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PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, JUNE 11, 2014
7:00 P.M.

PUBLIC COMMENT

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

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

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

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

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

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

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

CELL PHONES AND OTHER DISTRACTIONS

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

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ALD

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AGENDA
Planning Commission
Wednesday, June 11, 2014
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

Scott Wyant, Chair
Linda Smith-Frost, Vice Chair
Kevin Lachoff, Commissioner
Dana Amy Sayles, Commissioner
David VonCannon, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

ACTION ITEMS

A-1. **Comprehensive Plan Conformance Review CPCR P-2014032, for Sony Pictures Entertainment for the proposed construction of an eight story 218,450 square foot Office Building, a 51,716 square foot Production Service Building and expansion of an existing Parking Structure located at 10202 Washington Boulevard.**
Recommendation: Adopt Resolution finding proposed project is in conformance with the Sony Comprehensive Plan

PUBLIC HEARINGS

PH-1. **Conditional Use Permit CUP P-2014081 to operate a vehicle maintenance and repair services business at 4215 Sepulveda Boulevard.**
Recommendation: Adopt Resolution approving the Conditional Use Permit

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

C-1. Approval of Minutes of February 26, 2014 and March 12, 2014

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

Upcoming Public Meeting Schedule –Tentative – 2014

Date	Day	Time	Location
City Council			
June 23	*Monday*	*7:00PM*	*Council Chambers*
Civil Service Commission			
July 2	*Wednesday*	*7:00PM*	*Council Chambers*
Cultural Affairs Commission			
July 8	*Tuesday*	*7:00PM*	*Council Chambers*
Parks & Recreation Commission			
June 17	*Tuesday*	*7:00PM*	*Council Chambers*
Planning Commission			
July 9	*Wednesday*	*7:00PM*	*Council Chambers*

Meetings may be added or changed.

City of Culver City, California

Planning Commission Agenda Item Report

Meeting Date: June 11, 2014	Item Number: A-1
AGENDA ITEM: Comprehensive Plan Conformance Review CPCR P-2014032, for Sony Pictures Entertainment for the proposed construction of an eight story 218,450 square foot Office Building, a 51,716 square foot Production Service Building and expansion of an existing Parking Structure located at 10202 Washington Boulevard.	
Contact Person/Dept.: Susan Yun, Senior Planner	Phone Number: (310) 253-5755
Public Hearing: [] Action Item: [x] Attachments: [X]	
Public Notification: On May 20, 2014, a notice was mailed to all the property owners and occupants within a 500 foot radius of the site, extended to the west and south of the Studio property, and emailed to the Master Notification List.	
Planning Approval: Thomas Gorham, Planning Manager	Department Approval: Sol Blumenfeld, Community Development Director

RECOMMENDATION:

That the Planning Commission:

1. Find that the proposed project is in conformance with the Sony Comprehensive Plan as outlined in Resolution No. 2014-P007 (Attachment No. 1).

PROCEDURES:

1. Chair calls on staff for a staff report and Commission poses questions to staff as desired.

2. Chair provides the applicant the first opportunity to speak, followed by the general public.

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

BACKGROUND:

Development Agreement

State law (Article 2.5 of the California Government Code) specifically authorizes the use of a development agreement to provide a developer with some assurance that, upon approval of a project, the property can be developed in accordance with the policies, rules and regulations that are in existence at the time of the execution of the agreement.

In September 1993, the City of Culver City entered into a 20-year Development Agreement (the "Agreement") with Sony Pictures Entertainment ("Sony") allowing Sony to phase the expansion and renovation of the existing 1,537,743 square ft studio located at 10202 Washington Boulevard. Sony is bounded by Culver Boulevard on the south, Overland Avenue on the west, Washington Boulevard on the north and Madison Avenue to the east. The Agreement allows an expansion of the studio up to 2,542,819 gross square feet of development in accordance with an approved Comprehensive Plan (the "Project"). On March 22, 2006, the City Council approved the First Amendment to the Development Agreement ("the Amendment"). The Amendment provides for the vesting term of the Agreement to be extended for 18 years, until September 15, 2026.

Pursuant to the Agreement, the City's Project review is limited to the rules, regulations and official policies of the City in existence at the time of execution of the Agreement, which govern applicable density, building intensity, design, improvement and construction standards and specifications, as well as Project conditions of approval (collectively, the "Applicable Rules"). Notwithstanding the Applicable Rules, the Amendment requires Sony's conformance with the updated 2005 Zoning Code.

Sony Comprehensive Plan Conditions of Approval

The Sony Comprehensive Plan was approved in August of 1993 by the City Council. The Project is divided into six Comprehensive Plan Design Areas (CPDA's) which each have specific development thresholds and criteria. The CPDA's are shown on page 7 of the subject Comprehensive Plan Conformance Review plans (Attachment No. 6). The Comprehensive Plan contains Conditions of Approval (the "Conditions") which the Project must comply with (Attachment No. 2). The Conditions include design and development standards for all new development on the lot. The conditions also contain all related construction, infrastructure, site operations and transportation and traffic requirements. The City's adopted Standard Conditions of Approval also apply to the Project. There are also a number on-

going and one time conditions. Some Conditions must be met when a certain level of total site development is completed and some are required when certain thresholds of square footage are reached within a specific CPDA. A number of Conditions require monitoring and reporting. Since 1993, Sony has maintained compliance with all the Conditions of the Comprehensive Plan. Sony submits monitoring reports to the Planning Division detailing ongoing compliance with the Conditions annually.

The Conditions also outline the review process for any proposed addition, expansion or new building construction in accordance with the Comprehensive Plan. In accordance with the Conditions, the Planning Commission shall conduct a Comprehensive Plan Conformance Review for additions, expansions or new construction projects of 25,000 square feet or greater and shall approve the proposed addition, expansion or new construction provided all applicable general requirements of the Comprehensive Plan in general, and the applicable Comprehensive Plan Design Area requirements for the particular project are met.

Operating Memorandum

Implementation of the Agreement and Comprehensive Plan requires close cooperation between Sony and the City to ensure Project compliance. From time to time the Project may require refinements and clarifications with respect to the details of performance. The Agreement and Comprehensive Plan further provide that if and when the City and Sony agree that such clarifications are necessary or appropriate, they may effect such clarifications through operating memoranda approved by the parties. As part of this Comprehensive Plan Conformance Review, the City and Sony entered into an Operating Memorandum (Attachment No. 4), dated May 15, 2014, to clarify three Project conditions including two conditions related to circulation at existing driveways, and one condition related to architectural step-backs for new buildings along the street frontage in all CPDAs. Further explanation of these clarifications is provided in the body of the staff report below.

CONFORMANCE REVIEW:

Request

The subject request for a Comprehensive Plan Conformance Review, CPCR P-2014032 was submitted on February 17, 2014 by Sony for the addition of 270,166 square feet of office and studio support facilities, and the removal of 57,642 square feet of existing floor area, resulting in a net increase of

212,524 square feet of new development. Further, the project involves additions to the Culver parking structure, on the east and west sides of the structure, plus an extension of the existing sixth level, resulting in an increase of 1,328 parking stalls.

Project Description

Sony is requesting approval of a Comprehensive Plan Conformance Review for a studio development project consisting of the following:

Demolition: A total of 57,642 square feet of floor area will be demolished including three buildings and an engineering trailer in CPDA 5, and two structures in CPDA 6.

8-Story Office Building: The eight–story 112'-3" high office building, located in CPDA 6, on the west side of the studio lot, adjacent to the Overland Avenue entrance, will consist of 218,450 gross square feet (184,586 square feet of office space and 33,864 square feet of support space) with a lobby at the southeast main entrance. The lobby will include an entrance for studio tour patrons and a small museum and Sony interactive display. The footprint of the 8-story building will occupy the location of an existing open parking lot and no buildings will be demolished to construct this building.

The ground floor of the new building will house a commissary, coffee shop and indoor/outdoor seating area for employees based at the west end of the Sony lot. The existing commissary towards the east end of the lot will continue to serve Sony employees with an emphasis on those stationed towards the east end. The new commissary will be managed by Sony's contracted food service supplier, Wolfgang Puck. The commissary and coffee shop will serve Sony employees only. Floors two through eight of the new building will provide an open office plan. In addition, a portion of Sony's stage and motion picture and television production activity will take place on the west end of the lot.

An outdoor open space encompassing approximately 22,400 square feet will be created to the east of the 8-story office building to provide an additional outdoor area for employees and production crew members. The open space landscaping will reflect the landscaping provided for the 8-story office building. A small production vehicle parking area will be provided on the east side of the park to provide necessary truck parking to service Stage 30, located directly north of the new park.

Production Services Building: The 4-story 56' high Production Services building, located in CPDA 5, is 51,716 square feet and will consist of 50,118

square feet of support space and 1,598 square feet of office space. The Production Services building will utilize a racking and storage layout to house the equipment used by the studio's production service equipment in the grip, paint and set lighting departments. Currently housed in facilities that are in need of repair, the existing 14,039 square foot Grip and Paint building and 22,458 square foot Set Lighting building will be removed. To improve efficiency of studio space at the west end of the lot for production needs, a 61,700 square foot open parking pad for exclusive use by production trucks and vehicles will be located adjacent to the Production Services building. This production parking pad will replace an existing production parking pad of similar size and in the same general location which will be replaced by the parking structure expansion, described below in the Parking section of this report. The parking pad will not be striped or available for employee parking use. To make way for the production parking pad, the 18,280 square foot Scene Dock 5 building and a 1,346 square foot engineering trailer will be demolished. Equipment and supplies currently housed in Scene Dock 5 will be located in the new Production Services building and elsewhere in existing structures throughout the lot.

Culver Parking Structure Expansion: The existing Culver parking structure, located in CPDA 4, will be expanded on the east and west side, and will be restriped with a sixth level added resulting in a total of 1,328 new stalls. When the Culver parking structure was built, it was designed in such a way to allow for expansion and completion of the sixth level up to a height of 55'-6".

The east parking expansion will add 362 parking stalls and the west parking expansion will add 854 parking stalls. The expanded sixth level and restriping of the existing parking structure will add 112 stalls for a total 1,328 stalls. In total the Culver parking structure will contain 2,338 parking stalls.

ANALYSIS:

Architectural Design and Building Standards

Architectural Design and Building Standards including square footage limitations, building setbacks, height, architectural design, and landscape and open space requirements applying to the proposed project are found in Section V.G. (Pages 18-36) of the Comprehensive Plan Conditions of Approval.

Square Footage Limitations

Section V.G.1.d-g of the Comprehensive Plan Conditions of Approval (pages 18 through 25 of the conditions) sets forth the square footage limitations for additional net new square footage on the site, for the site as a whole and for each CPDA. (Net new square footage is new square feet constructed minus square feet demolished). The additional square footage proposed as part of the project, will be within the limitations established within the Comprehensive Plan (see Table 1, below).

TABLE 1
Limitations Established by Conditions of Approval

	Total SF Allowed	Existing SF	SF Demo'd	SF Added	Net New SF	Total SF After Project(1)	*Total SF Remaining(2)
Entire Site	2,542,819	1,597,640	57,642	270,166	212,524	1,810,164	732,655
CPDA 5	160,150	122,697	56,123	51,716	(4,403)	118,204	41,946
CPDA 6	652,142	247,898	1,519	218,450	216,931	464,829	187,313

SF= Square Feet
(1) Total overall square footage developed with the current project
(2) Total overall square footage remaining to be developed after current project

Architectural Design

The design of new structures on the lot will take cues from the existing structures on the Sony property. Two structures will be visible from the public right-of-way, including the 8-story office building, located on Overland Avenue; and the east- and west-wing additions to the existing Culver parking structure, located on Culver Boulevard. The new Production Services Building will be located in the interior of the site, and will be obscured from direct line-of-sight from Culver Boulevard by the Studio Support Building, currently under construction.

The design of the 8-story office building will include Art Deco and Moderne architectural elements found on the studio lot's historic Thalberg building, and will reflect the design of the two Cohn office buildings which were completed in 2009. Design materials include architectural panels made of smooth finish glass fiber reinforced concrete with art deco details, metal canopies and panels over glazed operable casement windows, painted precast concrete panels accenting the building base at the ground level, and stainless steel art deco canopies at all four corners of the building at the entrances. The building varies in form, massing, color and materials in conformance with the

Comprehensive Plan design intent for office buildings abutting public streets. The building also uses architectural materials and finishes which provide a cohesive design with the existing buildings on the site in conformance with the materials and finish requirements of the Comprehensive Plan.

The design of the 4-story Production Services building is utilitarian and industrial in design as it will be primarily used to store and repair equipment used by the studio's grip, paint and set lighting departments. The material of the structure is stucco and will be painted to match the stage structure abutting directly to the north. Metal and roll up doors for loading and unloading are located at both the east and west elevations. Linear and square shaped canvas studio type windows are placed on the west elevation at the 2nd and 4th levels of the building as well as at the 2nd level on the east elevation for the office and repair spaces in this building. The north and south elevations do not have any openings due to building and fire code requirements. The Comprehensive Plan does not require specific architectural styles for studio support buildings as such building design is determined by their practical and functional nature. In addition, there are no restrictions on materials and finishes for structures not abutting public streets. Based on this criteria the Production Services building is in conformance with the architectural design and materials and finish requirements of the Comprehensive Plan

The design of the additions to the Culver parking structure will incorporate Art Deco detailing typical of the existing parking structure and characteristic of the Cohn office buildings. The façade of the structure will include articulation, using alternating shear walls and open pockets between columns narrowly spaced in a way to break up the wall massing and give a window like appearance. The design meets the Comprehensive Plan design requirements for parking facilities.

Height

The Comprehensive Plan permits a maximum height of 113', plus 13'-6" for mechanical equipment, within CPDA 6. The 8-story 112'-3" high office building, located in CPDA 6 is in conformance with the height requirements of the Comprehensive Plan with the building measuring 112'-3" in height not including a four foot high parapet and rooftop mechanical equipment that is 13'-6" in height.

The Comprehensive Plan permits a maximum height of 56', plus mechanical equipment, within CPDA 5. The 4-story 56' high Production Services building, located in CPDA 5 is in conformance with the height requirements of the

Comprehensive Plan with the building measuring 56' in height, with a 3'-6" high parapet and rooftop mechanical equipment height of 10'.

The Comprehensive Plan permits a maximum height of 56', plus mechanical equipment, within CPDA 4. The six level parking structure is in conformance with the height requirements of the Comprehensive Plan with the structure measuring 55'-6" in height with a 3'-9" high parapet, and rooftop mechanical equipment height of 13'-6". On the top floor of the parking structure, a basketball court will be constructed at the northwest corner of the roof of the east-wing addition. The rooftop basketball court will replace the court presently located in the surface parking area adjacent to the Motor Avenue Gate. The court will be enclosed with a 13'-6" high fence with netting.

Setbacks

The Comprehensive Plan Conditions of Approval (Section V.G.2.d) requires a building setback, (for those buildings adjacent to public streets), of 15 feet, as measured from the property line, for the first 42 feet in height of the building and above 42 feet in height, an additional 2 foot setback for every 13'-6" in building height. At the inception of the Comprehensive Plan in 1993, the setback requirements were established to ensure that buildings within each CPDA that abutted a public street would be designed and constructed so that the façade of each building abutting a public street would not create a walled or fortress effect, but rather would create a design that would "vary in form, mass, color and materials to allow a diversity of complementary architectural styles" (quoting from Section V.G.3.a.(1).(a) of the Comprehensive Plan). A strict adherence to the setback requirements can be limiting from both a design as well as a practical standpoint and could adversely affect project design in unintended ways, including a loss of useable space and structural changes that could adversely affect the interior and exterior design of buildings, including ceiling heights and acoustics.

The Operating Memorandum (Attachment No. 4) entered into by the City and the applicant clarifies the setback provision to allow for greater flexibility in building design, and to allow for inclusion of on-site usable private open space, while still adhering to the intent of the Comprehensive Plan setback requirement of avoiding a walled or fortress effect.

The 8-story 112'-3" high office building is designed with extensive articulation on all building sides and at various building levels to minimize the appearance of a large building mass and to provide visual interest. The building elevation facing Overland Avenue will be set back at the ground level at the required minimum of 15' from the property line and for a majority of the building face at 17'-6" from the property line. The corners of the building will be set back

further at 26' from the property line. The building will be stepped back 10' at the 4th story (47 feet high) and an additional 10' at the 8th story (102' high). The building elevation facing the proposed park will be stepped back 30' at the 4th story to allow for a landscaped patio/terrace area and an additional 10' at the 8th story. The proposed building meets the intent and spirit of the original setback requirements by resulting in the same amount of total setback that the original condition would have required. Applying the specific step back provisions of the original condition, the building would have had five, two foot setbacks for a total of ten feet; first at 42' in building height and 13'- 6" thereafter. Pursuant to the setback clarifications contained in the Operating Memorandum, the building setbacks of the office building are in compliance with the Comprehensive Plan.

The 4-story 56' high Production Services building is located in the interior of the site and pursuant to the Comprehensive Plan is only required to meet the minimum separation between buildings required by the Zoning Code. The building will abut the existing Stage 14 building and be separated by approximately seven feet from the new support building. There are no building separation requirements for commercial buildings in the Zoning Code. The building will meet the requirements of the Building Code for fire rating separation.

The six level 55'-6" high parking structure is setback from the property line adjacent to Culver Boulevard at varying ranges of 33'-2" to 64'-9", which is well beyond the minimum 15 foot setback required in CPDA 4 for buildings abutting Culver Boulevard and therefore is in conformance with the Comprehensive Plan.

Open Space and Landscaping

The Comprehensive Plan Conditions requires Sony to submit a landscape and open space plan as part of the conformance review. Landscaping and open space areas are required to maximize the usability, both active and passive of remaining open space areas in each applicable CPDA.

The construction of the 8-story office building on the surface parking lot adjacent to the Overland Main Gate will result in the removal of existing landscaping, including trees, shrubbery and ground cover in and around the parking lot. When feasible, trees identified for removal will be boxed and transplanted to another location on-site under the supervision of a licensed landscape architect. As proposed, a total of 31 trees will be impacted by the construction, with 28 trees removed and 3 trees relocated to another location.

The new landscaping plan includes the use of drought tolerant landscaping, shade trees, and a bio-swale for the treatment of water runoff. The primary public view of the new 8-story office building will be from the Overland Avenue street frontage. The landscape plan calls for the retention of a cluster of existing trees, including the predominant pine trees, at the northwest corner of the building. Pine trees, of the same species as those removed, will be replanted along the Overland Avenue street frontage, in addition to new Chinese Floss Silk Trees and New Zealand Christmas Trees.

The landscape areas within the site include a plaza space running between the Jimmy Stewart building and the new 8-story office building, and a new 22,400 square foot private park space that will be created on the site of an existing surface parking area to the east of the 8-story office building. The park space will serve as a passive recreation area for Sony employees, similar to the park space created as part of the development of the Cohn Buildings (referred to as the "Lot Project"). The park features a sizeable open area to accommodate the occasional organized function or group gathering. For daily use, the park will serve as an "outdoor living room" for employees and production staff, with moveable and integrated seating. The park landscaping will include understory plantings (e.g., shrubbery and ground plantings) below canopy trees. The adjacent production vehicle staging area will be screened with hedges. Between the proposed 8-story office building and the existing Jimmy Stewart Building, a plaza has been created to connect the two buildings and establish a space for employees to relax and hold outdoor meetings. The plaza features movable seating and ornamental planting to soften the hardscape surfaces.

Plantings around the property will include canopy trees between the buildings and at the west edge of the proposed 8-story office building; flowering trees at the café entry along 9th Avenue; free-standing planters with succulents and other character plantings in the spaces around the building; and vine-covered trellis structures over outdoor seating areas. Planters and integrated seating are provided at the building entry and Studio Tours area to accommodate those waiting in line to check in.

As described above, the landscape and open space plan provides extensive new landscaping and open space areas that provide for a variety of active and passive uses in conformance with the Comprehensive Plan requirements.

Parking

Presently, there are 3,751 parking spaces on the Sony property. The project will result in the removal of 101 parking stalls, including 15 spaces in CPDA 4 adjacent to the basketball court, and 86 spaces in the surface parking lot between the Jimmy Stewart Building and the Overland Main Gate in CPDA 6 (the location of the proposed 8-story office building).

The Culver Parking Structure, located in CPDA 4, will be expanded to add 1,328 parking spaces: 362 spaces will be added to the east expansion six levels; 854 parking spaces will be added to the west expansion six levels; and 112 stalls will be added within the existing structure through the expansion of the sixth level and restriping. At completion, a net total of 1,227 new spaces will be added to the existing supply of parking on-site. The total parking available on the Sony property at the project's completion will be 4,978 parking spaces.

Tandem and Compact Parking

The east and west expansions of the parking structure will include 368 compact parking spaces and 304 spaces in a tandem configuration. Restriping in the existing Culver Parking Structure will result in 488 new compact spaces. The Comprehensive Plan allows for no more than 30 percent of the required parking spaces for private vehicles to be compact spaces. At completion, 29 percent of the spaces on the site will be compact or 1,432 stalls out of 4,978 stalls located onsite will be compact stalls. Compared to the size of a standard parking stall, the compact stalls only differ in the width of the stall. The compacts stalls allowed pursuant to the Comprehensive Plan are 7'6" in width, one foot less than the standard stall width of 8'6". Both the compact and standard stalls are 18' in length.

For management of the tandem parking, a parking attendant will be provided on-site at each area in the garage utilizing tandem parking stalls. The parking attendant will collect keys from employees parking in the tandem spaces and will be available to move vehicles as necessary.

Numerical Parking Requirements

The parking ratios for all development on the Sony property are provided in Condition XII C.1 (Page 68 of the Conditions of Approval). There are different ratios for office, post production, stage, and support uses. The 8-story office building and the Post Production building will add 186,184 square feet of office space and 83,982 square feet of support space in total. The demolition of 57,642 square feet will result in a net loss of 12,247 square feet of office

space and 45,395 square feet of support space, resulting in a total of 173,937 square feet of net new office area and 38,587 square feet of net new support area. Based on the new total square footage for all uses on the property a total of 3,229 parking spaces will be required. Currently there are 3,751 parking spaces on the property resulting in a surplus of 522 spaces. The net total of new parking spaces constructed as part of the project will be 1,227 spaces resulting in a total private vehicle parking supply of 4,978 parking spaces upon completion of the Culver Parking Structure expansion resulting in a surplus of 1,749 parking spaces upon completion of the parking structure expansion. Therefore the project is in conformance with the parking requirement of the Comprehensive Plan.

Bicycle Parking

The Comprehensive Plan does not have a numerical requirement for bicycle parking. There are general requirements for bicycle parking facilities to be provided at every significant work place within the property. There are currently approximately 200 bicycle parking spaces located on the Sony property. As part of the project Sony has agreed to provide a total of 33 new bicycle parking spaces. Sony is proposing to locate the new bicycle parking adjacent to the new 8-story building, as close to the building entrances as possible. At completion of the project, a total of 233 bicycle parking spaces will be provided on the Sony property.

Project Access and Circulation

The applicant submitted a traffic access study prepared by Crain & Associates, dated April 15, 2014, which was reviewed and approved by the City's Traffic Engineer (Attachment No.3). The purpose of the study was to determine if the Comprehensive Plan's Conditions of Approval that are triggered by the project would adequately address traffic movement or if other measures to address project impacts would be more suitable.

