br>Lincoln, CA                          | plenkey@gmail.com         | 6/30/11 |
|                  |                                                                                    |                                                             |                           |         |
|                  |                                                                                    |                                                             |                           |         |
|                  |                                                                                    |                                                             |                           |         |
|                  |                                                                                    |                                                             |                           |         |
|                  |                                                                                    |                                                             |                           |         |

Section 7-10 435 6614000 2343

|                                 |                                                                                                                                                                                                                                                                                              |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 Kedar     | [Signature] | 1148 Saddle Creek St.<br>SEI (310) 206-3216 | shirleykedar3@aol.net      | 6/30/11 |
| SHIRLEY KEDAR     | [Signature] | 1119 FLAMINGO PL<br>APT 202 ST              |                            | 6/30/11 |
| SHIRLEY KEDAR     | [Signature] | 11137 LINDEN BLVD<br>APT 202                | (310) 206-3216             | 6/30/11 |
| Shirley Kedar     | [Signature] | 1116 Buena Ave                              | hypocritesblog@yahoo.com   | 6/30/11 |
| Melinda Dickinson | [Signature] | 11156 Wagner St                             | secret45garden@hotmail.com | 6/30/11 |
| Amy Deddeaux      | [Signature] | 11236 Bowman Ave.<br>CC                     | gas4@yahoo.com             | 6/30/11 |
| Shawn Deddeaux    | [Signature] | 11236 Bowman St<br>(310) 939-2743           | squizel@yahoo.com          | 6/30/11 |
| Chris Herrera     | [Signature] | 11108 Bradnock Dr.                          |                            | 6/30/11 |
| Marcia Bain       | [Signature] | 10847 Franklin Ave                          |                            | 6/30/11 |

Petition to Stop 7-11 @ 4336 Cervantes Blvd.

**Petition to STOP 7-11 @ 436 Samuels 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]

## RESOLUTION NO. 2012-R\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA DENYING AN APPEAL AND AFFIRMING THE PLANNING COMMISSION APPROVAL OF AN APPLICATION FOR AN ADMINISTRATIVE SITE PLAN REVIEW, ASPR P-2011127, FOR A ONE-STORY COMMERCIAL RETAIL DEVELOPMENT TOTALING 2,500 SQUARE FEET AT 4436 SEPULVEDA BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Administrative Site Plan Review, ASPR P-2011127)

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

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

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

WHEREAS, Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the project has been determined to be Categorically Exempt pursuant to Section 15303, Class 3, New Construction and Section 15332, Class 32, In-Fill Development Projects; and

WHEREAS, on March 14, the Planning Commission commenced a duly noticed public hearing on Administrative Site Plan Review, ASPR P-2011127, and continued the public hearing to May 23, 2012 for further consideration of the Project; and

WHEREAS, on May 23, 2012, after conducting a duly noticed public hearing on the subject application, including full consideration of the application, plans, staff report,

1 environmental information and all testimony presented, the Planning Commission by a vote  
2 of 5 to 0, conditionally approved Administrative Site Plan Review, ASPR P-2011127; and

3 WHEREAS, on June 8, 2012, a timely appeal was filed pursuant to Culver City  
4 Municipal Code (CCMC) Section 17.640.030 by Brenda Ramsey, Alexandra K. Mells,  
5 Barbara Effros, Bryan Sanders, David J. Schwartz, Richard Rownak, Pam Rownak, and  
6 Marie Malahi ("Appellants") of the ASPR approval; and  
7

8 WHEREAS, on September 10, 2012, the City Council conducted a duly noticed  
9 public hearing on the appeal of the Planning Commission's approval of the ASPR, fully  
10 considering the whole administrative record, including, but not limited to, the application,  
11 plans, staff report, environmental information and all testimony presented, and the City  
12 Council by a vote of \_\_\_ to \_\_\_ denied the appeal and affirmed the Planning Commission's  
13 approval of Administrative Site Plan Review, ASPR P-2011127.  
14

15 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,  
16 CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:  
17

18 **SECTION 1.** Pursuant to the foregoing recitations and the provisions of the  
19 CCMC Section 17.540.020, the following required findings are hereby made:

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

25 The general layout of the Project is consistent with the applicable development  
26 standards of the Commercial General (CG) zoning district and the Commercial Zero  
27 Setback Overlay. The building is oriented toward Sepulveda Boulevard in order to  
28 create a pedestrian friendly commercial streetscape, consistent with adjacent  
29 buildings in the immediate vicinity located in the CG zone. The building has been set  
back between five and six feet from the property line on Braddock Drive and ten feet  
from the property line on Sepulveda Boulevard. The layout of the Project will

1 accommodate additional landscaping in the form of above grade planters along  
2 Braddock Drive and a pedestrian oriented streetscape along Sepulveda Boulevard  
3 with the inclusion of a secondary, pedestrian serving retail use delineated with  
4 Stamped concrete or decorative pavers. The ten-foot setback along Sepulveda will  
5 provide space for a secondary retail use. This area of approximately 350 sq. ft. (10  
6 feet deep by 35 feet wide) will be paved with decorative pavers or stamped concrete  
7 and will visually designate the area for a separate retail use.

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

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

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

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

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

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

7 The building mass and scale are consistent with the one- and two-story commercial  
8 structures along the Sepulveda Boulevard commercial corridor. The Applicant  
9 responded to staff comments and the direction of the Planning Commission with a  
10 redesigned Project that addresses the adjacent street frontage through a unique,  
11 contemporary design that opens onto the corner of Braddock Drive and Sepulveda  
12 Boulevard. The revised plans retain the secondary retail use and include a second  
13 Sepulveda Boulevard entrance. The Project provides a stronger architectural  
14 statement with building materials and massing and the use of above grade planters  
15 along Braddock Drive. The modern architectural style, color palette, and material  
16 choice respond to the Planning Commission and community's desire to see a unique  
17 design that is atypical for most convenience stores.

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

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

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

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

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

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

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

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

11 The proposed location of the Project is at the intersection of Sepulveda Boulevard and  
12 Braddock Drive, along the commercial corridor of Sepulveda Boulevard which is  
13 characterized by small, single story retail and restaurant storefronts. As designed the  
14 Project will not result in conflicts with uses in the adjacent residential neighborhood or  
15 commercial area. The Project has been designed to conform to all applicable  
16 provisions of the Commercial General (CG) Zone, the Commercial Zero Setback  
17 Overlay and all City development standards. The secondary use will reinforce the  
18 pedestrian orientation of the Sepulveda Boulevard commercial corridor in the  
19 neighborhood by activating what would otherwise be a blank commercial storefront.

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

30 The Project is in the best interest of the public health, safety, and general welfare as it  
31 will result in the redevelopment of a vacant gas station located along the Sepulveda  
32 Boulevard commercial corridor. The gas station has been vacant since December  
33 1998. All underground storage tanks have been removed and the remediation of soil  
34 and monitoring has been completed, pursuant to records from the State of California.  
35 The Project will help to revitalize the dormant corner which presently remains unused.

36 **E. The existing or proposed public facilities necessary to accommodate the**  
37 **proposed project (e.g., fire protection devices, parkways, public utilities,**  
38 **sewers, sidewalks, storm drains, street lights, traffic control devices, and the**  
39 **width and pavement of adjoining streets and alleys) will be available to serve the**  
40 **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  
agencies that reviewed the Project during the interdepartmental review process.

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

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

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

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

22 ///

23 ///

24 ///

25 ///

26 ///

27 ///

28 ///

APPROVED and ADOPTED this 10<sup>th</sup> day of September, 2012.