At the time the Comprehensive Plan's Conditions of Approval were formulated in the early 1990's, it was anticipated that a large subterranean parking structure would be constructed on the site. However, the subterranean parking structure was never constructed, and required parking was accommodated in other areas on the property. A driveway that was proposed to be constructed off of Washington Boulevard east of Jasmine Avenue to access the subterranean structure is no longer necessary. A second driveway off of Washington Boulevard west of Mentone Avenue was also conditioned in anticipation of future development in CPDA 6. However, due to the location of existing stage and support facilities, and the location of

the Overland Avenue Parking structure, the placement of a new driveway on Washington east of Jasmine Avenue is not feasible.

In order to address the access and circulation requirements of the site, as it has changed over time, the Operating Memorandum (Attachment No. 4) was prepared to clarify these two driveway conditions. The clarifications address the change of location of on-site parking and circulation around the Sony Pictures Entertainment property, thereby dispersing access to several gates around the site in lieu of one or two primary gates in CPDA 6.

The access study analyzed project impacts at the four main access gates on the west end of the lot, including the Overland Main Gate, Overland Service Gate, Motor Gate, and Mentone Gate, in order to address changes to vehicle access to the site. The study also analyzed two intersections adjacent to the gates – Washington Boulevard & Overland Avenue and Culver Boulevard & Overland Avenue to determine if these intersections would be impacted by the additional traffic entering/leaving the Overland Gates. A series of features have been developed to improve access and circulation of traffic entering/exiting the Culver and Overland Parking Structures. Below are traffic access and circulation enhancements related to the project which will be implemented at the Motor, Mentone, Overland Service and Overland Main Gates.

Motor Gate

This gate will continue to provide access for employees, visitors, deliveries and some production vehicles. It will provide access directly to the east expansion of the Culver parking structure and other areas of the lot as needed. The east expansion will be internally connected to the existing Culver parking structure. This gate is currently underutilized and has capacity to accommodate more vehicles.

Gate operations will be internally modified to better serve the morning flow of vehicles to the expanded Culver parking structure. The left entrance lane will be used primarily by employees and the right entrance lane will be used by visitors, production vehicles and others to access the other areas on the studio lot.

Mentone Gate

This gate will continue to provide access to employees and production vehicles. The left turn pocket on eastbound Culver Boulevard at the Mentone Gate will be lengthened to at least 85 feet to accommodate those vehicles turning left into the studio and a raised island will be installed at the gate exit

to enforce right-turn only exit maneuvers. Once inside the gate, the right employee-only lane will allow for expedited employee entry to the Culver parking structure during the AM peak period. Because the Mentone Gate allows for right-turn exiting only, this movement will be reinforced by reconfiguring the gate intersection layout to include a raised island. The northwest curb will also be reconstructed to have a larger curb radius to enhance safety and facilitate peak hour traffic flows along Culver Boulevard. One on-street parking space along the north side of Culver Boulevard west of the Mentone gate will be removed for the reconfiguration. Interior to the gate, a portion of a non-structural wall will be removed to provide a greater turning radius for existing trucks.

A parking structure entrance will be added to the western expansion of the Culver Parking Structure to allow employee access from both the Mentone and Overland Service Gates, further facilitating the traffic flow into the structure. Upon exiting the Culver parking structure to the studio property as a pedestrian, all employees and visitors will be directed through the first level Security visitor's center and employee check-in. In addition, to aid with flow within the Culver parking structure and to manage the tandem spaces, one valet booth will be provided on each level of the structure for key drop-off and pick-up only. Employees will self-park and leave keys with valet attendants where required. One to two valet staff are anticipated on each level.

Overland Service Gate

The service gate located along Overland Avenue north of Culver Boulevard will be open during peak hours for employee access only. This gate has not been in operation recently, although it was used in the past for deliveries only. This will provide the studio with a direct, internal driveway to the western entrance of the Culver parking structure and is of particular importance as it will help to reduce traffic volumes at the Overland Main Gate. This gate will be opened for employee use during the morning arrival peak period of 7:00 to 9:30 AM and evening departure period of 4:30 to 7:00 PM with one entrance lane and one exit lane. The use of the gate will be restricted to right turn-in, right turn-out vehicle movements.

The gate will be internally configured with the addition of a security kiosk to monitor activity and hours of operation at the gate. Only right-turn-in and right-turn-out access during these peak hours will be allowed.

Overland Main Gate

This gate will continue to provide access to employees, visitors and production vehicles. Currently, per annual traffic monitoring, the Overland gate experiences no increase in demand during the peak period due to the use patterns of this gate, which includes a low percentage of non-production employee commutes. With the addition of the office building, it is anticipated that there will be a change in the users with an increase in AM peak inbound volumes for the Overland parking structure. In expectation of this morning activity, Sony will enhance security in the interior of the Overland Gate. During the hours of 7:00 to 9:30 AM, the gate arms at the two kiosks for both entrance lanes will remain raised to allow vehicles to enter the lot and queue in the Overland parking structure. After vehicles enter the Overland structure and park, a security check will be conducted before visitors or employees enter the studio site. Entry will be through the Security's visitor center and employee check-in located on the ground floor level of the Overland parking structure. This security check-point will be the only access point to the studio property for the Overland structure. Security will also continue to staff the entrance to the studio for production trucks entering the studio lot but not parking in the Overland parking structure. Once production trucks working on the west end of the property enter through the Overland Main Gate or the Mentone Gate, they will be able to proceed to a new production parking pad west of the Culver parking expansion. Alternatively, the trucks will be able to circulate around or next to the new park space adjacent to Stage 30. A staging or parking area for production trucks will be located adjacent to the park and south of Stage 30.

To aid in the anticipated morning peak hour activity, the Overland Main Gate's intersection with Overland Avenue will add a second southbound left-turn lane along Overland Avenue turning into the studio. Four on-street parking spaces along the east side of Overland Avenue north of the gate will be removed to accommodate the dual southbound turn lanes. In addition, the project conditions include a requirement for Sony to conduct a traffic engineering study no more than six months following occupancy of the 8 story building. The study will analyze the effectiveness of the dual left-turn lanes on Overland Avenue in accommodating the left turn demand at the Overland Main Gate. If necessary, Sony will be required to take additional measures in order to create more left turn storage to eliminate spilling of left turn traffic into through lanes.

Traffic Related Comprehensive Plan Conditions of Approval

The project will result in the addition of 157 AM roadway peak hour trips and 104 PM roadway peak hour trips. Per the Comprehensive Plan, the trip generation is added to the current monitoring count values, less the 1992 Original Traffic Study base trips to determine if any off-site traffic mitigation requirements are triggered (see Table 2, below).

TABLE 2
Total Comprehensive Plan Trip Generation with Project

	AM Peak Hour	PM Peak Hour
Annual Count (Feb 2013) Value	829	613
Plus Studio Support Building	8	5
Less Baseline Count (1992)	502	692
Net Based on Annual Count	335	-74
Project Trips	157	104
Total with Projects	492	30

The Project Trips noted in Table 2 are slightly less than those reflected in the Traffic Analysis. This is due to a reduction in the projects office area in final plans submitted for this Conformance Review. The total 492 AM Peak Hour trips at completion of the project will trigger several Comprehensive Plan traffic related Conditions of Approval. These conditions have been reviewed by Sony and the City's Traffic Engineer as part of the preliminary review of the project and final disposition of the conditions will be determined as part of the building permit process for the new construction.

Community Outreach

As part of the City's notification for the Planning Commission hearing, a notice was mailed to property owners and occupants within 500 feet of the project site, and extending further to the end of the block on the south and west side of the Sony Lot, on May 20, 2014. At the time of the writing of this staff report, in response to the mailing, 1 comment was received (Attachment No.5). In addition, Staff received and answered some questions from a resident regarding Sony's construction schedule.

Sony held a community meeting on the Sony property on May 28, 2014. Sony had 87 RSVPs, and 55 in attendance. In general, most questions and comments related to construction time frame/schedule; construction hours and noise; parking location for employees in the new office building; gate

access changes and improvements; an understanding of moving bodies from leased locations to the studio, not adding numerous additional headcount to the location.

Sony also met with the Culver City Chamber of Commerce's Government Affairs Committee on March 18, 2014 and made a presentation to Chamber's full board on March 27, 2014. The committee and the full board expressed support for the project, acknowledging Sony as being the largest supporter and major contributor economically and culturally to the City.

CONCLUSION:

Staff has conducted a thorough review of the proposed project and worked closely with Sony to ensure conformance of the project with the Comprehensive Plan and all applicable conditions of approval. Based on the analysis contained herein staff recommends the Planning Commission find that the proposed project conforms to the Sony Comprehensive Plan as outlined in proposed Resolution No. 2014-P007 (Attachment No. 1).

ENVIRONMENTAL DETERMINATION:

Pursuant to Section 15061, 15062, 15357, 15369 and 15374 of the State California Environmental Quality Act (CEQA) Guidelines, the Conformance Review for the proposed project is exempt from environmental analysis because it is a ministerial project.

ALTERNATIVE OPTIONS:

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

1. Approve the application with the recommended conditions of approval if the application is deemed to meet all applicable requirements of the Comprehensive Plan in general and the applicable Comprehensive Plan Design Area.
2. Disapprove the application if it does not meet all applicable requirements of the Comprehensive Plan in general and the applicable Comprehensive Plan Design Area.

ATTACHMENTS:

1. Resolution No. 2014-P007 and Exhibit "A", City Standard and Special Conditions of Approval.
2. Comprehensive Plan Conditions of Approval dated August 9, 1993.
3. Traffic Analysis Prepared By Crain and Associates, dated April 15, 2014
4. Operating Memorandum, dated May 15, 2014
5. Comments from Residents
6. Comprehensive Plan Conformance Review Plans for 8-Story Office Building, Production Services, and Culver Parking Expansion, received June 3, 2014.

Attachment 1

RESOLUTION NO. 2014-P007

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, FINDING THAT COMPREHENSIVE PLAN CONFORMANCE REVIEW, CPCR P-2014032, BE APPROVED FOR THE NEW 8-STORY OFFICE BUILDING AND SUPPORT STRUCTURES, AND THE EXPANSION OF THE CULVER PARKING STRUCTURE AT 10202 WASHINGTON BOULEVARD IN THE STUDIO (S) ZONE.

(Comprehensive Plan Conformance Review, CPCR P-2014032)

WHEREAS, the City of Culver City ("City"), Sony Pictures Entertainment Inc. ("SPE") and Lot, Inc. ("Lot") (together SPE and Lot are referred to in this Resolution as "Sony") are parties to that certain Development Agreement dated September 15, 1993, recorded September 16, 1993 as Document No. 93-1803934 (the "Development Agreement"); and,

WHEREAS, the original term of the Development Agreement was reduced by five (5) years to September 15, 2008, pursuant to the provisions of the Development Agreement which reduction was memorialized in a "Certification of Reduction of Term of Development Agreement," which was recorded on April 19,2002, as Document No. 02-0927563; and

WHEREAS, on April 10, 2006 the City Council approved a First Amendment to the Development Agreement by and between City and Sony (the "First Amendment"), which First Amendment had the effect of extending the "Vesting Term" (as defined in the Development Agreement) for an additional eighteen (18) year period to September 15, 2026, with a further extension of two (2) years if Sony commences at least three hundred thousand (300,000) square feet of new construction at the Studio on or before December 31, 2011; and

WHEREAS, on August 9, 1993 the City Council adopted Resolution No. 93-R071 approving the Sony Comprehensive Plan (the "Comprehensive Plan") for the phased

renovation and expansion of the existing studio facilities subject to certain conditions of approval (the "Conditions of Approval"); and

WHEREAS, pursuant to the Comprehensive Plan, Sony has submitted an application for a Comprehensive Plan Conformance Review for the construction of a new 8-story office building in Comprehensive Plan Development Area (CPDA) 6, a production services building in CPDA 5, and an expansion of the Culver Parking Structure in CPDA 4 (the "Project"), resulting in an increase of 270,166 square feet of floor area. The Project would require the demolition and removal of three buildings and an engineering trailer in CPDA 5, and two structures in CPDA 6, totaling 57,642 square feet. The project will result in the net new development of 212,524 square feet; and

WHEREAS, pursuant to the Conditions of Approval, the Planning Commission is required to conduct a Comprehensive Plan Conformance Review for all additions, expansions or new construction projects of twenty-five thousand (25,000) square feet or greater, and shall approve the proposed addition, expansion or new construction provided all applicable requirements of the Comprehensive Plan in general, and the applicable Comprehensive Plan Design Area for the particular project, are met; and

WHEREAS, pursuant to Sections 15061, 15062, 15357, 15369 and 15374 of the State California Environmental Quality Act (CEQA) Guidelines, the Conformance Review for the proposed project is exempt from environmental analysis because it is a ministerial project; and

WHEREAS, on June 11, 2014, after conducting a duly noticed public meeting on Comprehensive Plan Conformance Review, CPCR P-2014032, including full consideration of all reports and public comment, the Planning Commission determined by a vote of ___ to ___

that the Comprehensive Plan Conformance Review No. 2014-P007 should be approved as set forth herein below.

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

SECTION 1. Pursuant to the foregoing recitations and the provisions of the Comprehensive Plan, the Planning Commission finds the proposed Project is (i) exempt from environmental analysis, and (ii) in conformance with all applicable requirements of the Comprehensive Plan and the applicable Comprehensive Plan Design Area(s).

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Comprehensive Plan Conformance Review No. P-2014032, subject to the Sony Comprehensive Plan Conditions of Approval dated August 9, 1993 (Exhibit “A” to Resolution No. 93-R071); and Exhibit A – Standard and Special Conditions of Approval.

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APPROVED and ADOPTED this 11th day of June, 2014.

SCOTT WYANT - CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

Yvonne Hunt
Administrative Secretary

EXHIBIT A
Resolution No. 2014-P007
Sony 8-Story Office Building, Productions Services Building, and
Culver Parking Structure Expansion
Comprehensive Plan Conformance Review, Case No. CPCR P-2014032,
10202 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	GENERAL			
1.	These Conditions of Approval are being imposed on Sony Comprehensive Plan Conformance Review, CPCR P-2014032 for a new eight (8) story, 218,450 square foot office building, a new four (4) story, 51,716 square foot Production Services support building and Culver parking structure expansion resulting in an increase of 1,328 parking stalls (the "Project"), for the property located at 10202 Washington Boulevard (the "Property").	All	Standard	
2.	A copy of the 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.	All planted areas on the Project shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	
5.	All parking areas on the Project shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading", except as otherwise allowed in the 1993 Sony Comprehensive Plan Conditions of Approval, Exhibit "A" to Resolution No. 93-R071	Planning	Standard	
6.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	GENERAL			
7.	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	
8.	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	
9.	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	
10.	All new trash enclosures provided as part of the Project shall receive 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.	Public Works/ Fire/ Planning	Standard	
11.	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	

12.	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	
13.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
14.	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	
15.	As may be required by the Building Official, the Project shall comply with the all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq.	Building	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
16.	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	
17.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted as permitted by the Development Agreement by and among the City of Culver City and Sony Pictures Entertainment, Inc. dated September 15, 1993.	Planning/ Building	Standard	
18.	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	

19.	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	

20.	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	Planning/ Public Works	Standard	

	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.			
21.	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	
22.	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	

23.	Prior to issuance of a building permit, the Project construction schedule shall be provided to the Building Division. The schedule 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	
24.	Each occupancy classification shall be submitted individually for review and specific Culver City Fire Department Requirements.	Fire	**Special**	
25.	All low rise office buildings shall have full coverage fire sprinkler system, class III hose outlet system, off site reporting system, partial coverage smoke detection system, full coverage manual pull station coverage, duct detection in compliance with the CCFD DSD Regulations, heat detection in common areas, tamper and flow switches per floor, annunciators as approved by CCFD, complete radio coverage and all other life safety systems and equipment to comply with special conditions.	Fire	**Special**	
26.	The 8 story building is a high rise, and shall have all building and fire code requirements including full coverage smoke detection, HOA smoke evacuation system, two way and one way fire department communications, complete emergency radio coverage, 1 hour fire room with direct access. The 8 Story building shall have a class III standpipe system, with approved locations for access to each fire zone. And a100' hose with 30' stream, reachable to all areas of each fire zone.	Fire	**Special**	
27.	Any legally enclosed parking structure floor shall have a ventilation system compliant with code and as a condition a Hands off Automatic (HOA) switch per ventilation or smoke zone.	Fire	**Special**	
28.	All building shall have an approved address viewable and legible from the public way.	Fire	**Special**	
29.	All fascia materials shall be constructed of solid	Fire	**Special**	

	materials.			
30.	The parking structure additions shall create one parking structure and create one fire sprinkler and life safety system. This includes capture and fire service features for the elevators.	Fire	**Special**	
31.	The parking structure shall be reinforced concrete construction, minimum 2 hour rated. The parking structure shall be designed to structurally coordinate with the existing adjacent parking structure.	Building	**Special**	
32.	All stair, mechanical, or service shafts in the new 8 story building and the new production services building shall be minimum 2 hour rated at all floor levels, 100% non-combustible construction. Exit stair shafts in the new 8 story building and the new production services building shall maintain a 2 hour rating until an occupant sees daylight.	Building	**Special**	
33.	All treads and risers and all stair construction within common stairways shall be 100% noncombustible construction.	Building	**Special**	
34.	All storage, electrical, service, or trash rooms shall be minimum 2 hour rated to all other areas.	Building	**Special**	
35.	No horizontal kitchen exhaust ducts shall be permitted. Any structure above a restaurant or cafeteria shall include a 2 hour vertical chase(s) for future kitchen exhaust hoods.	Building	**Special**	
36.	The drive approach at Gate 5 (Overland Service Gate), adjacent to the Southern California Edison lot on Overland Avenue, may be required to be modified to provide ADA accessibility if any improvements to the gate required work in the	Public Works/ Engineering	**Special**	

	public right-of-way. This modification can be accomplished by removing a small portion of the landscaping adjacent to the columns on each side of the gate to provide a minimum four foot wide level concrete pathway around the top of the existing drive approach which will connect the sidewalk on each side of the gate.			
37.	Overland Avenue shall be modified to provide dual left-turn lanes for southbound traffic to enter the Overland Avenue Gate as shown in the traffic engineering access study prepared by Crain and Associates, dated April 15, 2014. The inside left-turn lane shall be a minimum of 175 feet in length, while the outside left-turn lane shall be a minimum of 205 feet in length. This work shall include the removal of the existing 3 foot wide raised median island; removal of four on-street parking spaces on the east side of Overland Avenue, just north of the Overland Avenue Gate; and all necessary striping and striping removal. The existing traffic signal shall be modified to accommodate the dual left-turn lanes. The east curb on Overland Avenue shall be painted red from the Overland Gate west to the red curb adjacent to the fire hydrant. The existing high voltage traffic light pull box and Edison vault in the raised median shall be relocated or brought to grade as deemed necessary by the City.	Public Works/ Engineering	**Special**	
38.	The eastbound Culver Boulevard left turn lane to the Mentone Gate shall be restriped and lengthened to 85 feet. To further enforce the right turn only from the Mentone Gate, raised islands shall be installed in the driveway/drive approach area, while still maintaining ADA access across the drive approach.	Public Works/ Engineering	**Special**	

39.	The existing northwesterly curb return at the Mentone Gate shall be reconstructed to a 25-foot radius. One metered parking space on the northerly side of Culver Boulevard, just westerly of the Mentone Gate, shall be removed and red curb painting installed where necessary. The meter head shall be salvaged and returned to the City's maintenance yard.	Public Works/ Engineering	**Special**	
40.	All concrete used in the public right-of-way shall have a minimum strength of 3250 psi.	Public Works/ Engineering	**Special**	
41.	This project proposes to demolish to bare ground existing pervious surfaces that exceed one acre. Therefore, prior to the issuance of Grading or Building Permits, it shall be required to show proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number. This will include the filing of a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State. A copy of the SWPPP and WDID shall be provided to the Engineering Division prior to the approval of the LSWPPP.	Public Works/ Engineering	**Special**	
42.	Removal of trees within the street right-of-way is governed by Culver City Ordinance No. 2013-007. If any tree in the public right-of way is being proposed to be removed by this project, the applicant must satisfy the Public Works Director that the design of the project requires the tree(s) to be removed. The applicant shall have a certified arborist prepare a report to determine if the tree(s) can be transplanted to a new location. If not, new trees shall be planted at locations approved by the Public Works Director. Two new trees shall be planted for	Public Works/ Engineering	**Special**	

	every tree removed. The applicant shall be solely responsible for the cost to transplant the existing trees or for the cost of planting new trees. The applicant shall also be responsible for the maintenance of any transplanted or new tree for a period of one year after acceptance of the work. The applicant shall replace any tree that does not survive within this one year maintenance period.			
43.	Thirty-three (33) new bicycle parking spaces shall be provided for the Project. Sony shall provide weather protection for these new bike parking spaces, or an equal number of existing bike parking spaces on-site of the main Sony Studio lot. All new bike parking shall be provided racks that allow for safe and secure storage. All new bicycle parking shall be indicated on the plans submitted for plan check.	Public Works/ Planning	**Special**	
44.	If vegetation removal is scheduled to occur during the general avian breeding season (February15 through August 31) and/or commencement of construction activities (including but not limited to, staging, ground disturbance, grading or construction activity) is proposed to begin during the general avian breeding season then measures should be implemented to avoid “take” of protected birds or their eggs. “Take” means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, capture, or kill (Fish and Game Code Section 86); and includes take of eggs and/or young resulting from disturbances which cause abandonment of active nests.	Planning	Special	

	The following measures are typical measures suggested to avoid potential impacts to protected nesting birds: **a.** Preconstruction Nesting Bird Survey. If avoidance of the avian breeding season is not feasible, then a qualified biologist shall conduct a preconstruction nesting bird survey within 15 days and again within 72 hours prior to any ground disturbing activities (staging, grading, vegetation removal or clearing, grubbing, etc.). The survey will be conducted to ensure that impacts to birds and raptors protected by the MBTA and/or CDFG Codes are avoided. Survey areas shall include areas within 200 feet of construction site boundaries. This two-tiered survey method is intended to provide the applicant with time to understand the potential issue and evaluate solutions if nests are present, prior to mobilizing resources. If active nests are not identified, no further action is necessary. **b.** Active Nests. If active nests are identified during pre-construction surveys, an avoidance buffer will be demarcated for avoidance using flagging, staking, fencing, or another appropriate barrier to delineate construction avoidance until the nest is determined to no longer be active by a qualified biologist (e.g., young have fledged or no longer alive within the nest). An active nest is defined as a structure or site under construction or preparation, constructed or prepared, or being used by a bird for the purpose of incubating eggs or rearing young. Perching sites and screening vegetation are not part of the nest. Given the high disturbance level, general avoidance buffers include a			

	minimum 100-foot-avoidance (for smaller birds more tolerant of human disturbance) to 250-foot- avoidance buffer for passerine and 500-foot-avoidance buffer from active raptor nests, or reduced buffer distances determined at the discretion of a qualified biologist familiar with local nesting birds and breeding bird behavior within the project area. **c.** Biological Monitoring. Construction personnel will be informed of the active nest and avoidance requirements. A biological monitor shall review the site, at a minimum one- week interval, during all construction activities occurring near active nests to ensure that no inadvertent impacts to active nests occur. Pre-construction nesting bird survey and monitoring results shall be submitted to Culver City Planning Division via email or memorandum upon completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.			