ATTESTED BY:

APPROVED TO AS FORM:

CAROL SCHWAB, City Attorney

for

## RESOLUTION NO. 2012-R\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA GRANTING AN APPEAL AND REVERSING THE PLANNING COMMISSION APPROVAL OF AN APPLICATION FOR AN ADMINISTRATIVE SITE PLAN REVIEW, ASPR P-2011127, FOR A ONE-STORY COMMERCIAL RETAIL DEVELOPMENT TOTALING 2,500 SQUARE FEET AT 4436 SEPULVEDA BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Administrative Site Plan Review, ASPR P-2011127)

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

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WHEREAS, Pursuant to the California Environmental Quality Act (CEQA) guidelines, the Project has been determined to be Categorically Exempt pursuant to Section 15303, Class 3, New Construction and Section 15332, Class 32, In-Fill Development Projects; and

WHEREAS, on March 14, the Planning Commission commenced a duly noticed public hearing on Administrative Site Plan Review, ASPR P-2011127, and continued the public hearing to May 23, 2012 for further consideration of the Project; and

WHEREAS, on May 23, 2012, after conducting a duly noticed public hearing on the subject application, including full consideration of the application, plans, staff report,

1 environmental information and all testimony presented, the Planning Commission by a vote  
2 of 5 to 0, conditionally approved Administrative Site Plan Review, ASPR P-2011127; and

3 WHEREAS, on June 8, 2012, a timely appeal was filed pursuant to Culver City  
4 Municipal Code (CCMC) Section 17.640.030 by Brenda Ramsey, Alexandra K. Mells,  
5 Barbara Effros, Bryan Sanders, David J. Schwartz, Richard Rownak, Pam Rownak, and  
6 Marie Malahi ("Appellants") of the ASPR approval; and  
7

8 WHEREAS, on September 10, 2012, the City Council conducted a duly noticed  
9 public hearing on the appeal of Planning Commission's approval of the ASPR, fully  
10 considered the whole administrative record, including, but not limited to, the application,  
11 plans, staff report, environmental information and all testimony presented, and the City  
12 Council by a vote of \_\_\_to \_\_\_ granted the appeal and reversed the Planning Commission's  
13 approval of Administrative Site Plan Review, ASPR P-2011127.  
14

15 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,  
16 CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:  
17

18 **SECTION 1.** Pursuant to the foregoing recitations and the provisions of the  
19 CCMC Section 17.540.020, the following required findings can not be met to approve the  
20 Administrative Site Plan Review:  
21

22 **[Findings to be inserted consistent with City Council deliberations.]**  
23

24 ///

25 ///

26 ///

APPROVED and ADOPTED this 10<sup>th</sup> day of September, 2012.

ATTESTED BY:

APPROVED TO AS FORM:

CAROL SCHWAB, City Attorney

APPROVED TO ACCEPT

*Carol Schwab*

CAROL SCHWAB, City Attorney

for

MARCH 14<sup>th</sup>

Sol Blumenfeld, Community Development Director, introduced the item noting that the project would have qualified for an administrative site plan review subject to the decision of the Director, but due to the high level of public interest in the item, it was referred to the Planning Commission for consideration, and he reported on the amount of time spent with the applicant to redesign the project to be compatible with the area.

Staff provided a summary of the material of record.

Thomas Gorham, Planning Manager, discussed conditions of approval intended to address concerns raised at community meetings.

A discussion ensued between staff and Commissioners regarding police department input on transient issues; clarification that the company would build a store that would be run by a franchisee; whether the franchisee had other stores in the area; ingress and egress; Conditions of Approval 61-63; the outdoor retail component tenant; responsibilities of the applicant; the secondary retail use; hours of operation; opening of the operation; additional traffic generated by the 7-11; parking provided; concerns with impacts to the intersection; ITE codes; and turnover of cars in the parking lot.

Chair Pleskow invited public comment.

The following members of the audience addressed the Commission:

Brian Silverra, Catherman Company, discussed work to satisfy concerns of staff and the neighborhood; he provided a presentation on the project; and he requested a revision to Conditions 61-63 to enable 7-11 to operate the outside space.

At the request of Commissioner Kuechle, Mr. Silverra made the materials board available for viewing.

Aaron Swardlow, the developer, provided background on himself, discussed the challenge of corner lots; size restraints; limited uses; small, standalone corners; the history of the project; efforts to maximize functionality and efficiency; and finding an operator that can succeed at the location.

Phil Watersani, potential franchisee for the store, discussed how 7-11 franchises are run; mitigating concerns; the operation of his current store at Sepulveda and Berryman; and community support.