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	DURING CONSTRUCTION			
45.	During all phases of construction, a "Construction Rules Sign" shall be posted on the Property to the satisfaction of the Building Official.	Building/ Planning	Standard	
46.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
47.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
48.	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	
49.	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	
50.	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	

51.	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	
52.	Hours of construction shall be pursuant to Condition III.B.1 of the 1993 Sony Comprehensive Plan. 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	
53.	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	

54.	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	

55.	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	
56.	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	
57.	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	
58.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
59.	All provisions and requirements set forth in these Conditions of Approval shall be satisfied to the satisfaction of the City Agency identified herein prior to occupancy of the Project.	All	Standard	
60.	This project triggers an Art in Public Places Program (APPP) requirement pursuant to CCMC Section 15.06.100 et seq. Per an agreement between the City and the applicant, the 1% APPP allocation for this project can be applied toward the $ 986,527 credit SPE has in conjunction with the amount invested for the artwork by Tony Tasset entitled, RAINBOW.	Cultural Affairs	**Special**	

61.	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	
62.	Following occupancy of the proposed 8-story building, at a timed agreed upon by the City and Sony Pictures Entertainment (Sony), but not more than six months following occupancy, Sony shall prepare and submit to the City a traffic engineering study that analyzes the effectiveness of the dual-left turn lanes to the Overland Avenue Gate in accommodating the left turn demand. Based on the study findings as reviewed and accepted by the City, if it is determined that the dual-left turn lanes do not provide adequate storage in eliminating the queues of traffic from spilling out into the through lanes during peak demands, then Sony shall take the necessary corrective measures, which may include on-site measures and/or the restriping of Overland Avenue to provide continuous side-by-side left-turn lanes from Washington Boulevard to the Overland Avenue Gate. If required, this restriping will require the	Public Works	**Special**	

	removal of additional parking on the east side of Overland Avenue. If these additional corrective measures are not sufficient to eliminate left-turn traffic from spilling out into the through lanes, Sony shall take additional measures as agreed upon by the City and Sony until such time that queues of traffic backing into the through lanes of Overland Avenue are eliminated. The traffic engineering study shall also analyze the need for a northbound right-turn lane at the Overland Avenue Gate. Based on the study findings as reviewed and accepted by the City, if the City determines that northbound right-turn lane is necessary to accommodate the right-turn demand, then Sony shall take the necessary corrective measures, which may include striping a right-turn lane, which would require removing parking on the east side of Overland Avenue south of the Overland Avenue Gate or other measures as approved by the City.			

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	ON-GOING			
63.	The use and development of the Project shall be in substantial conformance with the plans and materials submitted with the application for the Comprehensive Plan Conformance Review as reviewed by the Planning Commission at its meeting on **June 11, 2014**, excepted as modified by these Conditions of Approval.	Planning	Standard	
64.	Pursuant to CCMC Section 17.650.020 - "Inspection", the Property Owner and Applicant shall allow authorized City officials, or their designees, access to the Project where there is reasonable cause to believe the Project is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	

65.	The use and development of the Project 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	
66.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
67.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
68.	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	

ATTACHMENT 2

CONDITIONS OF APPROVAL

SONY PICTURES ENTERTAINMENT

10202 WASHINGTON BOULEVARD

AUGUST 9, 1993

EXHIBIT "A" TO RESOLUTION NO. 93-R071

CONDITIONS OF APPROVAL
Sony Pictures Entertainment, 10202 Washington Boulevard
August 9, 1993

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I. ART IN PUBLIC PLACES.

A. Sony Pictures Entertainment shall comply with the Culver City Art in Public Places Program.

B. Sony Pictures Entertainment shall provide at least one (1) free monthly screening of its films or videos at the Senior Center or other locations to be agreed upon by Sony Pictures Entertainment and the Chief Administrative Officer. In addition, Sony Pictures Entertainment shall provide upgraded equipment, including closed caption equipment for the Senior Center as determined by Sony Pictures Entertainment and the Chief Administrative Officer.

II. CHILD CARE.

A. Prior to the issuance of any building permit for any net new development, as defined below, in excess of fifty thousand (50,000) square feet (unless otherwise indicated in these conditions, square footage figures are in gross square feet), Sony Pictures Entertainment shall develop a child care program in conformance with applicable California laws with a capacity for ninety (90) children which shall be operational prior to issuance of any certificate of occupancy for any net new development in excess of fifty thousand (50,000) square feet, which shall continue in operation in perpetuity, and which shall include the provision of one or more of the following components:

1. Onsite child care facilities;

2. Offsite child care facilities within convenient walking distance to the Site; or

3. Funding for expansion of current programs or other similar programs.

B. At the end of the term of the Development Agreement, Sony Pictures Entertainment may request from the Chief Administrative Officer, in consultation with the Human Services Director, a reduction or deletion of this requirement based upon a reduction or elimination of the need. The term Development Agreement, as used throughout these conditions of approval, shall mean that certain document dated September 15, 1993, executed by and among Sony Pictures Entertainment, Inc., Lot, Inc. and the City of Culver City.

C. As used throughout these conditions of approval, "net new development" shall mean the cumulative amount of building square footage constructed on the Site which exceeds one million five hundred thirty-seven thousand seven hundred forty-three (1,537,743) square feet. To the extent building square footage is demolished, the portion of any cumulative building square footage constructed on the Site equal to cumulative square footage demolished shall not be considered net new development. In no event shall the construction or demolition of parking structures or facilities be considered in the calculation of net new development.

III. CONSTRUCTION.

A. Air Quality.

1. Sony Pictures Entertainment shall comply with South Coast Air Quality Management District Rule 403, which limits the emissions of fugitive dust. Dust must not be visible in the atmosphere beyond the property line unless the average wind speed exceeds fifteen (15) miles per hour. Dust shall be removed from equipment prior to movement on paved streets and any material deposited on paved streets shall be promptly removed.

2. All areas under excavation and construction shall be watered two (2) times daily. All debris piles generated during demolition shall be watered two (2) times daily.

3. All construction and demolition diesel-powered vehicles and equipment shall be operated with the fuel injection timing retarded four (4) degrees from the manufacturer's recommendation, unless equipment approved by the Air Quality Management District is used.

4. All diesel-powered equipment shall be turned off when not in use for more than thirty (30) minutes, and gasoline-powered equipment shall be turned off when not in use for more than five (5) minutes, unless equipment approved by the Air Quality Management District is used.

5. All portions of the construction and excavation areas inactive in excess of ninety (90) days shall be revegetated and watered until a vegetative cover is established.

6. Demolition and excavation shall be suspended when onsite wind speed measuring device registers winds in excess of twenty (20) miles per hour for thirty (30) consecutive minutes.

7. Stockpiled soil or fill shall be covered if not to be used for longer than a twenty-four (24) hour period to prevent dust generation.

8. All material in trucks transporting soil or fill offsite shall be watered down and covered.

9. Paved streets adjacent to the Site shall be swept daily or as needed to remove silt that may have accumulated as a result of preparation and construction activities on the Site.

10. Construction shall be stopped during second stage smog alerts and reduced during first stage smog alerts.

B. Noise.

1. Construction of the proposed project shall comply with Culver City Municipal Code Section 22-2(D) relating to construction noise. Regulations relating to construction-related noise discernible at residential boundaries shall be enforced on the proposed project Site to help minimize any potential noise impacts. Such noise is prohibited between the hours of:

   a. 7:00 P.M. to 8:00 A.M., Monday through Friday;

   b. 7:00 P.M. to 9:00 A.M., Saturdays; and

   c. 7:00 P.M. to 10:00 A.M., Sundays.

2. Construction equipment shall conform with the Environmental Protection Agency's Control Program (Part 204 of Title 40, Code of Federal Regulations), and with Culver City Municipal Code Section 23-44, Noise Regulations and Standards.

3. In those locations which are not already protected by an existing perimeter wall at least eight feet (8') in height, temporary, movable construction noise barriers shall be used to shield adjacent residences and businesses from construction noise, consisting of a minimum grade of one-four inch (1/4") plywood, at least eight feet (8') in height with no openings except for clear plastic view windows.

C. Human Health and Safety.

1. All hazardous waste shall be transported by licensed hazardous waste haulers.

2. As part of any construction, demolition, and/or rehabilitation work on any structures which contain asbestos-containing materials, Sony Pictures Entertainment shall comply with South Coast Air Quality Management District Rule 1403 and all other applicable laws pertaining to the handling and disposal of asbestos-containing materials.

3. All hazardous materials and waste shall be transported only during offpeak hours to and from the Site and on designated truck routes as designated by the City Engineer.

D. Soil and Ground Water Contamination.

Prior to any soil removal and/or replacement, prepare a report on the status and proposed schedule to remediate any and all soil and ground water contamination for the review and approval by the appropriate agency.

IV. CULTURAL RESOURCES.

A. Except as provided in Subsection C below, all proposed alterations to, or removal or demolition affecting the exterior of, a designated "significant" or "landmark" structure shall be submitted to the Planning Commission for issuance of a Certificate of Appropriateness in conformance with Culver City Municipal Code Chapter 38 prior to making any alteration. Painting and restuccoing, which are also subject to Culver City Municipal Code Chapter 38, will be reviewed administratively.

B. In conjunction with Culver City Municipal Code Chapter 38, the Planning Commission's review of requests for Certificates of Appropriateness shall be limited to imposing conditions of approval, which implement the Comprehensive Plan and shall not include outright denial of the Certificate of Appropriateness.

C. In perpetuity, the designated structures listed below shall not be demolished; except that Sony Pictures Entertainment may apply for a Certificate of Economic Hardship, pursuant to Chapter 38, after the term of the Development Agreement:

1. Colonnade Building.
2. Commissary Building.
3. Gable Building.
4. Myrna Loy Building.
5. Stage 4 building.
6. Stage 6 building (but not including the rooftop sign).
7. Thalberg Building.

D. No later than one hundred eighty (180) calendar days from approval of the Comprehensive Plan, prepare a photographic [eight inches by ten inches (8" X 10")] black and white and color prints with negatives and a videotape (color video high speed with picture and narration) documentation of all "landmark" and "significant" structures. Sony Pictures Entertainment agrees that the photos and the video of the "landmark" and "significant" structures may be used in historical books and videos provided they are published or distributed by either the City of Culver City or by the Culver City Historical Society. All other uses of the historical photos or videos and any assignment by the City or the Historical Society of its rights shall be subject to the prior written consent of Sony Pictures Entertainment, which consent shall not be unreasonably withheld.

E. Sony Pictures Entertainment shall comply with all City conditions of approval relating to the Sign of Historical Significance atop Sound Stage 6 as more specifically described in Sign of Historical Significance, PL-1383. Amendments to those conditions shall not be considered amendments to the Comprehensive Plan but must conform to the general procedure for amending conditions of approval for signs of historical significance.

F. At the sole expense of Sony Pictures Entertainment, and prior to the issuance of any certificate of occupancy for any building square footage in excess of three hundred thousand (300,000) square feet, display a plaque as approved by the City stating the designation of all existing "landmark" or "significant" structures on the lot in accordance with Culver City Municipal Code Chapter 38.

G. Sony Pictures Entertainment shall offer free public tours of the Site to residents of and persons employed in Culver City at least three (3) times per year. The scope of such tours shall be reasonably determined by Sony Pictures Entertainment. Such tour dates shall be coordinated with the City. Sony Pictures Entertainment shall advertise the tour in selected Culver City media at least thirty (30) days in advance.

H. Sony Pictures Entertainment shall establish and maintain a Sony Pictures film history museum onsite in perpetuity; provided that, for so long as Sony Pictures Entertainment leases or owns the Sony Pictures Plaza building, such museum may be located in the lobby area of the Sony Pictures Plaza building. The museum shall constitute a part of the retail square footage that is permitted on the Site, if located onsite. The size of the museum, the hours of operation and the composition of the exhibits in the museum shall be determined by Sony Pictures Entertainment, after consultation with the Chief Administrative Officer. In addition, Sony Pictures Entertainment shall, from time to time, provide advice and assistance to the Culver City Historical Society and shall identify historical materials and donate to the Historical Society no fewer than ten (10) items of movie memorabilia, selected at Sony Pictures Entertainment discretion, within one (1) year after the approval of the Comprehensive Plan.

V. DESIGN AND DEVELOPMENT STANDARDS.

A. Air Quality.

1. To the extent feasible, new structures shall maximize thermal integrity (insulation, dual windows, advanced window glazing) to reduce heating and cooling energy requirements and associated emissions. Solar-assisted water heaters shall be installed when feasible.

2. Electrical/Natural Gas/Communications.

a. Insulation and insulated glass shall be used in new construction per State regulations to promote energy efficient air temperature control.

b. Sony Pictures Entertainment shall comply with energy conservation requirements included in Title 24 as amended of the California Code of Regulations.

c. Time-controlled systems with power outage backup shall be used for new exterior building lights, parking area and outdoor signs to reduce energy consumption.

d. In new construction, a variety of sectioning zones, through such means as walls, interiors, and floors, shall be used whenever feasible to maximize air-conditioning energy efficiency.

e. Exteriors shall be designed with lighter colors which reflect sunlight and reduce "heat sinks", except for facades or surfaces used in filming. Use of landscaping for shading shall be incorporated to keep buildings cooler, to the extent feasible.

f. Sony Pictures Entertainment shall study the use of thermal storage to determine economic and energy cost efficiency, and shall install such storage systems to the extent feasible and practical.

B. Water Supply/Demand.

1. Water conservation devices and systems, such as ultra low flow toilets [one and six-tenths (1.6) gallons per flush], low flow faucets and showers [two (2) gallons per minute], and hot water lines in water recirculating systems, shall be used in new construction, where feasible and appropriate.

2. Adhere to water conservation requirements as stated in Article III of Chapter 29 of the Culver City Municipal Code.

3. Water-conserving landscaping techniques shall be used, including drip irrigation and appropriate mulching to retain moisture to the soil.

4. Water pressure greater than fifty (50) pounds per square inch shall be reduced to fifty (50) pounds per square inch or less by means of a pressure-reducing valve, where appropriate and feasible.

5. Efficient irrigation systems shall be installed which minimize runoff and evaporation and maximize the water which will reach plant roots.

6. Water-conserving models of dishwashers or retrofitted spray emitters shall be used, where feasible and available.

C. Storm Drainage.

1. All roof drains for new or remodeled structures on the Site shall be designed and built under existing pedestrian sidewalks and curbs so as to drain directly into the storm drain system in accordance with the Culver City Municipal Code.

2. All drainage from surface parking lots shall be directed to the street through curb faces and under pedestrian sidewalks or into a drainage system approved by the City Engineer, in accordance with the Culver City Municipal Code.

3. All storm drainage systems in conjunction with new construction shall connect directly to the City storm drain system.

4. New storm drainage systems to replace those facilities removed due to implementation of the proposed project shall be installed in conformance with City standards.

5. For each Comprehensive Plan Design Area, a comprehensive drainage plan, including the construction of clarifiers as necessary, and implementation schedule for all existing and new construction areas, shall be approved by the City Engineer prior to the issuance of any building permit for building square footage in excess of twenty-five thousand (25,000) square feet within the applicable Comprehensive Plan Design Area, as described in Section V.G.1.b.

D. Solid Waste Generation.

Refuse storage facilities of the size, quantity, and location required by the City Sanitation and Planning Divisions shall be provided and constructed as approved by City standards, unless modified by the Waste Reduction Plan required by Condition XI.D.4 of these conditions.

E. Police/Fire Services.

1. Site plans shall be submitted to the Police Department for review to ensure public safety features are included in the proposed project design and to enhance Site security.

2. Clearly identifiable address indicators shall be provided on all buildings.

3. Visually isolated pockets within parking structures and elsewhere shall be minimized; adequate lighting shall be provided.

4. New construction shall conform to specifications of the Uniform Fire Code and the Culver City Municipal Code requirements for the installation of fire sprinklers.

5. Any building permits issued shall conform to the Uniform Building Code.

6. Site plans shall be submitted to the Fire Department for review to ensure public safety features are included in proposed project design.

7. New construction shall be completely sprinklered, as required by the Culver City Municipal Code, with standpipe spacing plans to be reviewed and approved by the Fire Department prior to construction plan approval.

8. Smoke removal systems shall be installed by Sony Pictures Entertainment in all office, retail, and parking components of the project, to the extent required by Uniform Building Code regulations.

9. New elevator shafts shall be enclosed to retain smoke in the event of fire.

10. The Fire Department shall determine the extent of tempered glass to be used in new construction.

11. Fire truck turnarounds shall be reviewed and approved by the Fire Department.

12. Fire access shall be posted and striped to indicate no parking where required by the Fire Marshal.

13. Access points for the purpose of rescue shall be provided to the extent required by the Culver City Municipal Code. These access points shall be reviewed and approved by the Fire Department prior to construction plan approval.

14. Interior stairways shall extend and provide access to the roof to the extent required by the Culver City Municipal Code.

15. An audiovisual alarm system for the hearing impaired shall be incorporated into the design of the fire control system, for new construction.

16. Sony Pictures Entertainment shall adhere to Fire Protection Standard #19, Standard Requirements for New High Rise Buildings (Attachment A), in new construction.

17. Sony Pictures Entertainment shall provide a required fire flow of six thousand (6,000) to nine thousand (9,000) gallons per minute, from four (4) to six (6) fire hydrants flowing simultaneously with a minimum residual water pressure of twenty (20) pounds per square inch remaining in the system with required gallons per minute flowing.

18. All bars, grills, grates or other similar devices covering exterior doors or windows are allowed; provided that such devices are equipped with release mechanisms approved by the Fire Marshal, such mechanisms are kept operable and the building is equipped with smoke detectors installed in accordance with the Culver City Building Code.

F. Development Standards.

1. Prior to the issuance of any certificate of occupancy for any net new development in excess of two hundred fifty thousand (250,000) square feet, all remaining existing buildings visible from the Site perimeter, including rooftop mechanical equipment, shall be made free of excessive/abandoned elements, and resurfaced or repainted as necessary.

2. In all instances, the back of the public sidewalk or the property line, whichever is more restrictive, shall be deemed to be the line from which setbacks are determined, except where there are permitted encroachments.

3. Except as further modified by these conditions or the Development Agreement, Sony Pictures Entertainment shall adhere to Planning Commission Resolution No. 92-P001 (Attachment B).

4. Prior to the issuance of any building permit for building square footage in any Comprehensive Plan Design Area, Sony Pictures Entertainment shall submit plans and a construction schedule for approval (which plans shall be approved prior to issuance of any such building permit) by the City Engineer to confirm the maintenance of a wastewater systemwide "zero net flow increase" before the granting of a certificate of occupancy for such building square footage. If such zero net flow is not maintained, Sony Pictures Entertainment shall achieve such flow by one (1) or more of the following methods:

   a. Onsite treatment of wastewater and use of the effluent as reclaimed water; or

   b. Provide funding for a Citywide retrofitting program to reduce wastewater discharges from other properties as provided below:

      Each time a building permit is requested for a structure (the "New Structure"), the amount (in gallons per day) of wastewater to be generated by the New Structure (the "New Structure Wastewater Flow") shall be determined by applying the City's wastewater generation ratios to the uses which will occupy the New Structure (taking into account reduction in wastewater flow, as reasonably determined by the City Engineer, which results from any water-saving devices to be incorporated into the New Structure, such as low-flow or ultra low-flow toilets). If the sum of (a) the New Structure Wastewater Flow and (b) the Site's actual total wastewater flow (in gallons per day) at the time the building permit for the New Structure is issued (the "Actual Flow"), reduced by (c) the gallons per day for which Sony Pictures Entertainment has provided funding for the Citywide retrofitting program to reduce wastewater discharges from properties other than the Site, as permitted by this paragraph ("Prior Funding Credits") and (d) the wastewater reduction, as reasonably determined by the City Engineer, which shall result from the demolition of any structures on the Site which shall occur after the most current annual sewer usage charge for the Site and on or before the issuance of the certificate of occupancy for the New Structure exceeds seventy-four thousand two hundred fifty-two (74,252) gallons per day (the "Zero Base Flow"), then Sony Pictures Entertainment shall pay, prior to or

concurrently with the issuance of the certificate of occupancy for the New Structure, a fee of four dollars ($4.00) for each gallon per day of such excess; provided, however, the fee shall in no event exceed the product of multiplying four dollars ($4.00) and the New Structure Wastewater Flow.

The Actual Flow shall be determined based upon the wastewater flow (in gallons per day) used to determine the most recent annual sewer usage charge for the Site imposed by the City and, as reasonably determined by the City Engineer, any retrofitting activities on the Site since the most current annual sewer usage charge, which shall be in place on or before the issuance of the certificate of occupancy for the New Structure; or

c. Other methods which are acceptable to the City Engineer.

The fee, pursuant to Subparagraph 4.b above, shall be determined as follows:

Fee = ($4 per gallon per day)(NSWF + AF - ZBF - PFC).

Where:

NSWF = New Structure Wastewater Flow.

AF = Actual Flow.

ZBF = Zero Base Flow.

PFC = Prior Funding Credits.

No fee will be charged when the total is equal to or less than zero (0).

Examples:

- Building Permit No. 1:

NSWF = 1,000 gallons per day;
AF = 74,252 gallons per day;
ZBF = 74,252 gallons per day;
PFC = 0
Fee paid = ($4)(1,000 + 74,252 - 74,252 - 0)
= $4,000.

- Building Permit No. 2:

NSWF = 1,000 gallons per day;
AF = 75,252 gallons per day;
ZBF = 74,252 gallons per day;
PFC = 1,000 gallons per day (Building 1)
Fee paid = ($4)(1,000 + 75,252 - 74,252 - 1,000)
= $4,000.

- Building Permit No. 3:

NSWF = 1,000 gallons per day;
AF = 73,252 gallons per day;
ZBF = 74,252 gallons per day;
PFC = 2,000 gallons per day (Building 1 + Building 2)
Fee paid = ($4)(1,000 + 73,252 - 74,252 - 2,000)
= ($4)(-2,000)
= No fee.

- Building Permit No. 4:

NSWF = 3,000 gallons per day;
AF = 74,252 gallons per day;
ZBF = 74,252 gallons per day;
PFC = 2,000 gallons per day (Building 1 + Building 2)
Fee paid = ($4)(3,000 + 74,252 - 74,252 - 2,000)
= $4,000.

5. All existing exterior building and Site lighting fixtures visible from a public right-of-way and any existing and new above-grade parking structure interior and exterior lighting fixtures shall be directed, located and/or provided with opaque or translucent shields so as to not display the light bulb to the public right-of-way.

6. Energy-efficient street lighting shall be installed.

7. The proposed project shall incorporate appropriate passive solar design and solar heaters, to the extent feasible and practical.

8. Devices that minimize the combustion of fossil fuels shall be used where feasible.

9. To the extent feasible, waste heat shall be captured and reemployed in nonresidential buildings.

G. Architectural Design and Building Standards.

1. General Project Description.

a. Site Description.

The Site, known as Sony Pictures Studios, consists of approximately forty-six (46) acres located between Culver Boulevard, Overland Avenue, Washington Boulevard and Madison Avenue, but excluding the Southern California Edison substation.

b. Comprehensive Plan Design Areas.

The Site is divided into six (6) Comprehensive Plan Design Areas. Each Comprehensive Plan Design Area describes limits to total allowable square footage of buildings, other applicable design rules, and uses within each area. Boundaries will be established by survey but will follow the boundaries established on the Comprehensive Plan Design Areas Map (Attachment C).

c. Total Allowable Area.

1) The total area of all buildings on the Site shall not exceed two million five hundred forty-two thousand eight hundred nineteen (2,542,819) gross square feet.

2) For purposes of this approval, gross square footage shall mean the floor area measured between the interior of the exterior walls of every floor and partial floor within a building at, above, or below grade, based on final detailed plans of both existing and proposed development. Gross square footage shall not include any portion of a building used for vehicular parking.

d. Total Allowable Area by Use.

1) Subject to Subparagraph 4) below, the maximum allowable square footages by use on the Site for the following three (3) uses are as follows:

a) Office.

One million five hundred ninety-three thousand one hundred ninety-three (1,593,193) gross square feet.

b) Post production.

One hundred twelve thousand two hundred seventy-eight (112,278) gross square feet.

c) Retail.

(1) Retail space shall be limited to specialty shops related to onsite studio activities, or activities of Sony Inc. and its subsidiaries, and shall be limited to thirty-five thousand (35,000) square feet, which shall include the film history museum, if located onsite. The retail space may be increased by up to fifteen thousand (15,000) square feet, for a maximum of no more than fifty thousand (50,000) square feet, if either a Sony corporate showroom of at least twenty thousand (20,000) square feet or a theme restaurant of at least ten thousand (10,000) square feet is constructed. The restaurant may be no larger than fifteen thousand (15,000) square feet, and must be located on either the Washington Boulevard or Madison Avenue frontage. No more than thirty-five thousand (35,000) square feet of nonrestaurant retail space shall be located on Culver Boulevard. Sony Pictures Entertainment shall also be permitted to retain five thousand six hundred thirty-five (5,635) square feet of existing retail uses which are not open or accessible to the public, consisting of the company merchandise store, the employee electronics store and the shoe repair shop.

(2) Included within the allowable retail space, Sony Pictures Entertainment may provide up to five (5) separate outlets no larger than five hundred (500) square feet each, for pickup and dropoff services such as dry cleaners, shoe repair or film developing, as approved by the City Planner. Such space shall not be accessible to the general public, and reasonable efforts shall be made to use businesses located elsewhere in Culver City.

(3) No restaurants or other eating establishments of any kind shall be permitted, except the Sony Pictures Entertainment commissaries, executive dining areas, a theme restaurant, and the existing five thousand nine hundred eleven (5,911) square foot food establishments, consisting of the grill and ice cream concessions.

(4) For purposes of these conditions, retail and restaurant uses, identified in Subsections (1), (2) and (3) above, which are not open to the public shall be considered support uses for all purposes, including parking ratio computations and trip generation.

2) Building areas for stage and support uses shall not be limited except that at no time may the total building area on the Site exceed two million five hundred forty-two thousand eight hundred nineteen (2,542,819) gross square feet.

3) Subject to the limitations set forth in Subsection d.1) above, office, retail, post-production, stage and support uses may occur in any Comprehensive Plan Design Area.

4) Subject to the retail limitations set forth in Subsection d.1)c) and the total square footage limitation set forth in Subsection c.1) above, uses may be changed by using the following multipliers:

Square Feet of Reduced Site Use

Per Square Feet of Increased Use	Office	Post Production	Stage	Support	Retail
Office	1.00	0.37	1.23	1.66	0.15
Post Production	2.68	1.00	3.30	4.44	0.41
Stage	0.81	0.30	1.00	1.34	0.12
Support	0.60	0.23	0.74	1.00	0.09
Retail	6.60	2.46	8.14	10.94	1.00

e. Allowable Development.

1) The amount of existing gross square footage on the Site is one million five hundred thirty-seven thousand seven hundred forty-three (1,537,743) square feet and is spread throughout each Comprehensive Plan Design Area as follows:

a) Comprehensive Plan Design Area 1.

Fifty three thousand four hundred sixty-five (53,465) square feet.

b) Comprehensive Plan Design Area 2.

One hundred forty-three thousand four hundred seventy-four (143,474) square feet.

c) Comprehensive Plan Design Area 3.

Two hundred eighty-eight thousand thirty-one (288,031) square feet.

d) Comprehensive Plan Design Area 4.

Six hundred forty-nine thousand seventy-seven (649,077) square feet.

e) Comprehensive Plan Design Area 5.

One hundred twenty-five thousand five hundred twenty-two (125,522) square feet.

f) Comprehensive Plan Design Area 6.

Two hundred seventy-eight thousand one hundred seventy-four (278,174) square feet.

2) The maximum allowable gross square footage for the entire Site shall be two million five hundred forty-two thousand eight hundred nineteen (2,542,819) square feet, and for each Comprehensive Plan Design Area shall be as follows:

a) Comprehensive Plan Design Area 1.

Three hundred seventy-three thousand one hundred eighty-two (373,182) square feet.

b) Comprehensive Plan Design Area 2.

One hundred forty-three thousand four hundred seventy-four (143,474) square feet.

c) Comprehensive Plan Design Area 3.

Four hundred eighty-six thousand four hundred eighty-two (486,482) square feet.

d) Comprehensive Plan Design Area 4.

Seven hundred twenty-seven thousand three hundred eighty-nine (727,389) square feet.

e) Comprehensive Plan Design Area 5.

One hundred sixty thousand one hundred fifty (160,150) square feet.

f) Comprehensive Plan Design Area 6.

Six hundred fifty-two thousand one hundred forty-two (652,142) square feet.

f. Square Footage Transfer.

Except for Comprehensive Plan Design Area 2, Comprehensive Plan Design Areas may be increased in allowable square footage by no more than fifteen percent (15%) of the amount allowed by Subsection e.2) above, by a transfer of floor area from any other Comprehensive Plan Design Area. Maximum allowable gross square footage in each Comprehensive Plan Design Area including the maximum allowable transfer is as follows:

1) Comprehensive Plan Design Area 1.

Four hundred twenty-nine thousand one hundred fifty-nine (429,159) square feet.

2) Comprehensive Plan Design Area 3.

Five hundred fifty-nine thousand four hundred fifty-four (559,454) square feet.

3) Comprehensive Plan Design Area 4.

Eight hundred thirty-six thousand four hundred ninety-seven (836,497) square feet.

4) Comprehensive Plan Design Area 5.

One hundred eighty-four thousand one hundred seventy-two (184,172) square feet.

5) Comprehensive Plan Design Area 6.

Seven hundred forty-nine thousand nine hundred sixty-three (749,963) square feet.

g. In order to insure compliance with these limitations, prior to the issuance of any building permit, the City Planner shall verify that the total square feet proposed do not exceed that allowed on any one (1) Comprehensive Plan Design Area and the total Site. The City Planner shall maintain at all times an updated summary sheet, available for public review, which accurately reflects the amount of square footage built and existing on each Comprehensive Plan Design Area.

2. Building Envelope Standards.

a. Setbacks for Existing Buildings.

Existing buildings may be altered or renovated, provided they meet all applicable provisions of this Comprehensive Plan and the Culver City Building Code. The following buildings or structures which may be nonconforming to the setback standards of these conditions, and which must be replaced in whole or in part, may be replaced as they were, regardless of their setback nonconformity, but must meet applicable requirements of the Culver City Building and Fire Codes; provided that, the Building Official and the Fire Marshal shall use reasonable best efforts to exercise the discretion each has under the Building and Fire Codes to allow replacement on the same footprint, as long as life safety protections permitted by these Codes are utilized.

The parenthetical references are to the buildings' numbers indicated in Attachment D.

1)	Washington Row	(2)
2)	Hepburn	(115)
3)	Crawford	(65)
4)	Tracy	(66)
5)	Cutting Areas	(57)
6)	Garland	(35)
7)	Barrymore/Garbo	(160)
8)	Editing	(3)
9)	Editing	(5)
10)	Mickey Rooney	(6)
11)	Durante	(70)
12)	Astaire	(14, 15 and 18)

b. Height.

1) Height limitations for each Comprehensive Plan Design Area shall be as follows:

a) Comprehensive Plan Design Area 1.

Fifty-six feet (56') plus mechanical equipment except that no more than two (2) buildings may be taller than fifty-six feet (56') but no taller than one hundred thirteen feet (113') plus mechanical equipment.

b) Comprehensive Plan Design Area 2.

Fifty-five feet seven inches (55'7") plus mechanical equipment.

c) Comprehensive Plan Design Area 3.

Fifty-six feet (56') plus mechanical equipment.

d) Comprehensive Plan Design Area 4.

Fifty-six feet (56') plus mechanical equipment.

e) Comprehensive Plan Design Area 5.

Fifty-six feet (56') plus mechanical equipment.

f) Comprehensive Plan Design Area 6.

Fifty-six feet (56') plus mechanical equipment except that no more than two (2) buildings may be taller than fifty-six feet (56') but no taller than one hundred thirteen feet (113') plus mechanical equipment.

2) Mechanical Penthouses.

Mechanical penthouses and equipment are limited to thirteen feet six inches (13'6") in height above the roof slab of the top story of any new or existing structure.

3) Floor Below Grade.

In any Comprehensive Plan Design Area, the first story of any new building may be depressed partially below the average grade of the Site to a level not to exceed one-half (1/2) the interior height of that story.

4) Architectural Features.

Architectural features not contributing to general floor area of a structure may exceed the height limitations for structures in any Comprehensive Plan Design Area as permitted by the Culver City Municipal Code.

5) Height of Existing Structures.

Existing structures with a height envelope which partially or wholly exceeds the height limit of a Comprehensive Plan Design Area may be replaced, renovated or altered; provided that such replacement, renovation or alteration does not result in an envelope which increases the nonconformity of the original envelope, exclusive of mechanical penthouses and equipment.

c. Building Footprints.

Subject to the provisions of Section V.G.2.a above, the footprint of any structure in any Comprehensive Plan Design Area shall be restricted in location only by applicable building setbacks, and open space requirements required within the Comprehensive Plan Design Area, and separations required by the Culver City Building and Fire Codes.

d. Setbacks.

1) Setbacks for each Comprehensive Plan Design Area are as follows:

a) Comprehensive Plan Design Area 1.

Where a property line abuts a public street, the building shall be set back fifteen feet (15') from the property line for the first forty-two feet (42') in height. Above forty-two feet (42') in height, the building shall be set back an additional two feet (2') for each thirteen feet six inches (13'6") in height.

b) Comprehensive Plan Design Area 2.

Existing setbacks for the Thalberg Building and the adjoining building to the east (Thalberg Annex) shall be maintained.

c) Comprehensive Plan Design Area 3.

Where a property line abuts a public street, the building shall be set back fifteen feet (15') from the property line for the first forty-two feet (42') in height. Above forty-two feet (42') in height, the building shall be set back an additional two feet (2') for each thirteen feet six inches (13'6") in height.

d) Comprehensive Plan Design Area 4.

(1) For buildings abutting Culver Boulevard, the building shall be set back fifteen feet (15') from the property line for the first forty-two feet (42') in height. Above forty-two feet (42') in height, the building shall be set back an additional two feet (2') for each thirteen feet six inches (13'6") in height.

(2) For new buildings abutting Washington Boulevard, the building shall be set back five feet (5') from the property line, or if there is a Studio wall, from the Studio wall for the first forty-two feet (42') in height. Above forty-two feet (42'), the building shall be set back an additional two feet (2') for each thirteen feet six inches (13'6") in height.

e) Comprehensive Plan Design Area 5.

Where a property line abuts a public street, the building shall be set back fifteen feet (15') from the property line for the first forty-two feet (42') in height. Above forty-two feet (42') in height, the building shall be set back an additional fifteen feet (15').

f) Comprehensive Plan Design Area 6.

Where a property line abuts a public street, the building shall be set back fifteen feet (15') from the property line for the first forty-two feet (42') in height. Above forty-two feet (42') in height, the building shall be set back an additional two feet (2') for each thirteen feet six inches (13'6") in height.

2) Interior Setbacks.

Except to the degree that existing buildings may be permitted to remain, interior setbacks shall be considered to be the minimum separation between buildings required by the Culver City Municipal Code.

3) Projections.

Up to twenty-five percent (25%) of a building line may project up to thirty-three percent (33%) into any setback, if matched by an equivalent recess.

4) Architectural Features.

Architectural features, such as soffits, columns, wing walls, canopies, roof eaves, balconies and any other similar elements which do not create any interior floor space, which are installed exclusively for architectural design reasons may extend up to ten feet (10') into any setback if approved by the City Planner, and if such architectural features comprise no more than twenty-five percent (25%) of the building line facing the public right-of-way. In such case, no matching recess shall be required.

5) In Comprehensive Plan Design Area 1, any new structures shall be positioned so as to provide a view corridor from the street to the Thalberg Building in Comprehensive Plan Design Area 2.

e. Construction Across Comprehensive Plan Design Area Boundaries.

Buildings may span Comprehensive Plan Design Area boundaries, provided all other limitations of these conditions of approval are met, including the prohibition of new square footage totals in Comprehensive Plan Design Area 2.

3. Architectural Design.

a. Design Intent.

The design approach for new buildings constructed on the Site will vary according to use and visibility from surrounding areas, as follows:

1) Office Buildings Abutting Public Streets.

a) The design of new office buildings abutting public streets may vary in form, massing, color and materials to allow for a diversity of complementary architectural styles, except that all new buildings in Comprehensive Plan Design Area 1 and any new structure within one hundred feet (100') of the Thalberg Building in Comprehensive Plan Design Area 3 shall be sympathetic to the form, massing, color and materials of the Thalberg Building.

b) The architectural character, detail, and material finish of buildings may vary to create filming opportunities.

2) Office Buildings Interior to the Site.

a) The design of new office buildings interior to the Site may vary in form, massing, color and materials to allow for a diversity of complementary architectural styles.

b) The architectural character, detail, and material finish of buildings may vary to create filming opportunities.

3) Studio Support Structures.

The design of support buildings shall be determined by the practical and functional nature of such buildings, with no restrictions to specific architectural style.

4) Stages.

The design of stages shall not be restricted to any architectural style, and may reflect their quasi-industrial use.

5) Above-grade Parking Structures.

The design of above-grade parking structures which abut public streets shall endeavor to be sympathetic to adjacent new construction, with screening as required by Paragraph XII.D.6 below.

b. Materials and Finish.

Architectural materials and finish shall be used which endeavor to provide a sense of cohesive design for the Site as follows:

1) Site Perimeter.

Structures within Comprehensive Plan Design Area 1 and within one hundred feet (100') of the Thalberg Building within Comprehensive Plan Design Area 3 shall use materials and finishes which are sympathetic to the Thalberg Building, but may use appropriate construction materials to achieve that end. Colors should be light and compatible with the historic Thalberg Building structure. Decorative accent materials and colors may be used. Architectural features are not restricted in finish, but should be compatible with the general character of the Thalberg building.

2) Site Interior.

Materials and finishes for structures not abutting public streets shall not be restricted in any way.

c. Rooftops.

1) For new construction, the design of rooftops shall be attractively treated to create a look that reflects the function of the building and overall character of the Site.

2) All rooftops' mechanical equipment or exhausts shall be appropriately and attractively screened, if visible to the public from the Site perimeter at ground level. Existing rooftops' mechanical equipment shall be required to be screened from the Site perimeter as visible at ground level.

d. Sony Pictures Entertainment Wall.

1) Sony Pictures Entertainment wall, as approved by Planning Commission Resolution No. 92-P008, and by the Redevelopment Agency on March 2 and May 4, 1992, shall be implemented around the Site perimeter as feasible. At Comprehensive Plan Design Area 1, the wall adjacent to new structures shall be interrupted sufficiently to complement the required view corridor to the Thalberg Building in Comprehensive Plan Design Area 2.

2) At access points to the Site, gates compatible with the architectural style of the wall may be provided. The gates may be for security purposes or ornamental.

3) Minor modifications to the wall location to accommodate Site conditions or building Site configurations shall be permitted subject to approval by the City Planner.

e. Special Features.

Special nonoccupiable architectural features which are freestanding and not connected to an existing or new building may be provided, as approved by the City Planner, to mark significant open spaces, view corridors, entry points and/or places of orientation. Such features may include, but are not limited to, ornamental gates, directional devices, marquees, clock towers, and devices or structures for temporary promotional events.

4. Open Space and Landscape Requirements.

a. Whenever Sony Pictures Entertainment proposes a project within any Comprehensive Plan Design Area which requires Planning Commission review as required by these conditions of approval, Sony Pictures Entertainment shall submit a landscape and open space plan for that Comprehensive Plan Design Area, for review and approval by the City Planner, which plan shall maximize the usability, both active and passive, of the remaining open space within that Comprehensive Plan Design Area. Upon completion of the Comprehensive Plan, at least fifty percent (50%) of the open space for the aggregate total of all the Comprehensive Plan Design Areas shall be usable.

b. Street trees shall be installed as required by the Street Tree Master Plan as amended by STMP No. 92-01, as follows:.

1) Along Culver Boulevard:

a) Between Madison Avenue and Jasmine Avenue, the thirty-six inch (36") box/approximately seventeen foot (17') tall "Jacaranda" (Jacaranda acutifolia) shall be the approved street tree, and all existing palm street trees shall be boxed or trenched and delivered to the City by Sony Pictures Entertainment as directed by the Municipal Services Department;

b) Between Jasmine Avenue and Overland Avenue, in a reverse parkway configuration the existing "Pink Ironbark" (Siderox Lyon rosea), "Desert Gum" (Rudus) eucalyptus and "Melaleuca" (Lejcadendra) trees and new infilled forty-eight inch (48") box/approximately seventeen foot (17') tall "Jacaranda" (Jacaranda acutifolia) and forty-eight inch (48") box Brisebane (Tristania Conferata) shall be the approved street trees; the existing trees to remain shall be thinned and trimmed, and all existing palm street trees shall be boxed or trenched and delivered to the City by Sony Pictures Entertainment as directed by the Municipal Services Department;

2) Along Overland Avenue, the forty-eight inch (48") box "Brisbane" (Tristania Conferata) and the Lemon Bottle Brush shall be the approved street trees;

3) The "Mexican Fan Palm" shall be the designated Washington Boulevard street tree species; and

4) The "Jacaranda" and the "Chinese Elm" shall be the designated Madison Avenue street tree species.

c. Sony Pictures Entertainment shall maintain required street trees, including regular removal of all tree debris, from the public right-of-way. The level and schedule for such maintenance shall be as approved by the Street Maintenance Manager.

VI. FEES AND TAXES.

A. Sony Pictures Entertainment shall pay a storm drainage fee determined by the cost of the needed facilities in the master plan of drainage for the City of Culver City [the forty-eight inch (48") to sixty-three inch (63") line in Mentone Avenue from Culver Boulevard to LeBourget Avenue and the sixty-three inch (63") line in LeBourget Avenue from Mentone Avenue to Ballona Creek] multiplied by the calculated runoff from the Site divided by the total runoff calculated for the drainage area served by the facilities identified in the master plan of drainage. Such fee shall be paid in the same manner as other users of the facilities pay such fee.

B. Parks and Recreation.

1. Commencing with approval of the Comprehensive Plan and either for a period of twenty (20) consecutive years, implementation of at least seventy percent (70%) of the Comprehensive Plan or the effective date of the ordinance described in Subparagraph B.2 below, whichever occurs first, Sony Pictures Entertainment shall conduct a survey of its employees on an annual basis as directed by the City to ascertain employee use of municipal parks and recreation programs and facilities.

2. If the City adopts an ordinance imposing a fee upon commercial or industrial development to offset employee use of municipal parks and recreation programs and facilities and if the annual surveys show an impact as defined by the new ordinance, Sony Pictures Entertainment shall pay that fee for all applicable subsequent improvements.

C. As building permits are issued for any improvement on the Site, Sony Pictures Entertainment shall pay the Commercial and Industrial Development Tax in accordance with Chapter 33-J of the Culver City Municipal Code as it existed on the date of approval of the Comprehensive Plan.

D. As building permits are issued for any net new development on the Site, Sony Pictures Entertainment shall pay the New Development Impact Fee with respect to the net new development, in accordance with Chapter 33-H of the Culver City Municipal Code as it existed on the date of approval of the Comprehensive Plan.

E. To the satisfaction of the City Treasurer, Sony Pictures Entertainment shall self-accrue and pay to the State applicable sales taxes on items purchased from businesses which are located outside the State of California.

F. Sony Pictures Entertainment shall pay the Water Extraction Tax pursuant to Culver City Municipal Code Chapter 33F for all water extracted from a well on the Site.

G. Culver City shall be the point of sale for all retail sales generated by the retail space on the Site.

H. Upon the effective date of the Comprehensive Plan and on July 1 of every year thereafter for a period of at least ten (10) years, Sony Pictures Entertainment shall purchase for the Culver City Unified School District at least twenty-five thousand dollars ($25,000) worth of equipment and programs, as approved by the Superintendent of the District.

I. Sony Pictures Entertainment shall use its best efforts to retain all sales within Culver City while recognizing the need for prudent business practices to retain the economic competitiveness of Sony Pictures Entertainment.

VII. HOUSING.

As required by State law, Sony Pictures Entertainment acknowledges that twenty percent (20%) of the property tax increment generated by the proposed project shall be used to increase, improve and/or preserve the supply of low-income and moderate-income housing in Culver City.

VIII. INFRASTRUCTURE.

A. Utilities.

1. Electrical.

a. Subject to Subparagraph b below, all onsite, overhead utility service lines serving a Comprehensive Plan Design Area shall be undergrounded in accordance with Culver City Municipal Code Section 35A-20, to the satisfaction of the City Engineer, when the building square footage which exceeds twenty-five thousand (25,000) square feet within that Comprehensive Plan Design Area is constructed.

b. The undergrounding of utilities along Culver Boulevard shall be completed either: in two (2) phases, with the completion of the undergrounding along Comprehensive Plan Design Areas 2 and 3 required when net new development which exceeds twenty-five thousand (25,000) square feet within Comprehensive Plan Design Area 3 is constructed, and with the undergrounding in front of Comprehensive Plan Design Area 4 required when net new development which exceeds twenty-five thousand (25,000) square feet within Comprehensive Plan Design Area 4 is constructed; or in one (1) phase with the completion of the undergrounding along Culver Boulevard required prior to the issuance of any certificate of occupancy for any net new development which exceeds twenty-five thousand (25,000) square feet within Comprehensive Plan Design Area 5.

c. Sony Pictures Entertainment shall pay a pro rata share of the cost for undergrounding the offsite utility lines along Overland Avenue between Venice and Culver Boulevards (excluding the Southern California Edison substation); provided that Sony Pictures Entertainment's pro rata share shall be equal to a percentage (as calculated below) of the total actual cost for such undergrounding; and provided further that:

1) No part of such payment shall be made before the undergrounding has been commenced;

2) One-half (1/2) of such payment shall not be made until the issuance of any building permit for any net new development in excess of twenty-five thousand (25,000) square feet in Comprehensive Plan Design Area 5;

3) One-half (1/2) of such payment shall not be made until the issuance of any building permit for net new development which exceeds twenty-five thousand square feet in Comprehensive Plan Design Area 6; and

4) The method of calculation for Sony Pictures Entertainment percentage of Overland Avenue undergrounding shall be as follows:

Site's Overland Avenue frontage in linear feet (A) divided by the sum of the total linear feet of Overland Avenue frontage on the west side between Venice Boulevard and Culver Boulevard (B) plus the total linear feet of Overland Avenue frontage on the east side between Washington Boulevard and Culver Boulevard (C) multiplied by one hundred (100) equals Sony Pictures Entertainment's percent share (D) $\left[D = 100 \left(\frac{A}{B+C}\right)\right]$.

2. Water Supply/Demand.

Within six (6) months after approval of the Comprehensive Plan, install a gauge on the existing onsite private well as approved by the City Engineer.

3. Wastewater.

Prior to the issuance of any certificate of occupancy for any building square footage which exceeds four hundred thousand (400,000) square feet, flow gauges shall be installed on any line flowing from the Site into the City of Los Angeles wastewater system.

B. Human Health and Safety.

1. Prior to the issuance of any certificate of occupancy for any building square footage which exceeds four hundred thousand (400,000) square feet, test all underground tanks and close and/or remove all existing inactive underground tanks in accordance with Federal, State, and local regulations.

2. A determination of the need for plugging and reabandonment of the abandoned wells on the Site shall be conducted by the State Oil and Gas Supervisor prior to the issuance of the first building permit for any new construction, excluding tenant improvements. If any abandoned or unrecorded wells are uncovered or damaged during excavation or grading, remedial plugging operations shall be conducted in accordance with Division of Oil and Gas requirements.