A discussion ensued between Commissioners and the speaker regarding length of time that Mr. Watersani has run the Berryman and Sepulveda store; his experience running 7-11 stores; operation of the outside area; the number of employees; peak hours; the number of cars in the parking lot; daily customer volume; employee parking; withdrawal of the AUP for alcohol; clarification that they have no intent to apply to sell alcohol in the future; potential alcohol sales at the Berryman location; and the lease.

David Savan, LendLease, discussed parking issues; trip generation numbers; average length of customer visits; the number of parking stalls; and City parking requirements.

Chair Pleskow asked about usage of the handicapped parking spaces; the use of spaces for employee parking; peak parking; and actual number of spaces available.

Marie Melahey discussed traffic issues; expressed concern that a proposed wall would reduce visibility and make it difficult for her to get in and out of her driveway; she discussed employee parking in the neighborhood; pedestrian traffic; incompatibility with the neighborhood; revitalization of the neighborhood; and vagrants in the area.

Kevin Coda discussed traffic issues in the area; impacts of the proposed project; the fact that the study was done when Taco Bell was closed for rehabilitation; he expressed concern with the possibility that they could apply for a permit to sell alcohol in the future; he questioned whether the school board had provided input; discussed sales of cigarettes and junk food; hours of operation; the number of other 7-11s in the area; and he recommended denying the application.

Alan Silverman expressed support for the project; discussed the traffic study; the Taco Bell; the number of school children walking in the area; length of time that the lot has been vacant; efforts of the developers to meet community standards; jobs created; tax revenue to the

community; benefits of a well-lit, well-maintained business; and potential benefits to the community.

Laurie Jones expressed support for the 7-11; discussed the length of time the lot has been vacant; and redevelopment of the parcel.

Ed Agosta, architect, provided background on himself; he felt the project was wrong for the site; he asserted that 7-11 was not a quality business; and he asked that the Commission not approve the project.

Rita Rich indicated that she had submitted written comments for the record.

Chair Pleskow suggested that those comments be distributed to Commissioners and added to their packets.

Richard Rownak expressed opposition to the proposed 7-11; he discussed affordable housing; whether opportunities to develop the parcel were missed; he expressed concern that the City might not have a choice in the matter; concern about the use of the alley by Taco Bell as a drive through; concern that the story changed each time the matter was considered; he discussed conflict vs. impact; and he asked that the development be rejected.

Alexandra Mills expressed concern with traffic impacts; effects on children; comments by the police department on transients; and the creation of a blind corner.

Helen Pinkston discussed the growth of the City; expressed concern with traffic; she questioned whether the schools in the area had been considered; she discussed issues with Taco Bell; and expressed concern with adding another high impact business to the area.

Brian Butcher indicated a desire to move into the area and expressed support for having a 7-11 on the corner.

Rob Catherman read an email he received from former Councilman Ed Little in support of the proposed 7-11 project.

Marcelo Caballero provided background on himself; discussed repeat offenders and those who do not go back to prison; pro-social places and anti-social places in communities; he

reported that when he moved to Culver City he specifically looked for a place away from anti-social places; he expressed concern for his children who attend the nearby school; he referenced a study on teens and smoking; and he asked that a pro-social development be put at the location instead.

Barbara Schwartz felt that the 7-11 was an inappropriate business for that location; expressed concern with traffic; reported serving on the Culver City Disability Committee; expressed concern with effects to schools in the area and with anti-social elements potentially attracted by the 7-11; pointed out that studies were done during the summer when Taco Bell was closed and school was not in session; she discussed accidents at Braddock and Sepulveda; she referred to a study by the American Cancer Society about incidences of smoking and the availability of cigarettes in walking distance; and she felt the store would be a danger to the community.

Brian Sanders expressed opposition to the project; agreed with previously raised concerns; pointed out that there was a mini-mart close by; noted that there are five other 7-11s in the City; he expressed concern with impacts to schools in the area and making cigarettes more readily available; he commented on zoning and the legal threats made to the City; and he suggested creating an overlay for the area.

Aaron Swardlow discussed the difficulty of developing that lot; pointed out that the project was in compliance with zoning; he asserted that it was a viable project; and he discussed the length of time that the lot had been vacant and reasons for the long-term vacancy.