3. Sony Pictures Entertainment shall comply with all City requirements pertaining to National Pollutant Discharge Elimination System Permit No. 0061654 that will be adopted by the City in the future.

4. Sony Pictures Entertainment shall annually clean all catchbasins on the Site.

5. Sewer line and manhole inspections shall be conducted on an annual basis for the two sewer lines flowing from the Site.

6. All sewer lines flowing from the Site shall be cleaned, as directed by the City Engineer.

IX. PROCESS.

A. Sony Pictures Entertainment shall pay the costs for extraordinary plan review and inspection services by City departmental personnel, including special consultants, based on reasonable hourly charges, as such services are determined necessary by the City to complete the project. As used herein, the extraordinary services for plan review or inspection means the time actually spent by City personnel, including special consultants, performing plan review or inspection on or for the project which exceeds the time typically required to perform such services.

B. The development pursuant to the Comprehensive Plan shall be in compliance with the Design for Development approved for the Site by the Culver City Redevelopment Agency.

C. A covenant shall be executed holding the various separate parcels which comprise the Site as one (1) parcel.

D. Any proposed addition, expansion or new building construction shall comply with the following approval process:

1. The City Planner shall have the authority to conduct a Comprehensive Plan conformance review for additions, expansions or new construction projects of less than twenty-five thousand (25,000) square feet, and shall approve the proposed addition, expansion or new construction provided all applicable requirements of the Comprehensive Plan in general, and the applicable Comprehensive Plan Design Area for the particular project, are met.

2. The Planning Commission shall have the authority to conduct a Comprehensive Plan conformance review for additions, expansions or new construction projects of twenty-five thousand (25,000) square feet or greater, and shall approve the proposed addition, expansion or new construction provided all applicable requirements of the Comprehensive Plan in general, and the applicable Comprehensive Plan Design Area for the particular project, are met.

3. Buildings or structures which do not comply with the general Comprehensive Plan requirements or any applicable Comprehensive Plan Design Area requirements shall not be eligible for the Comprehensive Plan conformance review process, and shall require a modification to the Comprehensive Plan, which shall be reviewed and approved or denied by the City Council after consideration of a recommendation by the Planning Commission.

4. Temporary alterations in appearance to existing buildings for the purposes of filming or television production may be done without City review provided no building permit or certificate of occupancy is required.

E. Unless a conditional use permit is otherwise required, the Planning Commission may approve onsite alcoholic beverage sales as part of a Comprehensive Plan conformance review, provided proposed sales comply with all applicable Alcoholic Beverage Control Board rules.

F. Within ninety (90) days after the approval of the Comprehensive Plan by the City Council, Sony Pictures Entertainment shall execute a document agreeing to all these conditions of approval.

G. Compliance with the requirements of these conditions will require a close degree of cooperation between the City and Sony Pictures Entertainment and the continuing development of the Site in accordance with these conditions may demonstrate that clarifications are appropriate. Therefore, if, from time to time, the City and Sony Pictures Entertainment determine that clarifications or interpretations are necessary or appropriate, they may effect such clarifications through operating memoranda approved by the City and Sony Pictures Entertainment. Following execution, each memorandum shall become a part of these conditions. The execution of an operating memorandum in accordance with this Subsection G shall not constitute an amendment to these conditions and shall not require public notice or hearing. The Chief Administrative Officer, in consultation with the City Attorney, shall be authorized to determine, on behalf of the City, whether a requested clarification or interpretation is appropriate and the Chief Administrative Officer shall be authorized to execute any operating memorandum on behalf of the City.

H. The City shall make all annual reports and studies required by these conditions available to the public for review and comment for a period of at least fifteen (15) days before any City actions are taken in reliance on such studies. The public shall be notified through placement of a display advertisement in key local newspapers, and through written notification to known Culver City neighborhood organizations, and individuals requesting notification. The studies are park impact, neighborhood impact, trip counts, commute mode, parking and local hiring.

X. SIGNS.

All signs shall be displayed in accordance with a Comprehensive Sign Plan as approved by the City Council, following a recommendation of the Planning Commission, provided that all signs approved by the City Council and the Redevelopment Agency pursuant to motions dated March 2, 1992, and May 4, 1992, shall be permitted to remain unless such signs are inconsistent with the Comprehensive Sign Plan, when approved.

XI. SITE OPERATIONS.

The following are conditions of approval which shall govern the operations of the Site at all times during the period of the Comprehensive Plan.

A. Air Quality.

1. All vehicles owned and/or operated by Sony Pictures Entertainment shall comply with South Coast Air Quality Management District Rule 402, which prohibits the discharge of air contaminants or other materials that may cause a nuisance.

2. Sony Pictures Entertainment shall comply with South Coast Air Quality Management District Rule 1146, which requires boilers and water heaters rated at greater than five million (5,000,000) British thermal units per hour to emit less than five-hundredths (0.05) pounds nitrogen oxide per million British thermal units heat input. The water heaters to be installed as part of the proposed project shall be subject to this rule.

3. All engines shall be properly operated and maintained. This measure shall be enforced by the quarterly submission of certified mechanic's records.

4. All diesel-powered equipment shall be turned off when not in use for more than thirty (30) minutes, and gasoline-powered equipment shall be turned off when not in use for more than five (5) minutes.

5. Water heaters and space heaters shall be low emission designs. Water heaters shall be certified to generate no more than eight (8) nanograms per joule heat output to reduce emissions by up to eighty-five percent (85%). Space heaters shall be certified by the manufacturer to generate no more than forty (40) nanograms nitrogen oxide per joule heat output to reduce emissions by up to seventy-nine percent (79%).

6. To the extent feasible, Sony Pictures Entertainment shall integrate the use of substitute compounds to reduce the use and release of toxic pollutants.

7. Under a local hiring program, to the extent feasible, Sony Pictures Entertainment shall actively advertise all opportunities for employment and contract services, and shall encourage all construction contractors to advertise all construction opportunities, to Culver City businesses and residents, working with the City and the local Employment Development Department office. Sony Pictures Entertainment shall submit an annual report before April 1 of each year, demonstrating the number of Culver City residents hired and employed on the Site in comparison to the total number of employees.

B. Noise.

Noise levels from onsite mechanical equipment shall not exceed the specific noise levels prescribed in Culver City Municipal Code Section 23-44, Noise Regulations and Standards.

C. Human Health and Safety.

1. Sony Pictures Entertainment shall, within sixty (60) days from the approval of the Comprehensive Plan, comply with all requirements pertaining to the storage of hazardous waste, as outlined in Title 22, Section 66508 et seq., as amended, of the California Code of Regulations.

2. All hazardous waste shall be transported by licensed hazardous waste haulers.

3. At the time required by the City, Sony Pictures Entertainment shall submit to the Culver City Fire Department an annual inventory of hazardous materials in use onsite, as well as a business emergency plan subject to annual review, as required by Superfund Amendments and Reauthorization Act of 1986, Title III, Chapter 6.95 of the California Health and Safety Code, and Chapter 16 of the Culver City Municipal Code, all as amended.

4. All hazardous materials and waste shall be transported only during offpeak hours to and from the Site and on designated truck routes as designated by the City Engineer.

5. A closure permit shall be obtained from the Los Angeles County Department of Public Works prior to the closure of any industrial waste facilities on the project Site.

D. Solid Waste Generation.

1. Sony Pictures Entertainment shall participate in any waste reduction measures including, but not limited to, recycling, composting, or funding programs or policies as may be adopted by the City to achieve compliance with the Los Angeles County-wide Integrated Industrial Waste Management Plan, as required by the California Health and Safety Code, as amended.

2. Designate a permanent onsite waste reduction coordinator to work with the City Sanitation Division in reducing waste generated by the project.

3. Presort recyclable waste materials prior to collection; provided that struck sets may be sorted and recycled offsite.

4. Initiate a comprehensive waste management plan including source reduction, recycling, reuse, composting, and hazardous waste management. The plan shall include provisions for collection, storage, and removal of materials. Storage area details shall be included in all architectural plans.

E. Miscellaneous.

1. Sony Pictures Entertainment shall donate excess paint to the City of Culver City for its graffiti control program.

2. To the extent feasible, Sony Pictures Entertainment shall use all reasonable efforts to notify all persons conducting operations at the Site of the need to obtain a business tax certificate from the City.

3. Sony Pictures Entertainment shall make reasonable efforts to retain current research and development operations, such as high definition television facilities, on the Site and shall make reasonable efforts to encourage new studio-related operations to locate on the Site or elsewhere in Culver City; provided, however, that the final determination as to the location of all such operations shall be made by Sony Pictures Entertainment, in its sole and absolute discretion.

XII. TRANSPORTATION.

A. Construction Periods.

Transportation and Parking.

1. During construction, all transportation of materials to or from the Site will be by way of routes that are designated by the City Engineer, as called for in Culver City Municipal Code Section 30-60. At least thirty (30) days prior to the onset of any construction phase and prior to the onset of a significant increase of activity within any construction phase, Sony Pictures Entertainment, the general contractor, and appropriate subcontractors shall meet with the City Engineer and representatives of other City departments (Police Department, Fire Department, Transportation Department, at a minimum) to determine expected volumes of construction vehicles (including employee vehicles), haul routes, times of operations, and detour/barricading/ signing layouts. [Significant increase of activity shall be defined as an expected increase in offsite truck activity of forty (40) truck-trips per day.] The guiding principle in determining haul routes and times will be choosing the shortest, least congested route into/out of the City with the smallest possible impact on residential and commercial traffic flows.

2. Haul routes shall be kept clean of construction-related dirt and debris through implementation of the following measures at a minimum:

   a. Cleaning of the tires on each earth-moving truck before leaving the Site; and

   b. Patrolling the haul routes as needed, but at least once daily at the end of the construction workday, to locate and pick up all construction-related debris in the streets.

3. Construction-related truck traffic shall be permitted during the hours of 8:30 A.M. to 4:00 P.M. only. For this purpose, the definition of truck is any commercial vehicle with six (6) or more tires on the road, and does not include small trucks driven by employees as their commute vehicles.

4. On weekdays, the construction workday shall be scheduled so that at least seventy-five percent (75%) of the workers arrive at the Site before 8:00 A.M. or after 9:30 A.M. and leave the Site before 4:00 P.M. or after 6:30 P.M. However, the operations of this condition shall not conflict with Culver City Municipal Code Section 22-2(D)(b) which regulates the times that construction equipment noise is permitted in proximity to residential areas.

5. Construction work will be permitted on Saturdays under the conditions of Culver City Municipal Code Section 22-2(D)(b) and the following:

   a. Workers shall not arrive before 8:00 A.M. nor depart after 5:00 P.M.

   b. Construction-related truck traffic shall be permitted during the hours of 8:00 A.M. to 2:00 P.M. only.

6. Construction work will be permitted on Sundays for special circumstances only, such as conditions that require a significant closure of a street to perform Site work or street construction. In each individual case of the need for Sunday work, Sony Pictures Entertainment shall notify the City Engineer and the Police Department at least seventy-two (72) hours in advance. All work shall take place between 10:00 A.M. and 2:00 P.M. unless an individual specific task requires more time, and permission is granted by the City Engineer beforehand. Every effort shall be made to avoid construction work on Sundays in the vicinity of St. Augustine Church or any other religious facility and in the vicinity of residential areas.

7. As much as possible, all construction materials and equipment shall be stored/staged within Sony Pictures Entertainment site out of sight of the public passing on the streets. Whenever necessary, offsite staging for construction equipment and trucking shall be at an offstreet location chosen by Sony Pictures Entertainment and approved by the City Engineer and the Police Department. In no case shall there be a queue of more than two (2) construction-related vehicles, particularly earth-moving trucks, waiting on the streets in the vicinity of the Site.

8. Any work that requires use of a part of the traffic way of a street, whether for actual street construction or for Site-related activities, shall not take place from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 7:00 P.M. on weekdays unless specifically approved by the City Engineer. When any work within the street is necessary, prior City Engineer approval shall be obtained, and Sony Pictures Entertainment shall notify the City Engineer at least seventy-two (72) hours in advance. The construction signing/barricading plans shall be submitted for review and approval at least thirty (30) days in advance, as called for in Condition XII.A.1 above.

9. Any street signing, barricading, or detouring shall be in conformance with the then-current edition of Work Area Traffic Control Handbook, currently published by a division of Building News, Incorporated, or another publication designated by the City Engineer at the time of construction.

10. Whenever construction work requires use of part or all of a pedestrian way (sidewalk or other), a temporary walkway shall be provided as shown in the City Standard Plan or the walkway shall be closed at the nearest legal crosswalk and pedestrians shall be diverted to a nearby parallel route.

11. All construction workers parking shall be provided within Sony Pictures Entertainment site. No offsite parking shall be permitted unless from an offstreet lot with a shuttle being provided. If the onsite parking is located more than one thousand feet (1,000') from the worksite, an internal tram service shall be provided by Sony Pictures Entertainment or general contractor. No construction worker shall be permitted to walk into Sony Pictures Entertainment site unless that worker has arrived by transit and has a receipt to prove transit use, or lives within one (1) mile of the Site, or is dropped off by a private vehicle, or arrives by bicycle. Sony Pictures Entertainment security personnel shall be responsible for enforcement of that restriction, and City personnel shall be permitted at any time to monitor the effectiveness of that enforcement. Sony Pictures Entertainment shall pay for the periodic monitoring.

12. The general contractor and all levels of subcontractors shall instruct their employees to use only arterial streets for their commute routes. Upon employment or assignment to the project, each employee shall be provided with a map of the only acceptable routes and streets that may be used. Periodically during the construction phase, but at least twice per year, the City may monitor the construction traffic routes by observing the vehicle paths between the streets and the driveways. All monitoring would be at the expense of Sony Pictures Entertainment.

13. Sony Pictures Entertainment shall include in each of its project-related construction contracts language to insure that its contractors comply with Sections III and XII.A of these conditions.

B. Traffic Facilities Improvements.

The measures listed in this section shall be implemented by Sony Pictures Entertainment as indicated below, unless already implemented by others. Implementation by others prior to the measure being required of the project, or implementation by the project at an earlier time or in conjunction with others, will release Sony Pictures Entertainment from having to meet its obligations for that measure. The project shall also be deemed to have met its obligations if it has offered to implement a measure listed below, at its expense, including the financial guarantee provisions of Section XII.G.2, and that offer has been rejected by one (1) or more controlling jurisdictions; provided that Sony Pictures Entertainment shall meet with the City and other jurisdiction(s) and use reasonable best efforts to identify another mitigation measure which provides similar benefits and which is not more costly than the rejected measure. Morning and afternoon peak hour generation means the total number of motorized vehicles entering and exiting the Site during four (4) consecutive fifteen (15) minute periods between 7:00 A.M. and 9:00 A.M., and between 4:00 P.M. and 6:00 P.M., respectively. As used in these conditions of approval, "net new trip generation" shall mean any vehicle trip, except those excluded in Section XII.I.2.b, generated or projected to be generated by the Site which exceeds the Baseline Count, as defined in Section XII.I.2.a.

1. Preliminary Improvement Plans.

Prior to the issuance of the first building permit resulting in net new development on the Site exceeding one hundred fifty thousand (150,000) square feet, Sony Pictures Entertainment shall prepare, for review and approval by the City Engineer, preliminary traffic channelization improvement and street widening plans, at a scale of one inch equals forty feet (1" = 40'), for all of the intersections at which improvements are required in all of the following conditions, through and including those designated for completion of the development.

2. Intersection Improvements.

a. Prior to the issuance of the any certificate of occupancy for net new development on the Site, which exceeds twenty-five thousand (25,000) square feet, improve the intersection of Venice Boulevard and Clarington Avenue as follows:

1) Extend the existing red curbs on Clarington Avenue, north and south of Venice Boulevard, to remove approximately twelve (12) parking spaces -- seven (7) north of Venice Boulevard and three (3) south of Venice Boulevard; and

2) Restripe Clarington Avenue to provide northbound and southbound left-turn lanes.

b. Prior to the issuance of any certificate of occupancy for development estimated to cause net new trip generation to exceed two hundred ninety (290) afternoon peak hour trips, Sony Pictures Entertainment shall implement the following improvements on Culver Boulevard from the City limit line west of Sawtelle Boulevard to east of Sepulveda Boulevard and along the two (2) north-south arteries:

1) Modify the island (former railroad right-of-way) between the south roadway and north roadway of Culver Boulevard, and widen the south roadway to provide the following:

a) Two (2) lanes in each direction at Sawtelle Boulevard;

b) Three (3) lanes in each direction at Sepulveda Boulevard;

c) Two (2) lanes in each direction east of Commonwealth Avenue with a transition to the existing roadway near Harter Avenue; and

d) Left-turn and right-turn lanes at each intersection, as shown in Figure 4.2-4 of the project Environmental Impact Report.

2) Modify the Sepulveda Boulevard/Culver Boulevard north roadway intersection to permit only right turns to and from the north roadway with "stop" sign control of north roadway traffic;

3) Modify the Sawtelle Boulevard/Culver Boulevard north roadway intersection to permit only right turns to and from the north roadway leg west of Sawtelle Boulevard with "stop" sign control and to permit eastbound only (one-way) flow on the east leg;

4) Provide a direct connection between the Culver Boulevard south roadway and the northbound freeway onramp with left turns and right turns permitted from the south roadway to the ramp;

5) Widen the north leg of Sawtelle Boulevard to provide three (3) southbound lanes -- one (1) left-turn lane, one (1) straight lane, and one (1) through/right-turn lane -- and two (2) northbound lanes and remove one (1) parking space on the east side of Sawtelle Boulevard north of Culver Boulevard;

6) Modify the traffic signal at Sepulveda Boulevard/Culver Boulevard to eliminate signal control of the north roadway and to provide two-phase signal control of the Sepulveda Boulevard/ Culver Boulevard south roadway intersection (with the potential to add left-turn signal phasing in the future, as needed);

7) Modify the traffic signal at Sawtelle Boulevard/Culver Boulevard to eliminate signal control of the north roadway and to provide three-phase signal control of the Sawtelle Boulevard/Culver Boulevard south roadway intersection (with protected/permissive left-turn phasing for southbound traffic);

8) a) Provide parking along the north roadway as follows:

1) At an angle suitable to eastbound one-way traffic flow between Sawtelle Boulevard and the east side of the freeway structure;

2) At a right-angle between the east side of the onramp and Commonwealth Avenue; and

3) Parallel to the roadway curb, as currently, east of Commonwealth Avenue; and

b) If the north roadway is narrowed by the City for any reason, then the parking configuration shall be modified as required by the City Engineer.

9) Retain parking along the south side of the Culver Boulevard south roadway for the entire section east of Sawtelle Boulevard, except during peak periods (7:00 A.M. to 9:00 A.M., 4:00 P.M. to 6:00 P.M.) from Globe Avenue to Center Street, to include eight (8) unmetered spaces west of Sepulveda Boulevard and seventeen (17) unmetered spaces east of Sepulveda Boulevard.

c. Within six (6) months after approval of the Comprehensive Plan, Sony Pictures Entertainment may submit plans to the City Engineer for installation of a pedestrian crossing on Madison Avenue between the Site and Sony Pictures Plaza. This crossing shall be in the vicinity of the driveways for Sony Pictures Plaza and the Site at the approximate location of former Grant Avenue. The plans may include measures to enhance pedestrian safety, such as, but not limited to:

1) Pedestrian-activated traffic signals;

2) Alternative pavement treatments;

3) Speed humps; and

4) Roadway narrowing.

The City Engineer shall review the plans, request modifications by Sony Pictures Entertainment as necessary, request comments from all affected City departments and submit the plans together with recommendations to the City Council for review and approval. At least ten (10) days prior to the City Council review, the City shall provide written notification of that review to the same mailing list used by the City during the required public hearings on the project approval.

Upon approval by the City Council, Sony Pictures Entertainment shall implement these measures at its sole expense.

d. Within two (2) months after the completion of the installation of the Smart Street Corridor System, as determined by the City Engineer, Sony Pictures Entertainment shall provide electrical service to, and install a traffic monitoring camera on, the roof of the TriStar Building at a location approved by the City Engineer. Sony Pictures Entertainment shall permit the City reasonable access to the installation site, with reasonable notice, for the purposes of inspecting and maintaining the camera.

e. Sony Pictures Entertainment shall fund a study, designed by the City Engineer, of the feasibility of the elimination of the northbound onramp facility of the San Diego Freeway at Braddock Drive in conjunction with the improvements to the northbound onramp at Culver Boulevard. If such elimination is found to be feasible, and is approved by Caltrans, all work necessary to complete both the closure of the Braddock Drive onramp and the necessary changes on Culver Boulevard shall be implemented at Sony Pictures Entertainment expense.

f. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed one hundred eighty-five (185) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvement at Washington Boulevard and Overland Avenue:

Provide dual left-turn lanes for westbound Washington Boulevard traffic.

g. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed two hundred eleven (211) afternoon peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Culver Boulevard and Overland Avenue:

1) Modify the raised median islands on the east and west legs of Culver Boulevard;

2) Provide dual left-turn lanes for eastbound and westbound traffic; and

3) Remove approximately seventeen (17) metered parking spaces on the north side adjacent to the project Site.

h. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed four hundred five (405) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Venice Boulevard and Robertson Boulevard-Exposition Boulevard:

1) Restripe the southbound approach (Exposition Boulevard as an extension of Robertson Boulevard) to provide a left-turn lane;

2) Modify the traffic signal operation to eliminate the separate phasing for northbound and southbound traffic and to provide a protected/permissive left-turn phase for southbound traffic; and

3) Provide signal control for the turn from eastbound Exposition Boulevard to northbound Robertson Boulevard to improve the efficiency of the left-turn movement.

i. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed four hundred sixty-six (466) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Sepulveda Boulevard and Washington Place:

1) Restripe the east leg of Washington Place to provide a westbound right-turn lane; and

2) Prohibit parking during the morning and afternoon peak periods at two (2) metered parking spaces on the north side of Washington Place east of the intersection.

j. Prior to the issuance of any certificate of occupancy for development causing net new trip generation to exceed four hundred eighty-four (484) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Sawtelle Boulevard and San Diego Freeway ramps-Matteson Avenue:

1) Widen Sawtelle Boulevard along the east side south of the intersection;

2) Restripe Sawtelle Boulevard to provide a northbound right-turn lane; and

3) Prohibit morning and afternoon peak period parking at approximately six (6) unmetered parking spaces on the east side of Sawtelle Boulevard south of the intersection.

k. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed five hundred nineteen (519) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Venice Boulevard and La Cienega Boulevard:

1) Modify the raised median islands on the east and west legs of Venice Boulevard; and

2) Restripe Venice Boulevard to provide dual left-turn lanes for eastbound and westbound traffic.

l. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed five hundred sixty-three (563) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Sepulveda Boulevard and Jefferson Boulevard-Playa Street:

1) Convert one (1) of the two (2) through traffic lanes on eastbound Jefferson Boulevard to an optional through/left-turn lane; and

2) Modify the traffic signal operations to provide separate phasing for eastbound Jefferson Boulevard and for westbound Playa Street.

m. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed five hundred ninety (590) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at National Boulevard and Venice Boulevard:

1) Restripe National Boulevard to provide a third northbound through lane to be available during peak traffic periods; and

2) Prohibit morning and afternoon peak period parking at approximately thirteen (13) spaces on National Boulevard, including ten (10) unmetered spaces on the east side of the north leg and three (3) metered spaces on the east side of the south leg; and

3) Prohibit parking at all times at approximately eight (8) spaces on National Boulevard, including four (4) unmetered spaces on the west side of the north leg and four (4) metered spaces on the west side of the south leg.

n. Prior to the issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred seven (607) morning peak hour trips, Sony Pictures Entertainment shall study traffic conditions at the intersections of Braddock Drive/Overland Avenue and Braddock Drive/Sawtelle Boulevard to determine whether or not conditions projected in the Environmental Impact Report have taken place, and whether or not the mitigation measures recommended in the Environmental Impact Report are appropriate at the time.

The study shall be submitted for review and approval by the City Engineer. If the City Engineer determines that the Environmental Impact Report measures are no longer necessary, new measures shall be proposed for implementation by Sony Pictures Entertainment. If the Environmental Impact Report measures are deemed appropriate by the City Engineer, Conditions XII.B.2.o and p shall be implemented.

o. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred seven (607) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Overland Avenue and Braddock Drive:

1) Restripe both legs of Braddock Drive to provide left-turn lanes for eastbound and westbound traffic; and

2) Remove approximately three (3) unmetered parking spaces on the north side of Braddock Drive east of Overland Avenue and three (3) unmetered parking spaces on the south side of Braddock Drive west of Overland Avenue.

p. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred sixty (660) morning peak hour trips, Sony Pictures Entertainment shall install computerized control at the existing traffic signal at Sawtelle Boulevard and Braddock Drive.

q. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred sixteen (616) morning peak hour trips, Sony Pictures Entertainment shall install a computer-controlled traffic signal at Robertson Boulevard and Santa Monica Freeway westbound onramp-Robertson Place.

r. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred twenty-five (625) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Washington Boulevard and Motor Avenue:

1) Widen Motor Avenue on the west side between Washington Boulevard and Venice Boulevard;

2) Restripe Motor Avenue to provide a southbound lane designated for optional right turns or left turns; and

3) Prohibit parking at all times at approximately six (6) unmetered spaces on the west side of Motor Avenue.

s. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred thirty-four (634) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Overland Avenue and Jefferson Boulevard.

1) Modify the raised median island on the north leg of Overland Avenue;

2) Widen the roadway along the west side of the north leg of Overland Avenue; and

3) Provide dual left-turn lanes for northbound and southbound traffic while retaining the right-turn lanes for those directions.

t. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred forty-two (642) afternoon peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Washington Boulevard and Robertson Boulevard-Higuera Street:

1) Widen Washington Boulevard on both sides; and

2) Provide a third through lane for eastbound Washington Boulevard traffic.

u. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed six hundred sixty (660) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Venice Boulevard and Motor Avenue:

1) Restripe Motor Avenue to provide an additional northbound through lane; and

2) Prohibit parking during only the afternoon peak hour at approximately thirteen (13) unmetered parking spaces on the east side of Motor Avenue.

v. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed seven hundred four (704) afternoon peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Washington Boulevard and Madison Avenue-Clarington Avenue:

1) Widen Washington Boulevard on the south side of the west leg;

2) Restripe Washington Boulevard to provide a right-turn lane for eastbound traffic; and

3) Prohibit parking at five (5) metered spaces on the north side of Washington Boulevard west of Clarington Avenue.

w. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed seven hundred thirteen (713) afternoon peak hour trips, Sony Pictures Entertainment shall fully implement the following improvement at Venice Boulevard and Hughes Avenue:

Restripe Hughes Avenue north and south of Venice Boulevard to provide northbound and southbound left-turn lanes.

x. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed seven hundred twenty-two (722) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at National Boulevard and Motor Avenue:

1) Widen National Boulevard on the south side of the east leg;

2) Restripe the east leg of National Boulevard to provide an eastbound right-turn lane; and

3) Prohibit parking at two (2) metered spaces on the south side of National Boulevard west of Motor Avenue.

y. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed seven hundred seventy-four (774) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at National Boulevard and Robertson Boulevard:

1) Modify the raised median island on the east leg of National Boulevard; and

2) Restripe National Boulevard to provide a westbound right-turn lane.

z. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed eight hundred thirty-six (836) morning peak hour trips, Sony Pictures Entertainment shall fully implement the following improvements at Venice Boulevard and Sepulveda Boulevard:

1) Modify the raised median islands on the east and west legs of Venice Boulevard, widening the roadways if necessary; and

2) Restripe both legs of Venice Boulevard to provide dual left-turn lanes for eastbound and westbound traffic.

aa. Prior to issuance of any certificate of occupancy for development causing net new trip generation to exceed eight hundred thirty-six (836) morning peak hour trips, Sony Pictures Entertainment shall install computerized controls at the existing traffic signal at La Cienega Boulevard and Rodeo Road.

bb. Sony Pictures Entertainment and the City shall use all reasonable best efforts to complete all steps necessary to expedite Caltrans review and approval of any mitigation measure within Caltrans jurisdiction. In order to effectuate this condition, within thirty (30) days of the effective date of this Comprehensive Plan, Sony Pictures Entertainment and the City shall meet to develop a scope of work for the appropriate Caltrans studies and a schedule for immediate implementation of the studies and the approval process. Nothing herein shall imply that the improvements shall be required to be commenced prior to the time set forth in Sections XII.B.2.b and e of these conditions.

C. Parking Supply.

1. Parking for Private Vehicles.

a. Private vehicles are defined as those vehicles that are twenty feet (20') or less in length and are owned by individual employees of Sony Pictures Entertainment or by tenants or by visitors.

b. The first three hundred seventy thousand (370,000) square feet of net new development, excluding public retail and public restaurant uses, within Comprehensive Plan Design Areas 1 or 3 shall replace any parking which has been removed and have additional parking provided at the following rates:

1) Office.

One (1) space per two hundred ninety-four (294) square feet of gross floor area.

2) Post production.

One (1) space per two hundred ninety-four (294) square feet of gross floor area.

3) Stage.

One (1) space per four hundred seven (407) square feet of gross floor area.

4) Support.

One (1) space per one thousand nine hundred twenty-three (1,923) square feet of net floor area, with net floor area defined as eighty-five percent (85%) of gross floor area.

Subject to the approval of the City Planner, such parking may be provided within seven hundred fifty feet (750') from the net new development as measured along an approved onsite pedestrian accessway.

Following completion of the first three hundred seventy thousand (370,000) square feet of net new development, excluding public retail and public restaurant uses within Comprehensive Plan Design Area 1 or 3, the amount of parking associated with each building shall be governed by Subsections c, d and e below.

c. In all Comprehensive Plan Design Areas, except as provided in Subsections b above and e below, parking at the following rates shall be provided for the total amount (both existing and net new) of all office, post production, stage and support uses on the Site:

1) Office.

One and eighty-two one hundredth (1.82) spaces per one thousand (1,000) square feet of gross floor area.

2) Post production.

Two and thirty-eight one hundredth (2.38) spaces per one thousand (1,000) square feet of gross floor area.

3) Stage.

One and eighty one-hundredth (1.80) spaces per one thousand (1,000) square feet of gross floor area.

4) Support.

One and thirty-seven hundredth (1.37) spaces per one thousand (1,000) square feet of gross floor area.

d. The following parking space requirements shall apply to all public retail and public restaurant uses constructed on the Site, regardless of the Comprehensive Plan Design Area in which they are placed and regardless of the amount of construction of other uses:

1) Public retail.

One (1) space per two hundred sixty-three (263) square feet for the first thirty thousand (30,000) square feet of gross floor area and one (1) space per two hundred ninety-four (294) square feet of additional gross floor area.

2) Public restaurant.

Thirteen (13) spaces per one thousand (1,000) square feet of gross floor area.

e. If parking demand is reduced because of existing or future regulatory measures which reduce the number of vehicles which are parked on the Site, Sony Pictures Entertainment may apply to the City Planner for reductions in parking requirements set forth in Section XII.C.1.c above. The reductions shall be based on studies of actual parking usage during periods of high activity at the Site. At a minimum, the studies shall consist of the following:

1) Counts of actual onsite parking usage during three (3) consecutive weekdays, as agreed upon by Sony Pictures Entertainment and the City, during three (3) hours:

a) 11:00 A.M. to 12:00 noon;

b) 1:30 P.M. to 2:30 P.M.; and

c) 4:00 P.M. to 5:00 P.M.

2) Counts of parked vehicles on the streets surrounding the Site, the residential streets south of the Site between Culver Boulevard and Braddock Drive, the residential streets west of the Site between Overland Avenue and Midway, and the residential streets north of the Site between Washington Boulevard and Venice Boulevard, conducted on the same days at the same times as the onsite counts.

3) Interviews of a sample of drivers and counts of all vehicles entering and exiting each driveway for the Site between 6:00 A.M. and 4:00 P.M. to determine the onsite use category to which each vehicle is destined, on the same days as the onsite/ offsite parking counts.

2. Parking for Fleet Vehicles.

a. Fleet vehicles are defined as all vehicles that are owned/operated by Sony Pictures Entertainment, tenant companies, and non-Sony Pictures Entertainment vendor/delivery companies. Included are all trucks exceeding twenty feet (20') in length, trailers, recreation-type vehicles, onsite transportation vehicles such as bicycles and electric carts, and other vehicles essential to Sony Pictures Entertainment production.

b. Annually, Sony Pictures Entertainment shall submit to the City Planner and the City Engineer a list of all fleet vehicles counted onsite at any time during each of three (3) weekdays of the high activity period of the year.

c. The City Planner, on the basis of the above listing of fleet vehicles and an annual inspection of onsite conditions regarding those vehicles, shall determine the number of parking spaces of each size/type that must be provided onsite for fleet vehicles.

3. Parking for Live Audiences.

Regarding filming/taping before live audiences, until the completion of the required parking in Comprehensive Plan Design Area 1 or 3 for any net new development in such Comprehensive Plan Design Area(s) exceeding two hundred fifty thousand (250,000) square feet, it shall be deemed that the existing onsite parking will be adequate to accommodate the vehicles related to no more than one thousand (1,000) audience members; provided that the live audience filming/taping takes place between 4:00 P.M. and 12:00 midnight. After completion of the required parking for any such net new development exceeding two hundred fifty thousand (250,000) square feet in Comprehensive Plan Design Area 1 or 3, adequate parking will be deemed to exist for live audiences of up to five thousand (5,000) audience members for filming/taping which takes place between 4:00 P.M. and 12:00 midnight. For any filming/taping on the Site that is proposed to take place before 4:00 P.M., or for any live audiences with a total of more than one thousand (1,000) members on the Site at any one time before the completion of the required parking for any net new development exceeding two hundred fifty thousand (250,000) square feet in Comprehensive Plan Design Area 1 or 3, Sony Pictures Entertainment shall submit for review and approval by the Community Development Director a quantitative parking usage analysis demonstrating that sufficient parking supply will be available to accommodate live audience vehicles, including buses, as well as employee/tenant/visitor vehicles.

D. Parking Facility Design.

1. All parking facility design and layout shall be in accordance with Culver City Municipal Code Section 37-92. Facilities for the disabled, including but not limited to parking spaces and pedestrian routes, shall be provided in accordance with the Americans with Disabilities Act.

2. Prior to application for a building permit, Sony Pictures Entertainment shall submit, for City review and approval, conceptual plans of the parking facilities that are to be included for that building. At a minimum, the plans shall illustrate the following:

   a. Vehicular access and internal circulation, including locations, lengths, and numbers of lanes in facilities driveways;

   b. Pedestrian access and circulation, including vertical transportation and facilities for the disabled;

   c. Locations of all vehicular access control devices, such as ticket dispensers, gates, attendant booths, etc.;

   d. Locations, numbers, and dimensions of all parking spaces categorized as follows:

      1) Standard spaces;

      2) Compact spaces;

      3) Preferential spaces for vanpools and carpools;

      4) Handicapped spaces;

      5) Motorcycle spaces; and

      6) Bicycle parking (whether within the parking facility or at separate locations).

e. Location of any replacement spaces if any parking spaces were lost as a result of the proposed construction.

3. No more than thirty percent (30%) of the required parking spaces for private vehicles shall be compact spaces. If public access retail and/or restaurant facilities are developed, no more than twenty percent (20%) of the patron spaces shall be compact spaces. No compact spaces shall be designated for visitor parking.

4. Access to the Site shall be controlled provided that access to the public retail and restaurant portions may be subject to limited controls. All control equipment and operations shall be designed so that there will be no queuing on any public street as a result of the controls.

5. The interior walls of all new above-grade parking structures shall be equipped with materials that will muffle parking structure internal noise. Paving within all parking structures and all external ramps shall be paved with Portland cement concrete with a nonsqueal finish constructed to City standards.

6. All parking facility walls visible from public rights-of-way, as determined by the City Planner, shall be fully enclosed or be designed to have a closed appearance and shall not resemble typical open garage walls.

7. If sweeping operations in the existing or new parking structures result in identifiable noise problems, the City Planner may impose more restrictive sweeping time limits.

8. Facilities for fleet vehicles, particularly those that are over twenty feet (20') in length, shall be illustrated on a total Site plan to be submitted to the City Engineer for review and approval before obtaining any building permit for net new development exceeding three hundred thousand (300,000) square feet.

9. Sony Pictures Entertainment shall submit to the City Engineer, for review and approval, a total Site master plan of loading facilities and onsite truck circulation. That plan may be combined with fleet vehicles parking location plan. All loading docks or loading areas for new buildings shall be separate from the travel portion of the onsite circulation roadways.

10. Sony Pictures Entertainment shall provide recharging stations for electric vehicles to meet actual demand, as determined by the City Engineer.

E. Site Access and Circulation.

1. Prior to issuance of any building permit for net new development exceeding ten thousand (10,000) square feet, Sony Pictures Entertainment shall submit to the City Engineer, for review and approval, a plan at a scale of one inch equals one hundred feet (1" = 100') or larger showing the proposed driveways and onsite circulation system with the following details:

   a. Numbers and widths of traffic lanes;

   b. Lengths of driveway reservoirs;

   c. Pedestrian facilities;

   d. Locations, types, and operations of access controls;

   e. Slopes of all roadways greater than five percent (5%);

   f. All obstructions to vehicle flow within or abutting the circulation roads, such as utility poles, fire hydrants, and stairs;

   g. Connections between driveways and individual parking facilities;

   h. Internal connections between parking facilities; and

   i. Onsite truck routes.

2. Prior to the issuance of any certificate of occupancy for net new development within Comprehensive Plan Design Areas 5 and 6 exceeding one hundred thousand (100,000) square feet, Sony Pictures Entertainment shall widen the exit roadway at the main driveway on Overland Avenue to provide three (3) lanes -- one (1) for left turns, one (1) for optional through/right-turn movements, one (1) for right turns.

3. Prior to the issuance of any certificate of occupancy for net new development within Comprehensive Plan Design Areas 3 and 4 exceeding one hundred thousand (100,000) square feet, Sony Pictures Entertainment shall provide two (2) major driveways on Culver Boulevard, one (1) relocated to directly opposite Motor Avenue and a new one (1) located opposite Vinton Avenue. At the Motor Avenue driveway, Sony Pictures Entertainment shall remove the existing signal and prohibit left-turn exiting and straight movements to/from Motor Avenue. In conjunction with implementing the turn restrictions, Sony Pictures Entertainment shall remove twenty (20) metered parking spaces on the north side of Culver Boulevard adjacent to the Site, including fourteen (14) spaces west of Motor Avenue and six (6) spaces east of Motor Avenue. At the Vinton Avenue driveway, Sony Pictures Entertainment shall install a new traffic signal and allow all movements except straight movements to/from Vinton Avenue.

4. In conjunction with Item 3 above, provide two (2) minor driveways on Culver Boulevard, one (1) west of LeBourget Avenue for service use only and one (1) opposite Jackson Avenue to serve the executive parking lot only. Onsite circulation and access control shall be designed to assure that only vehicles that are entitled to be parked in the executive lot and Sony Pictures Entertainment shuttle vehicles will use that driveway. There shall be no connections to/from other parking facilities (other than for use by such shuttle vehicles and electric carts), nor any expansion of this facility by more than twenty-five percent (25%).

5. On Washington Boulevard, provide two (2) major driveways, one (1) west of Mentone Avenue and one (1) east of Jasmine Avenue. At both driveways, allow all turns by entering and leaving traffic. At the eastern driveway, provide ingress/egress for the subterranean parking in the eastern part of the Site; that connection would be in addition to the executive/visitor motor court that has been proposed. The eastern driveway shall be provided prior to the issuance of any certificate of occupancy for net new development within Comprehensive Plan Design Area 1 exceeding one hundred thousand (100,000) square feet. The western driveway shall be provided prior to the issuance of any certificate of occupancy for net new development in Comprehensive Plan Design Area 6 exceeding one hundred thousand (100,000) square feet.

6. On Madison Avenue, continue to provide one (1) major driveway at the approximate location of the former Grant Street. Permit all entry and exit turning movements.

7. At all driveways that are not controlled by traffic signals, control exiting traffic by stop signs. At all driveways at which left-turn exiting will be permitted, provide a minimum of two (2) exit lanes with one (1) designated for left turns. [Potential exceptions regarding the number of exit lanes are the two (2) minor driveways on Culver Boulevard, Item 4 above.]

8. The subterranean parking northwest of and southwest of the Thalberg Building shall be designed as an interconnected facility so that any driver parking in any part of the facility will be able to enter or leave by way of the Washington Boulevard eastern driveway or the Madison Avenue driveway or the Culver Boulevard driveway opposite Vinton Avenue at the choice of the driver. This facility may be constructed in phases, with all interconnections not being provided until all portions are completed.

F. Transportation Demand Management.

1. General.

a. To the extent required by the South Coast Air Quality Management District, Sony Pictures Entertainment shall achieve average vehicle ridership standards of Regulation XV, currently at one and five-tenths (1.5) people per vehicle for commuters entering between 6:00 A.M. and 10:00 A.M., but subject to increases in the future. If Regulation XV is amended or superseded in the future, Sony Pictures Entertainment shall conform to the new requirements. Monitoring programs to assure compliance are set forth in Section XII.I.

b. Sony Pictures Entertainment shall make every effort to comply with the goals of the Southern California Association of Governments to reduce both the numbers and lengths of vehicle trips to and from Sony Pictures Entertainment site. Specific measures are discussed later in this section.

2. Transportation Management Association.

a. Sony Pictures Entertainment shall form a transportation management association encompassing all employers located permanently or from time to time at Sony Pictures Entertainment main Site, at the Sony Pictures Plaza building, and at The Culver Studios, and shall make reasonable best efforts to include any other building used by studio-related employers within one (1) mile of the three (3) above sites. The transportation management association office shall be located at a prominent, easily accessible place within the main Site. Sony Pictures Entertainment is encouraged to include non-studio employers within the vicinity in this transportation management association.

b. The transportation management association shall be headed by the full-time transportation coordinator and a sufficient support staff. The transportation coordinator and assistants shall complete a training course in transportation demand management or shall have previous experience in managing commuter transportation programs.

c. The transportation coordinator shall be responsible for initiating, monitoring, and enforcing transportation demand management measures, such as, but not limited to, the following:

1) Marketing and promoting the transportation demand management measures to existing employees, new companies renting onsite space, and new employees of existing occupants;

2) Administering and enforcing incentive programs, such as preferred parking, transit subsidies, and participation awards;

3) Conducting annual employee commute mode surveys and submitting reports to the satisfaction of the City, South Coast Air Quality Management District, and other appropriate agencies;

4) Providing personalized rideshare matching services and dispute resolution services to maintain established pools;

5) Implementing vanpool or subscription bus service using vehicles owned or leased by Sony Pictures Entertainment or employee-owned vehicles;

6) Implementing a guaranteed-ride-home program for those who rideshare;

7) Promoting transit use by selling reduced/subsidized fare transit passes and by posting route maps and schedules at several highly accessible locations throughout the sites;

8) Meeting with transit agencies to improve and coordinate services to and from the sites; and

9) Maintaining a file/directory of housing sales and rental information for use by employees seeking housing nearer to Sony Pictures Entertainment.

3. Development Features.

   a. Sony Pictures Entertainment shall designate a number of parking spaces for preferential use by carpools and vanpools. The spaces shall be located so as to provide short walking distances to/from work sites and convenience relative to the entry and exit driveways. Conveniently-located ridepool dropoff/pickup zones shall be provided as well.

   b. Permanent information displays shall be provided in office building lobbies, lounges, food-service sites, and along major pedestrian routes between buildings. The displays shall include rideshare promotion/ information materials, transit routing and scheduling information, locations of service facilities which are onsite or within reasonable walking distance (child care, financial, restaurant, dry cleaner, post office, etc.), and the location and telephone number of the transportation management association office.

   c. Where feasible, transit shelters and safe, convenient routes to/from the work places shall be provided to serve each bus stop on the streets surrounding the Site, and within one (1) block of Sony Pictures Entertainment. The shelters shall be lighted, provide protection from rain and shade from the sun, contain a bench (not usable as a bed), and be posted with route and schedule information. Americans with Disabilities Act standards shall be adhered to for both the shelter and the routes to/from the shelter.

   d. Safe, secure bicycle storage facilities shall be provided at every significant work place within the Site. Secure locker/changing room facilities shall be provided at convenient locations for use by bicyclists, motorcyclists, and walkers.

4. Other Programs.

   a. As limited by Condition V.G.1.d.1)c) of these conditions of approval, Sony Pictures Entertainment shall encourage and promote the provision of onsite convenience services for use by Site employees to reduce offsite travel.

b. Sony Pictures Entertainment shall prepare a plan, showing routes and schedules, for approval by the City's Transportation Director and Community Development Director, and shall implement a shuttle service connecting the Site with the following, at a minimum:

1) Any new transit service hubs within three (3) miles of the Site, such as light rail stations, during morning and afternoon peak commuter periods provided this would not duplicate a public transportation service running at the same time and along the same routes;

2) Retail/service centers, such as downtown Culver City, Ivy Substation and Culver Center, particularly during lunch times such as 11:30 A.M. to 2:00 P.M.;

3) The Culver Studios throughout the workday, as needed; and

4) Any other studio-related sites that attract ten (10) or more personnel or delivery trips per hour throughout the workday, as needed.

The shuttle service shall be available to Sony Pictures Entertainment employees and visitors within ninety (90) days after the issuance of any certificate of occupancy for net new development on the Site exceeding one hundred fifty thousand (150,000) square feet.

c. Sony Pictures Entertainment shall maintain and enhance the programs of alternative work schedules to reduce the peaking characteristics of the employee traffic. Among the programs that shall be considered are staggered work hours, flex-time, and compressed work weeks. Additionally Sony Pictures Entertainment and the other onsite employers shall permit individual employees to adjust their work schedules in order to participate in ridesharing or to match transit schedules to the extent feasible.

d. Sony Pictures Entertainment shall consider the levels of interaction between the main Site facilities and remote facilities and shall prioritize Sony Pictures Entertainment consolidation to most effectively reduce personnel and delivery trips between facilities.

e. Sony Pictures Entertainment employers shall develop a policy and implement a plan to promote telecommuting, teleconferencing, and "bundling" of meetings for their employees and others with whom they do business.

f. The appropriate Sony Pictures Entertainment personnel shall work with delivery/pickup and service contractors and companies to minimize the numbers of truck movements during peak periods, 7:00 A.M. to 9:30 A.M. and 4:00 P.M. to 6:30 P.M. Attention shall be paid to the truck management plan that is being considered by the City of Los Angeles.

g. Sony Pictures Entertainment shall participate in any programs the goals of which are to reduce the vehicle miles travelled as adopted by the City or by any other agency with jurisdiction to the extent feasible. Among the measures to be considered would be a hiring program that favors those who live within seven (7) miles from the Site.

h. Sony Pictures Entertainment shall provide funding for the acquisition of one (1) new forty foot (40') long transit bus to be used by Culver City Bus to meet increased demand from the Site. Such funding shall be provided based upon the percentages and net new development listed below. The payments shall be made prior to the issuance of each building permit which will trigger the applicable percentage. The percentage shall be applied to the actual cost of such bus at the time the payment is to be made. As an alternative, Sony Pictures Entertainment may pay the entire cost of such bus, based on 1993 costs, at any time prior to the issuance of any certificate of occupancy for net new development exceeding two hundred thousand (200,000) square feet.