A representative from 7-11 reported that they were very strict and had a program in place to prevent the sale of cigarettes to minors.

MOVED BY COMMISSIONER KUECHLE, SECONDED BY COMMISSIONER TIGGS AND UNANIMOUSLY CARRIED, THAT THE PLANNING COMMISSION CLOSE THE PUBLIC HEARING.

Commissioner Kuechle disclosed that he had met the developer at an event several weeks ago before he had gotten any information on the project.

Discussion ensued between staff and the Commission

regarding vehicle counts; clarification regarding rights of the Commission to deny the project; granting a conditional approval to mitigate impacts; impacts that are unable to be mitigated; the site plan review; evaluating the design, layout, and landscaping; clarification that the project can not be judged as to whether to not it is a good use; the change of use for the site; safety concerns; ingress and egress; conflicts with Taco Bell traffic; student pedestrian traffic; visibility; blind alleys; clear vision zone requirements; specified trees; the Taco Bell use; reconfiguration of the drive through; monitoring of noise issues; clarification that traffic studies do not look at accident conditions; limiting access to the driveway; U-turns; whether the site has been thoroughly examined regarding accident potential; the impact of the development on the current situation; the outdoor pedestrian-friendly component; trash pick-up; clarification that there are no special conditions for the Taco Bell; honoring conditions of approval; employee parking; a suggestion to require employees to park on site; the architectural component; clarification that pedestrians are not usually included in the traffic study; permit parking on Braddock; the parking ordinance; parking ratios; establishing more restrictive standards; pedestrian traffic; clarification that recognized safety issues are separate from levels of service and trip generation; separating the alley and the driveway; curbcuts; the pedestrian study; incremental increases generated by the project; impacts to levels of service; concern with making the finding that the completed project will not result in a pedestrian or vehicular hazard; concern that when the traffic counts were done Taco Bell was not open; a request to have staff examine whether a pedestrian hazard would be created; reexamining ingress/egress on Braddock; a proposed mitigation to prohibit right turns out of the driveway to limit potential conflicts; the importance of establishing corner lots in the City; pushing parking to the front of the site; the secondary use; similarities to other buildings on the Street; design findings; landscaping to cover the building; maintaining the landscaping; building a good structure that doesn't have to be covered; the wall toward the alley; concern with the traffic going out onto Braddock; acknowledgement that the site is tough to access; a request for more information on the traffic and a better design architecturally; the need to demonstrate that ingress and egress out of the site is safe; potential conflicts with high trip rates; Conditions 61-63; a request for more

clarification on how the exterior area would be run; requiring the exterior area to open at the same time as the store opens; concern that the outside area will be an after thought; concern that there be a specific plan that is integrated to the inside of the store; whether the outside area will become a dining area; concern with attracting a negative element; concern for the neighbors; conducting a pedestrian gap study; vehicle code requirements; the traffic study and the use of the alley; whether alley traffic was considered in the study; clarification that the project is not expected to impact alley traffic as the project does not take access from the alley; moving the bus stop from in front of the tanning parlor; the number of buses that stop there each day; the transportation department decision to move the bus stop; and capital costs to move the bus stop on Braddock.

Sol Blumenfeld, Community Development Director, summarized issues discussed which included: traffic; a request for a look at traffic generated with respect to the school; confirmation as to whether or not studies are accurate with respect to Taco Bell not operating at the time; a request that pedestrian safety related aspects relative to the schools and traffic be studied; traffic relative to the bus stop; reforming Conditions 61-63 to ensure that the outside area doesn't become a nuisance; design questions for the applicant to study further; he observed that Commissioners seemed satisfied with locational changes and pushing the building forward; and he observed that there were architectural issues rather than site planning issues.

Additional discussion ensued between staff and Commissioners regarding a request that staff look at trash pick up conditions and require employees to park on site; design comments; concern with the six findings the Commission needed to make; finding B and finding D; evaluating site lighting; concern with properly lighting the property 24 hours per day in order to be safe and also not be intrusive to the neighbors; procedures for continuing the item; the need for technical data; and clarification that if the applicant does not want to address issues the Commission would have to make a decision on the matter as it stands.