	Net New Development Exceeding	Cumulative Percentage of Cost of Bus to be Paid
a)	100,000 square feet	10 percent
b)	200,000 square feet	20 percent
c)	300,000 square feet	30 percent
d)	400,000 square feet	40 percent
e)	500,000 square feet	50 percent
f)	600,000 square feet	100 percent

i. In order to ensure funding is available for the operation and replacement of the bus described in Subsection h above, Sony Pictures Entertainment shall, and by acceptance of these conditions does agree to, guarantee that in the City's fiscal year first following the date the City purchases the above-described bus (the "First Year"), and for eleven (11) fiscal years thereafter or until the fiscal year in which the Development Agreement expires, whichever is later, the annual revenue received by the City from utility, sales and business taxes generated on the Site (the "Annual Revenue") shall be at least ninety-six thousand dollars ($96,000) (plus an annual increase based upon the previous year's consumer price index for every year after the First Year) (the "Guaranteed Amount") more than the Annual Revenue in the City's Fiscal Year 1994-95 (the "Base Line Revenue").

If the Base Line Revenue does not include business taxes which have been paid by businesses located on the Site based upon a formula or method accepted by the City, the Base Line Revenue shall be adjusted to reflect taxes paid based on such formula or method at the time the City accepts such formula or method. Any payments that may be required as a result of such adjustment shall be paid in accordance with the following paragraph.

Payments due under this guarantee shall be paid on August 1 of each applicable year; provided that any retroactive payments shall be made on the August 1 immediately following the City's determination such payment is due.

For each fiscal year commencing with the First Year that the Annual Revenue exceeds the Guaranteed Amount, such excess amount shall be added to the Annual Revenue for subsequent years for the purpose of determining whether any payment is due for such subsequent years.

G. Transportation-related Fees.

1. Sony Pictures Entertainment shall pay all fees required by the Congestion Management Plan of the Los Angeles County Metropolitan Transportation Authority as ratified by the City of Culver City.

2. Before a building permit is issued for any building square footage, Sony Pictures Entertainment shall post a financial guarantee, as directed by the City Engineer and the City Attorney, for the express purpose of guaranteeing implementation of any traffic mitigation measures required for that square footage as specified elsewhere in these conditions whether within or outside the jurisdiction of the City of Culver City. If the improvement is outside the City boundaries of Culver City, the guarantee may take the form acceptable to the applicable jurisdiction.

H. Neighborhood Protection.

1. Traffic Flow on Local Streets.

a. Prior to issuance of any certificate of occupancy for net new development on the Site exceeding one hundred fifty thousand (150,000) square feet, Sony Pictures Entertainment shall:

1) Install stop signs for both directions of Braddock Drive at Coombs Avenue;

2) Prohibit parking at three (3) metered spaces on the south side of Washington Boulevard west of Overland Avenue during the morning peak period (7:00 A.M. to 9:00 A.M.) and provide a longer right-turn lane for eastbound traffic;

3) Install no-right-turn restrictions during the morning peak period for northbound Overland Avenue traffic at Braddock Drive; and

4) Count the total twenty-four (24) hour traffic volumes during three (3) consecutive weekdays on each of the twenty-eight (28) street sections in Table 4.2-15, Pages 4.2-46 through 4.2-49, of the Environmental Impact Report, plus Vinton Avenue between Washington Boulevard and Venice Boulevard.

b. Within ninety (90) days after the effective date of this Comprehensive Plan, the City Engineer, at Sony Pictures Entertainment's cost, shall prepare a study which monitors and analyzes the current total twenty-four (24) hour traffic volumes on each of the twenty-nine (29) street sections referred to above. The study shall consist of counting traffic on each of three (3) consecutive weekdays during high activity period for Sony Pictures Entertainment. This study shall be used to create a baseline to compare against the volumes contained in a similar study which shall be prepared by Sony Pictures Entertainment, in a manner satisfactory to the City, within ninety (90) days after the issuance of a building permit for one hundred fifty thousand (150,000) square feet of net new development. Subsequently, each time an increment of one hundred fifty thousand (150,000) square feet of net new development reaches sixty-seven percent (67%) occupancy, Sony Pictures Entertainment shall prepare a study similar to the study described above. Each subsequent study shall also compare the volumes counted in that subsequent study to the volumes counted in the original baseline study. When a significant increase in local street traffic, defined as a one-tenth (0.1) increase in the TIRE Index, is identified, Sony Pictures Entertainment shall assess alternative measures to mitigate the identified increases and shall present feasible measures to the residents of the neighborhood that has been affected, the residents of neighborhoods that may be affected by secondary impacts of the proposed measures, the City of Culver City and the City of Los Angeles, if applicable. Sony Pictures Entertainment shall fund the costs of the monitoring program, the neighborhood meetings, and the implementation of any approved measures. The cost for such implementation, not including measures integral to the improvements to the Site's access such as Culver Boulevard median or to other mitigation measures, shall not exceed three hundred thousand dollars ($300,000); provided that any remaining balance shall be adjusted for inflation at the time the implementation occurs.

c. Notwithstanding Subsection XII.H.1.b above, within sixty (60) days after the approval of this Comprehensive Plan, the City Engineer shall commence the implementation of the following neighborhood protection measures:

1) the installation of four-way stop signs at Farragut Drive and Madison Avenue and Farragut Drive and Lincoln Avenue; and

2) the installation of a permit parking program for the 4100 block of Madison Avenue.

Such implementation shall include appropriate Traffic Committee review, notice to residents in the neighborhood and collection, by the City, of sufficient signatures as required by the City's current policy regarding permit parking. The cost of purchasing and installing the four-way stop signs shall be paid by Sony Pictures Entertainment as part of the three hundred thousand dollars ($300,000) established by Section XII.H.1.b. The cost of purchasing and installing the permit parking signs shall be paid separately by Sony Pictures Entertainment and is not a part of the three hundred thousand dollars ($300,000) required by Section XII.H.1.b.

2. Parking on Local Streets.

a. Sony Pictures Entertainment shall provide all employees, tenants, and visitors with secure, well lighted parking spaces conveniently located relative to onsite destinations and free of charge (unless charges are mandated by governmental agencies, as discussed later). Sony Pictures Entertainment shall post signs at all visitor gates notifying Site visitors of the availability of free, onsite parking. This may include time-limited, validated parking for public retail or restaurant patrons.

b. Security guards at Sony Pictures Entertainment gates shall not permit pedestrians to enter Sony Pictures Entertainment, except at unrestricted entrances to the public retail and restaurant, unless they can provide proof that they used public transit, that they live within one (1) mile of Sony Pictures Entertainment gate, or are dropped off by a private vehicle. This provision shall not include persons arriving by bicycle or walking from other facilities within one (1) mile of the Site.

c. If Sony Pictures Entertainment is required to charge for parking through the regulatory actions of governmental agencies, the use of residential streets for parking by Sony Pictures Entertainment-related drivers shall be monitored. The monitoring program shall be designed to the satisfaction of the City, shall be conducted over five (5) consecutive weekdays during the high activity period of each year, and shall cover all residential streets within six hundred feet (600') of Sony Pictures Entertainment gates, including such streets in the City of Los Angeles. If significant residential street parking by nonresidents is identified, Sony Pictures Entertainment shall meet with the residents of the affected streets to present the potential of a preferential parking district for the residents. Sony Pictures Entertainment shall fund the monitoring program, the meetings with the residents and the City, and if a district is created, all costs associated other than individual permit-processing fees, with implementing and enforcing that district.

d. Sony Pictures Entertainment shall pay to the City the following costs of providing vehicle and parking enforcement in the neighborhoods and commercial areas in the vicinity of the Site. The payment shall be made upon the effective date of the Comprehensive Plan ("Year One"), and every year thereafter for a period of four (4) years, as follows:

1) Year One: $60,000.

2) July 1, 1994: $49,900.

3) July 1, 1995: $38,922.

4) July 1, 1996: $26,986.

5) July 1, 1997: $14,033.

I. Monitoring.

1. Average Vehicle Ridership.

a. Annually, Sony Pictures Entertainment shall conduct a survey of all employees arriving, or scheduled to arrive, at the Site between 6:00 A.M. and 10:00 A.M. to determine their commute mode and the number of people per vehicle. For the purposes of this study, "employees" shall include those of the parent company, all subsidiary companies, all tenant companies renting space at the Site for one (1) month or more, and all other persons working at the Site for one (1) month or more during a period that includes the commute mode survey. The survey shall be conducted according to the guidelines of, and in compliance with, Regulation XV of the South Coast Air Quality Management District.

b. In addition to reports required by the South Coast Air Quality Management District and other agencies, Sony Pictures Entertainment shall submit to the City of Culver City an annual report detailing the findings of the commute mode survey. The findings shall be presented for two (2) categories -- Sony Pictures Entertainment employees only, and total employees as defined in Subparagraph 1.a above.

Sony Pictures Entertainment shall demonstrate progress toward achieving an average vehicle ridership of one and five-tenths (1.5) people per vehicle (or an alternative goal, if subsequent South Coast Air Quality Management District regulations mandate alternative goals). Until that level is achieved for the Site as a whole, all incentives offered to Sony Pictures Entertainment employees shall be offered to all Site employees.

2. Sony Pictures Entertainment Trip Generation.

a. Annually, Sony Pictures Entertainment shall count all vehicles entering and leaving at each vehicular driveway of the Site (the "Annual Survey"). The generation volumes for the Site shall be computed as the average volumes from the counts conducted on a minimum of five (5) consecutive weekdays in February, or at another representative activity time of year mutually agreed upon by the City and Sony Pictures Entertainment. The counts shall cover the twenty-four (24) hour period of each weekday and the peak periods, 7:00 A.M. to 10:00 A.M. and 4:00 P.M. to 7:00 P.M. The peak period counts shall be manual and shall indicate the turning directions (left turn or right turn or through) to and from each driveway. The first counts shall be conducted prior to issuance of any certificate of occupancy after approval of the Comprehensive Plan or February 1994, whichever occurs first. Those counts will establish the baseline (the "Baseline Count") above which generation increases will be calculated.

b. The baseline and subsequent annual trip generation counts shall include all vehicles entering and exiting the Site with the following exceptions:

- bicycles, scooters, mopeds and motorcycles;
- vehicles used by Studio security personnel;
- electric carts and "off-highway vehicles", such as golf carts;
- construction-related vehicles (e.g., construction equipment, materials delivery vehicles and construction employees' personal vehicles); and
- vehicles providing shuttle service pursuant to Section XII.F.4.b.

Manual counts or other reliable procedures shall be used as the basis for calculating the exclusions described herein.

c. Annually, Sony Pictures Entertainment shall submit to the City a report of the findings of the trip generation studies.

3. Parking Use.

   a. Annually, Sony Pictures Entertainment shall conduct counts of all vehicles parked on the Site during a Tuesday, Wednesday, and Thursday in February, or another peak activity month mutually agreed upon by the City and Sony Pictures Entertainment, during three (3) hours -- 11:00 A.M. to 12:00 noon, 1:30 P.M. to 2:30 P.M., 4:00 P.M. to 5:00 P.M. The count data shall be delineated by specific parking garage or other site location.

   b. Annually, on the same days and at the same hours as the above onsite parking use count, Sony Pictures Entertainment shall count vehicles parked on both sides of Washington and Culver Boulevards on the portions of those streets within one (1) block from the Site, on both sides of the residential streets south of the Site between Culver Boulevard and Braddock Drive, on both sides of the streets north of the Site bounded by Washington Boulevard, Overland Avenue, Venice Boulevard and Clarington Avenue, and on both sides of the residential streets west of the Site between Overland Avenue and Midway. The count data shall be delineated by street block face.

   c. Annually, Sony Pictures Entertainment shall submit to the City a report of the findings of the onsite and onstreet parking studies.

4. Traffic and Parking Study for Building Permit Application.

a. Any application for a building permit for net new development in excess of twenty-five thousand (25,000) square feet or any construction in excess of twenty-five thousand (25,000) square feet which could result in net new trip generation (hereinafter "such proposed development") shall be analyzed by the City by means of a traffic engineering report which shall be paid for by Sony Pictures Entertainment, and reviewed and approved by the City Engineer. The report shall consist of the following:

1) A description of such proposed development, including uses and total square footage, net square footage of demolition, if any, and an estimate of the net new trip generation to result from such proposed development based on rates derived from Table C-2 on Page III-6 of the project traffic study in Volume 2 of the Environmental Impact Report;

2) A summary of the net new trip generation from already completed projects based on the difference between the results of the most recent Annual Survey and the Baseline Count;

3) An estimate (based on building permits and permit applications and Table C-2) of the net new trip generation that will result from previously approved development which was subject to this Section XII.I.4.a, for which neither a temporary nor a permanent certificate of occupancy had been issued at the time counts were conducted for the most recent Annual Survey or for which a certificate of occupancy has been granted within the prior twelve (12) months for a development which is not yet fully occupied;

4) To the extent not counted in Subsection 3) above, an estimate (based on demolition permits and permit applications) of any reduction of trips resulting from demolition of square footage which was not completed at the time counts were conducted for the most recent Annual Survey, including demolition of square footage which may occur as part of such proposed development;

5) An estimate of the net new trip generation at completion of the proposed net new development calculated as the sum of Item 1, Item 2 and Item 3 minus Item 4;

6) A delineation of the offsite and onsite physical improvements that will be implemented to mitigate the traffic and access impacts of such proposed development, based on Subsection 5) above and the provisions of Section XII.B and XII.E;

7) A delineation of the Transportation Demand Management measures that will be implemented or improved (if currently in effect), for uses other than public retail and restaurant uses, in order to achieve peak hour trip generations that are a minimum of twelve percent (12%) below the net new trip estimate in Subsection 1) above;

8) A summary of the findings of the most recent survey of average vehicle ridership conducted according to Section XII.I.1.b;

9) A description of current parking supplies, including numbers of spaces and locations of onsite facilities;

10) A description of the then-current usage of the onsite and offsite parking facilities based on the most recent Annual Survey;

11) A calculation of the additional parking demand that will be generated by the proposed net new development; and

12) A delineation of the means of providing sufficient onsite parking to accommodate the parking demands at full occupancy of such proposed development.

b. Prior to issuance of the requested building permit, the City Engineer shall review the report for completeness and accuracy and to assure the following:

1) The proposed improvements are appropriate and will mitigate the impacts of the building;

2) The proposed transportation demand management measures are appropriate;

3) The parking demands of the building, as well as the parking demands of all existing buildings, will be accommodated by the onsite parking facilities to be provided; and

4) The net new trip generation of Sony Pictures Entertainment since the Baseline Count, as defined in Subsection I.2.a above, shall not exceed the following levels:

a) Morning peak hour for street traffic (approximately 8:00 A.M. to 9:00 A.M.):

One thousand sixty-three (1,063) net new trips.

b) Afternoon peak hour for street traffic (approximately 5:00 P.M. to 6:00 P.M.):

Nine hundred fourteen (914) net new trips.

5. Costs of Monitoring Studies.

Sony Pictures Entertainment shall bear the total costs for all monitoring programs, monitoring field studies, preparation of all reports, and review of the studies and reports by the City and its representatives, as required by these conditions of approval.

XIII. ATTACHMENTS.

A. Fire Protection Standard #19, Standard Requirements for New High Rise Buildings.

B. Planning Commission Resolution No. 92-P001, Revised Comprehensive Standard Conditions of Approval for Site Plan Reviews and other Discretionary Planning and Zoning Applications.

C. Comprehensive Plan Design Areas 1 through 6 Boundary Map.

D. Existing Site Plan with Building Number Designations.

SONY PICTURES ENTERTAINMENT
10202 WASHINGTON BOULEVARD
AUGUST 3, 1993

ATTACHMENT A

FIRE PROTECTION STANDARD #19,
STANDARD REQUIREMENTS FOR NEW HIGH RISE BUILDINGS

CULVER CITY FIRE DEPARTMENT

FIRE PROTECTION STANDARD #19

Standard Requirements for New High Rise Buildings

The following regulations shall apply to all new buildings having floors used for human occupancy located more than 55 feet above the lowest level of fire department (vehicular) access. These regulations are in addition to other applicable requirements of Uniform Building Code (UBC) with State Amendments, Uniform Building Code, Uniform Building Code Standards, uniform Fire Code and Uniform Fire Code Standards. Utilize year currently adopted by the state as a minimum.

Acknowledgment by Architect

Health and Safety Code Section 13231 requires that: Any licensed architect who submits final plans for a privately owned high-rise structure shall send a letter to the local fire agency within whose jurisdiction the structure is to be built, acknowledging that, to the best of his or her information, knowledge, and belief, the plans take into consideration applicable high-rise fire safety regulations.

General

This document applies to all Group B, Division 2 office and Group R division 1 Occupancies, each having floors used for human occupancy located more than 55 feet above the lowest level of fire department vehicular access. Such buildings shall be provided with an approved automatic sprinkler system in accordance with U.B.C. Section 1807 (c) and Culver City Municipal Code Section 14.11.

For the purpose of these requirements, "building access" shall mean an exterior door opening conforming to all of the following:

A. Suitable and available for fire department use.
B. Located not more than two (2) feet above the adjacent ground level.
C. Leading to a space, room or area having foot traffic communication capabilities with the remainder of the building.
D. Designed to permit penetration through the use of fire department forcible entry tools and equipment unless other arrangements have been made with the fire authority having jurisdiction (Knox boxes).

Certificate of Occupancy

I. The following shall be approved and installed in accordance with approved plans and specifications and shall be tested and proven to be in proper working condition to the satisfaction of the Building and Fire authority prior to the issuance of the Certificate of Occupancy:

A. Mechanical equipment.
B. Electrical equipment including elevators.
C. Life safety system.
D. Firefighter communication system.
E. Stairwell pressurization system, when required.
F. Smoke control provisions.
G. Fire apparatus access roadways.
H. Fire hydrant system.
I. All fire protection and extinguishing systems.
J. Door locking systems.

Such systems shall be maintained in accordance with the Uniform Fire Code and other recognized standards.

II. Procedure for ongoing testing and maintenance of fire and life safety systems shall be approved by the fire department prior to the issuance of the Certificate of Occupancy. Such systems shall be maintained in accordance with Title 19, California Code of Regulations (C.C.R.) and the Uniform Fire Code.

Access Roadways for Fire/Emergency Vehicle Apparatus

I. Building shall be accessible on one side (long side) to the fire department apparatus by way of access roadways with all-weather driving surface of not less than 20 feet of unobstructed width, with adequate roadway turning radius capable of supporting the imposed loads of fire apparatus (40,000 lbs.) and having a minimum of 13 feet 6 inches of vertical clearance. Roadways shall not be less than 10 feet or more than 30 feet from the building. Approved alternative driving surfaces shall be approved by the fire department.

II. Approved "NO PARKING" signs may be required to access roadways and shall be maintained by the building owner.

Address Posting

Address numbers shall be a minimum of 24 inches high, on a contrasting background and be plainly visible from the roadway to which the building is addressed.

Stairway Identification System

I. An approved sign shall be located at each floor level landing in all enclosed stairways. The sign shall indicate the floor level, the terminus of the top and bottom of the stairway and the identification of the stairway. The sign shall be located approximately five (5) feet above the floor landing in a position which is readily visible when the door is in the open or closed position.

A. The sign shall be a minimum of twelve (12) inches by twelve (12) inches.

B. The stairway location shall be placed at the top of the sign in one (1) inch high block lettering with one quarter (1/4) inch stroke. (For example: Stair No.1 or West Stair.)

C. The stairways upper terminus shall be placed under the stairway identification in one (1) inch high block letters with one quarter (1/4) inch stoke (roof access or no roof access).

D. The floor level number shall be placed in the middle of the sign in five (5) inch high block lettering with three quarter (3/4) inch stroke. The mezzanine level shall have the letter "M" proceeding the floor number.

E. Signs with raised Arabic numerals and raised Braille symbols indicating the lower and upper terminus of the stairway shall be placed at the bottom of the sign in one inch (1) block lettering with one quarter (1/4) inch stroke. (UBC 522(b).)

Example:

1" x 1/4" stroke---------->	WEST STAIR
1" x 1/4" stroke---------->	NO ROOF ACCESS
5" x 3/4" stroke---------->	M1
1" x 1/4" stroke---------->	B2 THROUGH 20

Fire Extinguishers

I. Fire extinguishers are required. Unless otherwise specified by fire authority, minimum classification/type 2A10BC extinguishers are required at a maximum travel distance of seventy-five (75) feet. Extinguishers are not to be installed greater than five (5) feet from finished floor to the top of the extinguisher.

A. Recessed cabinets are recommended with approved breakable fronts to prevent vandalism and theft.

Central Control Station

I. A Central Control Station for fire department operations shall be provided. The location of the Central Control Station shall be approved by the fire department with direct exterior access and be adjacent to a fire apparatus access roadway.

The Central Control Station room shall have a minimum of 96 square feet with a minimum dimension of 8 feet. It shall contain the following as a minimum:

A. The voice alarm and voice communication system panels. (See Fire Alarm Section for specific requirements.)
B. The fire department communications panel. (Portable firefighter phones with one (1) handset with sufficient cord length to reach all portions of the room.)
C. Fire detection and alarm system annunciator panels.
D. Annunciator visually indicating the location of the elevators and whether they are operational.
E. Status indicators and controls for air-handling systems.
F. Controls for unlocking all stairway doors simultaneously.
G. Sprinkler valve and water-flow detector display panels. A labeled cabinet shall be provided containing calculated fire protection design information as well as contain proper number and type of spare fire sprinkler heads and wrench(es).
H. Emergency standby power status indicators.
I. A telephone for fire department use with controlled access to the public telephone system.
J. Fire pump status indicators shall be provided and display a visual signal for the following: Fire pump status (on/off) and low water level. Such circuit shall be supervised.
K. Schematic building plans in clearly labeled approved containers indicating the typical floor plan and detailing the building core, exit facilities, fire-protection systems, fire-fighting equipment and fire department access. Simplified instructions for operating all life safety equipment contained in this room shall be clearly and permanently posted.
L. Labeled cabinet containing labeled emergency building access keys and elevator keys.
M. Work table (minimum 3 feet wide and 4 feet long) and a chair. (The table may be folding, if desired.)
N. Provide a clock with a second hand on the emergency circuit.
O. Provide a white board with appropriate pens.
P. The exit door shall swing in the direction of egress.
Q. A Central Control Station sign, with three-inch letters on a contrasting background shall be provided on the exterior of the door.
R. The fire alarm system shall conform to NFPA 72 and shall be automatically re-transmitted by an approved device to an approved Central Alarm Station conforming to NFPA 71, 1989 edition.
S. The door to the Central Control Station shall unlock upon activation of any fire alarm initiating device or be provided with an approved fire department key system.
T. The room shall be separated from the remainder of the building by not less than one hour fire resistive construction with all openings protected by assemblies having a fire resistive rating of not less than 45 minutes.

U. The room shall not be used for the housing of any boiler, heating unit, generator, combustible storage, or similar hazardous equipment or storage.

All control panels in the Central Control Station shall be permanently identified as to function.