Brian Silverra, The Catherman Company, asked for 30 days to address issues.

~~ARCH 14th~~

May 23rd

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Item PH-2

(Continued from March 14, 2012)

Administrative Site Plan Review (ASPR P-2011-127) -  
7-Eleven To allow the development of a one story retail  
building with 2,500 square feet of floor area and 12 on-  
site parking spaces located at 4436 Sepulveda Boulevard

Staff provided a summary of the material of record.

The applicant provided a presentation on the project.

A discussion ensued between staff and Commissioners regarding a Santa Monica 7-11; other pedestrian oriented retail uses; conforming with corporate guidelines; the secondary or exterior retail use; tenanting the space; interested parties; the franchisee; allowing a reasonable amount of time to procure a lease for the outside space; and clarification that the driveway is not narrower, rather the driveway was moved three feet to the west to accommodate the planter.

Chair Pleskow invited public comment.

The following members of the audience addressed the Commission:

An unidentified gentleman expressed opposition to the project; concern with alcohol and tobacco sold near schools; he did not like the architecture; and he expressed skepticism regarding the emphasis on healthy food.

Richard Rownak expressed concern with sound system issues; felt that moving the bus stop was unnecessary; questioned why businesses were moved at Centinela and Washington so the land could stand empty; he felt the area could have been used as a parking lot; he expressed opposition to the 7-11 and the outside retail use; felt that landscaping would not be maintained; he wanted to see laws that prohibited 24 hour businesses near residences; he felt that the City needed to get ahead of projects; and he noted that while the project might be legal, no one in the neighborhood supported it.

Maureen Malahey expressed concern with traffic in the

alley; she felt that she was not given enough time to present information; she indicated that she had been video taping the corner for the past month with a camera on the top of her house; she felt the study was inadequate; expressed concern with pedestrian safety; discussed the two bus stops in the area; expressed concern with employee parking; she did not like the design; and she discussed accidents on the corner.

Ross Hawkins discussed the population of the City and the number of 7-11s in the City; he felt the proposed 7-11 was too close to homeowners and the school; and he discussed school traffic and traffic on Sepulveda Boulevard.

Alexandra Mills expressed concern with creating a blind corner; wanted to see another study done when children are present; expressed concern with pedestrian safety; acknowledged that the City wanted the tax income; expressed concern with parking tickets and with effects to small businesses in the area; and she wanted to see a green space or a parking lot on the site instead.

Mark Tatnell spoke on behalf of Brian Tanners expressing opposition to the project; wanted to see the right project on the site; reported previous requests for a specific use plan for the Sepulveda Commercial Corridor; he expressed his own views that traffic was an issue; concern with attracting transients in the area; employee and customer parking in the neighborhood; and litter and trash issues.

A woman spoke expressing opposition to the project; she felt the traffic study was inadequate; expressed concern with alley traffic; discussed a Culver City parking lot near Waterloo; and she suggested that the area be used as a parking lot.

Discussion ensued between staff, Commissioners and audience members regarding when the parking study was conducted; bus stops in the area; site distance at the intersection; the No Right Turn on Red restriction; the diagonal cut off; sight distances; the handicapped ramp; the addendum study for safety; the ability of motorists to cut through the site; the current plan to have the 7-11 open without selling alcohol; whether there are future plans to sell alcohol; clarification that there would be a discretionary review process if the store applied to sell alcohol in the future; the two-way access point; adjacency of the alley to

the site; and alley traffic.

Brian Estrada, Arcane Engineering Group, clarified that video surveillance was used for the study.

Discussion ensued between Commissioners, staff and the applicant regarding traffic flow; clarification that there would be a No Left Turn sign; traffic enforcement; concern that personal experience does not jibe with the study; the gap study; pedestrian measurement; traffic numbers going east and west; the Taco Bell driveway and the proposed project driveway; availability of the video footage; the Braddock Traffic Control project; the parking study; adverse impacts to the intersection; how many cars a parking space can serve in one hour; and clarification that parking is based on the City code.

Additional discussion ensued between staff and Commissioners regarding trips per peak hour; AM peak vs. PM peak; ITE trip generation rates; comparable 7-11s; traffic at the intersection; the level of service designation for the intersection; the ability of the City to get involved with the property through condemnation; public parking on the site; the development of other properties in the City for parking; tax increment; the state abolishment of redevelopment; the City's parking ordinance; penalty provisions available in the zoning ordinance; non-compliance and code enforcement; revocation/modification provisions; appropriate use of the site; the ability of the Commission to make findings; constraints of the Commission; the appropriate basis for disapproval; sufficient parking for the project; weighing the credibility of evidence presented; clarification that a parking study was not conducted; the traffic study and the follow-up gap study; different requirements for different uses; the parking ratio; and ways to study parking usage.

Further discussion ensued between staff, Commissioners and applicant representatives regarding observed parking studies; observing other 7-11s; the conservative nature of ITE rates; when the item would go before the City Council; and the time frame for completion of the project.

A discussion ensued between staff and Commissioners regarding concern with traffic at the intersection; the Braddock Avenue Traffic Calming Project; the videos; concern that observations of the intersection do not match

the parking study; instant traffic jams; traffic consultant recommendations; a suggestion that remedies be specified in advance for use if issues arise; the consistency of the project with zoning; appreciation that there will be no street vending; appreciation for the expansion of the radius for trash pick up; concern with being able to make the finding that the project is in the best interests of the neighborhood; concern with the treatment of the store as two separate stores; concern that the secondary use would open after the primary use; the timeline for opening; height of the structure; adherence to the parking ordinance; pedestrian safety; landscaping; concern with conditions of approval 63-65; the design component; the commercial corridor; length of time the site has been vacant; whether 7-11 is a crime magnet; appreciation to staff for getting police department input and the survey of other 7-11s; public facilities; consistency with the General Plan and the Sepulveda AIP; and anecdotal evidence vs. video evidence.

Chair Pleskow reported being in contact with the applicant about the design of the project; he discussed addressing the corner with a secondary entry; agreement that the secondary use should be open when the store opens; lighting; and how the building sits with the neighbors.

Additional discussion ensued between the applicant and Commissioners regarding two points of entry; safety concerns; the lighting issue; and orienting the entrance to the parking lot.

Aaron Swardlow, the developer, reported previous work with the 7-11 corporation; discussed points of access; security issues; visibility to monitor access points; and the careful evaluation of 7-11 regarding double access.

Further discussion ensued between staff and Commissioners regarding whether it is possible to review traffic videos before making a decision; issues with prohibiting left turns; traffic patterns most likely to occur; issues with conducting traffic studies on a single day; concern that delaying the decision would not change anything; concern that the intersection would freeze up on a regular basis; support for the integrity of the traffic engineer; whether red boxes are prohibited; sub-tenanting; staff approval; the lack of a material board; concern that the rendering is not entirely accurate; rewording Condition 64; spot zoning;

and hard data vs. anecdotal evidence.

Commissioner Kuechle provided corrections to typographical errors; support for eliminating the words "six month" in paragraph 64; support for adding a specific requirement regarding the shrubs; and a correction to paragraph 68 regarding chairs, benches and tables.

Vice Chair Wyant wanted stronger language to make it clear that if there are traffic issues there is a planned recourse to limit the traffic flow and he felt the existing Right Turn Only on to Braddock would be violated regularly.

Sol Blumenfeld, Community Development Director, noted that the Commission could require a 6 or 12-month review after the business is open regarding conformance of traffic or parking conditions with the approved project and the modification provisions in the zoning ordinance would be referenced; discussed tools to show the teeth in the condition; and he noted that the Commission could include a provision that staff would work to come up with a mutually acceptable solution relative to parking and traffic as required.

Further discussion ensued between staff and Commissioners regarding limiting directions people can turn; upsetting people in the neighborhood with increased traffic; motorists taking the path of least resistance; the City reservation of the right to make changes at driveways; prohibiting exiting from the driveway; the traffic study; the gap study for pedestrian crossing; clarification that the traffic consultant did not see problems that would lead to an untenable situation; options to address issues; limiting exiting of the driveway to one direction; making a one-way right turn into the driveway on Braddock; examining options if a problem develops and adding language to that effect; adding a materials board; the critical nature of proper execution of the design; encouragement to work out the details and work with a capable contractor; clarification that conditions are in place; concern that execution of the project might not be consistent with what was reviewed by the Commission; clarification that the City generally doesn't monitor outside projects like this; recourse for delivering a different project than was represented; Planning Department functions vs. Building Department functions; ensuring the project stays on track; the technical nature of the projects vs. other projects;

the details and execution of the project; quality of the contractor; City inspectors; and inspecting over the course of construction.

Sol Blumenfeld, Community Development Director, summarized conditions from the Commissioners including adding a condition (70) to review within six months and one-year after occupancy for conformance to parking and circulation requirements identified in the traffic study and work with the applicant to devise mutually acceptable solutions; in the event that the project fails to operate relative to traffic study requirements the matter shall be set for public hearing for revocation and modification; the materials board requirement will be required with a review of the scrim and lighting concerns included as a condition with staff involvement in the inspection during the construction of the project to make sure it comports with the approved plans; inspection of the design; wording to omit seating outdoors except as approved under the AUP if there is outdoor dining; modification of condition 64 relative to the six month concern to indicate at occupancy instead; changing the term from secondary retail use to outdoor retail component; maintaining landscaping; and he agreed to notify the Commission if there were any issues.

MOVED BY CHAIR PLESKOW, SECONDED BY COMMISSIONER TIGGS AND UNANIMOUSLY CARRIED THAT WITH RESPECT TO ADMINISTRATIVE SITE PLAN REVIEW ASPR P-2011-1-7 CONTINGENT UPON INCLUDING ALL THE CONDITIONS OUTLINED ABOVE THAT THE PLANNING COMMISSION APPROVE THE APPLICATION.

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#### **Consent Calendar**

##### Item C-1

#### **Secretary's Report**

MOVED BY COMMISSIONER KUECHLE, SECONDED BY COMMISSIONER TIGGS AND UNANIMOUSLY CARRIED, THAT THE PLANNING COMMISSION RECEIVE AND FILE THE REPORT OF THE SECRETARY REGARDING POSTING OF THE AGENDA FOR THIS MEETING.

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#### **Items from Staff**



Playing a leading role in our community

Mayor Andrew Weissman and members of the City Council  
City of Culver City  
Culver City Hall  
P.O. Box 507  
Culver City, CA. 90232-0507

ITEM: 7/Eleven Store

Dear Mayor Weissman and Members of the City Council,

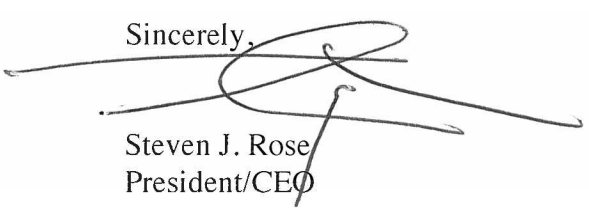
The Culver City Chamber Board of Directors is in support of the Planning Commission's 5-0 vote to approve the proposed development at the corner of Sepulveda Blvd. and Braddock Dr.

A vacant gas station for nearly 14 years is not a benefit to anyone, for the overall success of Culver City. The size of the lot restrains development opportunities as well as the traffic counts the city realizes on for their approval. While the proposal will bring many vehicles to the development it will in itself not attract additional vehicle traffic to the surface streets in the area by the nature of the proposal.

The open process the city used during the nearly two period shows to us the public outreach used worked to the betterment of the entire project by including many suggestions from the commission and public.

The reasons stated above are but a few of the considerations the Chamber Board discussed in its determination of supporting the Planning Commission's decision to approve the development. It is our desire that the Culver City Council deny the appeal that is in front of you on September 10, 2012.

Sincerely,



Steven J. Rose  
President/CEO

Cc:  
Board of Directors  
Fawad Ursani  
John Nachbar  
Sol Blumenfeld