Fire Alarm Systems (See Alarm/Voice Communication System)

I. Every high-rise building shall be provided with an approved electrically supervised fire alarm system designed, installed, and tested to the requirements of Uniform Building Code Standard 18-1 and California Code of Regulations Title 24.

II. Upon activation of any manual alarm sending station, fire detection device, water flow switch or other fire protection or extinguishing system, the following shall occur:

A. The voice/alarm signal shall sound on the floor of alarm origin, the floor directly above, and the floor directly below; (for hotels and motels, see exception). Stairwells shall be zoned vertically and used for emergency notification and shall operate by manual operation from the Central Control Station only. Exception: In lieu of a voice alarm signal and when approved by the enforcing agency having jurisdiction, the local alarm system may employ any sounding device or devices which are approved by the California State Fire Marshal. The sounding devices of such alternate system shall have a distinctive tone and shall be arranged to emit intermittent, prolonged or continuous sound signals for a full period of 10 seconds, to be immediately followed by an intermission or period of silence of 5 seconds, before the signal is repeated. Such signal shall continue to sound until manually terminated at the Central Control Station, but in no case shall such manual operation be arranged to cause termination in less than 3 minutes throughout the building.

B. Stairwell pressurization fans shall start.

C. Smoke removal systems, if any, shall start.

D. Stairwell doors shall simultaneously unlock.

E. Central Control Station shall unlock unless equipped with approved fire department entry key.

F. Every elevator lobby door shall close.

G. The voice message shall activate and be as follows unless otherwise approved by the fire department:
Cycle: Three (3) slow whoop tones, electrically generated followed by a voice recorded message stating: "Attention, attention, this is an emergency. Please leave the building immediately through marked exits. Do not use the elevators. Exit through the stairwells."

H. Fire alarm, water flow, and trouble signals shall be annunciated in the Central Control Station by means of an audible signal and visual display which indicates the floor or other designated area and type of device from which the signal originated. The system shall be supervised in accordance with Uniform Building Code with State Amendments.

I. A distinct signal must be provided to differentiate between trouble on the circuit(s) for the supervision of the sprinkler valves and a sprinkler valve that has been shut off.

J. The Central Control Station shall contain controls for the voice alarm system so that a selective or general voice alarm may be manually initiated.

Zone Identification

I. Alarm, supervisory and trouble signals as required by Items C and G above of Central Control Station shall be annunciated in compliance with Title 24 and U.F.C. standard 14-1 in the Central Control Station by means of an audible and visual indicator. For purposes of annunciation, zoning shall be in accordance with the following:

A. When the system serves more than one building, each building shall be considered separately. (Note: a two hour area separation wall does not constitute a separate building.)
B. Each floor shall be considered as a separate zone.
C. Each zone of each floor shall be zoned per floor and per device type.

Manual Fire Alarm Sending Stations

I. Manual fire alarm sending stations shall be located as follows:

A. Adjacent to each exit door into a stairway shaft except that the roof exit shall have a station inside the stairway enclosure.
B. In every elevator lobby.
C. Forty-eight (48) inches above finished floor to center of device.
D. In other locations as designated by the fire department.

II. The maximum travel distance between two manual sending stations shall not exceed two hundred (200) feet.

Seismic Considerations

I. In Seismic Zones Nos. 2, 3 and 4, the anchorage of mechanical and electrical equipment required for life/safety systems, including fire pumps and elevator drive and suspension systems, shall be designed in accordance with the requirements of Uniform Building Code Section 2330 and any other state requirements.

Fire Alarm/Voice Communication System

I. Speakers shall be installed as follows:

A. Within ten (10) feet from the entrance to each required exit.
B. In elevators, elevator lobbies and elevator machine rooms.
C. In corridors.
D. Dwelling units in apartment houses.
E. Hotel guest rooms or suites.
F. Common restrooms.
G. Every required stairway; not less than every fifth floor landing.
H. Rooms and tenant spaces exceeding one thousand (1,000) square feet.

II. Speakers shall be so located and unobstructed as to be clearly heard on the floor where activated. Speakers cause a level of audibility of not less than fifteen (15) decibels above ambient noise levels occurring under normal operating or working conditions for room or area being served.

III. Speakers shall be mounted not more than twenty (20) feet above the floor.

IV. The alarm and communication systems shall be designed and installed for survivability so that damage to any loud speaker will not render any paging zone of the system inoperative. (See NFPA 72, Chapter 10.)

V. Sounding of the voice alarm signal on any give floor shall not prohibit voice communication to other floors.

VI. If the voice communication system is combined with the fire alarm system, the voice communication system shall override the fire alarm system.

Heat Detection System

I. Install approved heat detection devices in the following locations:
A. R-1 Occupancies in accordance with uniform Fire Code Section 14-104.
1. Common areas such as recreation rooms and laundry rooms.

Smoke Detection System

I. Every high rise building shall be protected with an approved electrically supervised automatic smoke detection system with detectors annunciated in the Central Control Station and installed in the following locations:
A. Mechanical equipment rooms.
B. Electrical rooms.
C. Transformer rooms.
D. Telephone equipment rooms/ closets.
E. Elevator machine rooms.
F. Elevator lobbies, located on ceiling, for elevator recall.
G. Automatic closing fire door/damper assemblies.
H. Central Control Station.
I. In the main return and exhaust air plenum of each air-conditioning system and located in a serviceable area downstream of the last duct inlet.

J. At each connection to a vertical duct or riser serving two or more stories from a return air duct or plenum for an air-conditioning system. In group R. Division 1 Occupancies, an approved smoke detector may be used in each return air riser carrying not more than 10 air inlet openings.

K. For R-1 occupancies, install in interior corridors and common areas. (UFC 14-104.)

L. Every dwelling, guest room or suite of hotel or motels. (Single station.)

II. The actuation of any detector required by this section shall operate the voice alarm system and shall place into operation all equipment necessary to prevent the recirculation of smoke.

III. In the case of detectors located above a ceiling, an indicating light shall be provided and located on or below the ceiling, or some other approved location to indicate each detector's status.

IV. Detectors provided to automatically close fire/smoke and draft control assemblies shall be installed in accordance with NFPA 72E.

V. The activation of any single station room detector in a Group R Division 1 Occupancy shall not cause the operation of the main fire alarm system.

VI. See elevator section of this document for requirements of elevator smoke detector requirements.

Visual Alarm Notification Appliances

I. Effective July 26, 1991, in accordance with the American's With Disabilities Act (ADA) and as defined in the Federal Register Vol. 56, No. 144 Rules and Regulations, strobes shall be installed in the following locations:

A. Restrooms and any other general usage areas (e.g. meeting rooms), hallways, lobbies and any other are for common use.

II. Visual alarm signals shall have the following minimum photometric and location features:

A. The lamp shall be a xenon strobe type or equivalent.

B. The color shall be clear or nominal white (i.e. unfiltered or clear filtered white light).

C. The intensity shall be a minimum of 75 candela.

D. The flash rate shall be a minimum of 1 Hz and a maximum of 3 Hz per second.

E. The appliance shall be placed 80 inches above the highest floor level within the space or 6 inches below the ceiling, whichever is lower.

F. In general, no place in any room, space, common corridor, or common hallway required to have a visual notification appliance, shall be more than 50 feet from the device (in the horizontal plane). In large rooms and spaces exceeding 100 feet across, without obstructions 6 feet above the finish floor, such as auditoriums, devices may be placed around the perimeter, spaced a maximum 100 feet apart, in lieu of suspending appliances form the ceiling.

III. Location of Device in Sleeping Accommodations for Persons with Hearing Impairments.

A. Devices located in sleeping accommodations for persons with hearing impairments shall be provided in conformance with the following table:

Number of Rooms in Building	Number of Rooms Requiring Strobes
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
1001 and over	20 plus 1 for each 100

IV. Auxiliary Alarms

A. Units and sleeping accommodations shall have a visual alarm connected to the building emergency alarm system or shall have a standard 110 volt electrical receptacle into which such an alarm system can initiate such an auxiliary alarm. When visual alarms are in place, the signal shall be visible in all areas of the unit and/or sleeping accommodations. Instructions for use of the auxiliary alarm or receptacle shall be provided.

Fire Hydrant System

I. The location and number of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public street and/or the site of the premises to be protected as required and approved by the fire authority.

II. Hydrant system shall be installed and test witnessed by fire authority prior to commencing any combustible construction.

III. Hydrants shall be installed to local fire authority or city engineering/water purveyor requirements.

IV. Water improvement plans shall be approved by fire authority.

V. Blue dot reflector hydrant markers shall be installed.

Automatic Fire Sprinkler Systems

I. The automatic fire sprinkler system shall be designed, installed, and tested in accordance with Uniform Building Code and Uniform Building Code Standards, Chapters 38 and NFPA Standard 13.

II. Control valves and water flow detecting devices shall be provided on every floor. All system control valves shall be electrically supervised by the fire alarm control panel with visual and audible trouble indication.

III. A diesel or electric fire pump shall have a rated capacity which will deliver the demand for the standpipe(s). (500 gpm plus 250 gpm for each additional standpipe shall be provided at the highest elevation outlet with a minimum 100 psi residual pressure.) UBC Standard 38-2.

IV. A test header shall be provided in an approved exterior location accessible for test purposes. A flow meter may be used in lieu of the test header.

V. Whenever the master switch on the fire pump controller is in any position other than "automatic", a trouble signal shall be sent to the Fire Department Communications panel which will display audible and visual indicators.

VI. The fire pump shall draw from the on-site water supply reservoir; however, the reservoir shall be refilled at a rate sufficient to maintain the minimum required capacity at all times.

VII. The fire pump, controller, transfer switch, and appurtenances shall meet seismic requirements required in Uniform Building Code with State Amendments, Section 2312.

IX. Fueling of diesel fire pump tanks shall be conducted through a fixed piping system, including the day tank. No manual type of fueling is permitted inside the building.

X. Temporary upright fire sprinkler heads (interim to tenant improvement construction) shall be provided. If the deflector distance cannot be met, the fire authority shall be contacted immediately for alternate approval.

XI. Spacing shall not exceed 130 square feet per sprinkler head.

Standpipe Systems

I. The standpipe system may be combined with the sprinkler system risers and shall be installed in accordance with Uniform Building Code Standard 38-2. In buildings where more than one standpipe is provided, the standpipe shall be interconnected at the bottom. The water source shall be capable of providing the required supply for not less than 30 minutes.

II. At least one (1) two and one-half inch (2 1/2") gated hose valves shall be provided in each required stairwell above and below grade. Outlet residual pressures in excess of 125 pounds per square inch shall be reduced to not more than 125 pounds per square inch at the required blow by the installation of a listed pressure reducing device. Pressure reducing devices shall not be of the type which can be adjusted for pressures above 125 psi. When adjustable devices are permitted and the outlet residual pressure may exceed 150 psi, signs denoting such shall be posted on the outlet.

III. Four inch standpipes shall be equipped with a two-way Fire Department Connection.

IV. Six inch standpipes shall be equipped with a four-way Fire Department Connection.

On-Site Water Supply

I. A minimum on-site water supply equal to a thirty (30) minute calculated demand of the fire sprinkler system plus 100 gallons per minute additional supply for the standpipe system shall be provided. The supply shall be automatically available in the event that the principle water supply fails.

II. A swimming pool shall not be an acceptable substitute for a reservoir.

III. The on-site water supply shall not contain any substance which could damage or affect the efficiency or reliability for the fire pump.

IV. An automatic fill device shall be provided. The level shall be supervised by the fire alarm control panel as a supervisory alarm condition. Piping design for refill shall be capable of filling the tank in a maximum of eight (8) hours.

V. Underground storage tanks shall be adequately protected from corrosion and buoyancy.

VI. A bypass line shall be provided for the vent of fire pump failure equal to pipe diameter of the inlet of the pump.

Smoke Control

I. Natural or mechanical ventilation for the removal of products of combustion shall be provided in every story and shall consist of one of the following:

A. Easily identifiable windows or panels which are manually openable or approved fixed tempered glass shall be provided in the exterior walls.

B. Fixed tempered glass may be used in lieu of openable panels for smoke control purposes. Tempered glass installed in exterior walls above the first story shall not be coated or have a film applied which will modify the natural breaking characteristics of tempered glass. (When tempered glass is used, the words "Tempered", with minimum one-half inch letters shall be provided on the lower portion of the frame on both sides unless glass on exterior is tempered.) They shall be distributed around the perimeter of the building at not more than fifty (50) foot intervals at the rate of twenty (20) square feet per fifty (50) lineal feet. Exception: In Group R, Division 1 Occupancies, each guest room or suite having an exterior wall may be provided with a minimum two (2) square feet of venting area.

C. When a complete and approved automatic sprinkler system is installed, the mechanical air-handling equipment may be designed to accomplish smoke removal. Under fire conditions, the return and exhaust air shall be moved directly to the outside without recirculation to their sections of the building. The air handling system shall provide a minimum of one exhaust air change each ten (10) minutes for the area involved. (This shall be activated by system smoke detectors and other alarm signals.)

D. Any other approved design which will produce equivalent results.

E. As stated in the Uniform Fire Code Section 2.502, if [illegible] unavailable within the fire department to determine the acceptance of technologies, processes, facilities, material and uses attending the design, operation or use of a building or premises subject to the inspection of the department, the chief may require the owner or the person in possession or control of the building or premises to provide, without charge to the department, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory or fire safety specialty organization acceptable to the chief and the owner and shall analyze the fire safety properties of the design, operation or use of the building or premises and the facilities and appurtenances situated thereon, to recommend the necessary changes.

Stairway Pressurization System

I. Exit stairways shall be either smoke proof enclosures with open air vestibules, pressurized stairwells or mechanical ventilation.

II. If pressurized, the stairway shall be supplied mechanically with sufficient air to discharge a minimum of 2,500 cubic feet per minute through the relief opening at the top of the shaft while maintaining a minimum positive pressure of 0.15 inch water column in the shaft relative to atmospheric pressure with all doors closed.
   A. Activation of the mechanical equipment shall be initiated by a smoke detector installed outside the stair enclosure and within five (5) feet of the enclosure door. Such equipment shall also be activated by actuation of the automatic fire sprinkler system.

III. Pressurization system shall be automatically placed into operation upon activation of any of the following:
   A. Smoke detectors (except single station guest or suite room smoke detectors in Group R, Division 1 Occupancies).
   B. Fire sprinkler system water flow switches.
   C. Manual fire alarm sending stations.
   D. Other fire protection systems as required by the fire authority.

IV. The pressure required to open a stairwell door with the pressurization system operating shall not exceed fifteen (15) pounds.

V. The pressurization system shall be subjected to a performance test.

Stairways

I. All stairway doors which are to be locked from the stairway side shall have the capability of being unlocked simultaneously without unlatching upon a signal from the Central Control Station. Upon failure of electrical power, the locking mechanism shall be retracted to the unlocked position.

II. A telephone or other two-way communications system connected to an approved emergency service which operates continuously shall be provided at not less than every fifth floor in each stairway where other provisions permit the doors to be locked. This system is provided for use by the public, therefore, a sign with minimum one inch contrasting letters shall be provided over each telephone or intercom which indicates that the system is to be used to call for assistance.

I. Elevators and elevator lobbies shall comply with the provisions of U.B.C. Chapter 51 and the following: (Note - A bank of elevators is a group of elevators or a single elevator controlled by a common operating system; that is, all those elevators which respond to a single call button constitute a bank of elevators. There is no limit on the number of cars which may be in a bank or group, but there may not be more than four cars within a common hoist way.)

A. Elevator lobbies shall have at least one exit. The use of such exit shall not require keys, tools, special knowledge or effort. (U.B.C. 5102.)

B. Elevators on all floors shall open into elevator lobbies which are separated from the remainder of the building, including corridors, and other exits, by walls extending from the floor to the underside of the fire resistive floor or roof above. Such walls shall not be less than one hour fire resistive construction. Openings through such walls shall conform to U.B.C. Section 3305 (h).

Exceptions:

1. The main entrance level elevator lobby in office buildings.
2. Elevator lobbies located within an atrium complying with the provisions of U.B.C. Section 1715.

C. When the elevator vertical travel is twenty-five (25) feet or more, each associated elevator lobby or entrance area and associated machine rooms shall be provided with an approved listed smoke detector for elevator recall purposes only. The detector may serve to close the elevator lobby door and additional doors at the hoist way opening allowed in U.B.C. 5106.

When the lobby or entrance area smoke detector, or machine room smoke detector is activated, elevator doors shall be prevented from opening and all cars serving that lobby or entrance area, or served by equipment in that machine room, shall return to the main floor where they shall be under manual control only. If the main floor or transfer floor lobby or entrance area smoke detector is activated, all cars serving the main floor or transfer floor shall return to a location approved by the fire department and building official where they shall be under manual control only.

D. Shafts (hoist ways) housing elevators extending through more than two floor levels shall be vented to the outside. The area of the vent shall not be less than three and one half (3 1/2) percent of the area of the elevator shaft, provided a minimum of three (3) square feet per elevator is provided. Exception: When energy conservation requires that the vents be normally closed, automatic venting by actuation of an elevator lobby detector or power failure may e accepted. When hoist way pressurization is in use, venting upon power failure may be accepted. In either case, a manual override shall be provided.

Cable slots entering the machine room shall be sleeved beneath the machine room floor and extend to not less than twelve (12) inches below the shaft vent to inhibit the passage of smoke into the machine room.

E. Special Requirements: Except as otherwise controlled by the California [illegible] Code and Title 8, CCR, Subchapter 6, elevators shall conform to U.B.C. Chapter 51.

F. Call operation buttons shall be within forty two (42) inches of the floor. Floor buttons shall be within fifty four (54) inches of car floor and emergency telephone handsets within forty-eight (48) inches of car floor.

G. Every floor served by elevators shall have access to at least one elevator car having a minimum clear opening width of forty-two (42) inches unless otherwise designed to provide equivalent utility to accommodate an ambulance stretcher (minimum size 22 inches by 78 inches) in its horizontal position.

H. Stretcher requirements:

1. In all structures four or more stories in height, at least one elevator shall be provided with a minimum clear distance between walls or between walls and door excluding return panels, not less than 80 inches by 54 inches, and a minimum distance from wall to return panel not less than 51 inches with a 42 inch side slide door, unless otherwise designed to accommodate an ambulance type stretcher 76 inches by 24 inches in the horizontal position.

   In buildings where one elevator does not serve all floors, two or more elevators may be used. The elevators shall be identified by the international symbol for emergency medical services (Star of Life). The symbol shall not be less than three (3) inches and placed no lower than seventy-eight (78) inches from the floor level or higher than eighty-four (84) inches form floor level.

I. All automatic elevators shall have not less than one sign at each landing printed on a contrasting background in letters not less than one half (1/2) inch high to read: IN CASE OF FIRE USE STAIRWAY FOR EXIT. DO NOT USE ELEVATOR. (See CCR for any pictograph requirements additional to this sign.)

J. Instructions for operation of elevators under fire and emergency conditions shall be provided at every main floor control switch in Central Control Station.

K. Except at the main entrance level, an approved pictorial sign of standardized design shall be posted adjacent to each elevator call station will indicate that, in case of fire, the elevator will not operate and that exit stairways should be used. (UBC 5103 (f).)

Firefighter Phone System

I. Sound powered phones are not acceptable.

II. The system shall be an approved two-way electrically supervised phone system with a phone jack installed in the following locations:

A. Elevator cars.

B. Elevator lobbies

C. Emergency and standby power room(s).

D. Enclosed exit stairways adjacent to entry and exit doors. (Do not locate jack behind the door when the door is in the full open position.)

E. Fire pump room.

F. Other locations as designated by the fire department.

III. All phone jacks shall have spring [illegible]

IV. An operator's handset shall be permanently connected to console panel with a cord that will reach all areas in the Central Control Station.

V. A speaker for monitoring conversations on this phone system with adjustable volume control shall be provided in the Central Control Station room.

VI. A minimum of ten portable handsets shall be provided in a labeled cabinet inside the panel in the Central Control Station.

VII. Every handset equipped with a control button shall function as follows:
   A. Transmit voice only when button is depressed.
   B. Receive conversation whether or not button is depressed.

VIII. System wiring shall be shielded from induction noise and be properly separated from other wiring in accordance with the National Electrical Code.

IX. Audible and visual indicator is required at the panel when the phone is plugged into any phone jack.

Standby Power System

I. An on-site standby power generator system consisting of one or more generators shall be provided. In the event of failure of the normal source of electric service, the standby power generation system shall provide an alternate source of electrical energy to serve at least the designated power loads. The system must conform to UBC Standard 18-1.

The system shall be equipped with suitable means for automatically starting the generator set upon failure of the normal electrical supply systems and for automatic transfer of all functions required by code at full power within sixty (60) seconds of such normal service failure. Systems supervisions with manual start and transfer override features shall be provided in the Central Control Station.

A. An on-premises fuel supply sufficient for not less than two hours (for SFM) six hours at full demand operation shall be provided. Where fire pumps are required, an eight hour (8) fuel supply shall be provided.
B. The standby system shall have a capacity and rating that would supply all equipment required to be operational at the same time. The generating capacity need not be sized to operate all the connected electrical equipment simultaneously.
C. All power, lighting, signal and communication facilities shall be on standby lighting and normal circuits supplying exit signs and exit illumination shall be transferred to the standby source.
D. Additional power load requirements for sizing of standby power generation system shall include, but are not limited to:
   1. Exit signs and exit illumination.
   2. Elevator car illumination.
   3. Fire alarm system.
   4. Fire detection system.
   5. Automatic fire sprinkler system.
   6. Electric driven fire pumps.
   7. Voice communication systems.
   8. Mechanical smoke control systems and air handling equipment, if any.
   9. Elevator assigned for fire department use.

10. Lighting circuits supplying elevator lobbies, Central Control Station, generator room, fire pump room and elevator machine room.
11. Stair pressurization fans.
12. Other equipment designated by the fire authority.

E. Calculations proving the proper sizing of the emergency generator shall be submitted with electrical plans.

F. Inside day tanks for fuel supplies shall have a capacity no larger than that amount of fuel required for eight (8) hours of full demand operation for the emergency generator.

G. The generator and fuel storage shall be in a separate room having at least one hour fire resistive occupancy separation as defined in UBC chapter 5, from the remainder of the building.

Emergency Electrical Systems

I. In Seismic Zones No. 2, 3 and 4, the anchorage of mechanical and electrical equipment required for life safety systems, including fire pumps and elevator drive and suspension systems, shall be designed in accordance with the requirements of U.B.C. Section 2312 and California State Regulations.

II. The following electrical systems and equipment are classed as emergency systems:
A. Exit signs and exit illumination.
B. Elevator car and Central Control Station lighting.
C. Fire alarm system.
D. Fire detection system.
E. Automatic fire sprinkler alarm system.

III. The emergency power supply shall be so designed that upon failure of the normal electrical service, the emergency electrical systems and equipment above, shall be automatically transferred and operated within ten (10) seconds of such normal service failure. Such emergency power supply may be separate from the standby power. When the standby power generation system reaches full operating capacity, the emergency electrical systems and equipment shall be transferred thereto.

IV. The power supply and the fire pump shall be wired in accordance with the State Electrical Code and NFPA Standards. Special consideration should be given to any voltage surge protective devices defined in NFPA Standard 20.

Exit Signage and Path Marking

I. Floor level exit signage and exit path marking, in accordance with UBC Sections 3314 (e) and 3314 (f) (which reads in part below), which are internally, or self-illuminated, or self-luminous, shall be provided in all interior exit corridors of:

A. Hotel, motel, or apartment house, or any building or structure institution, school, or any similar occupancy of any capacity, auditorium, assembly shall, meeting hall, nightclub, or similar place of assemblage where 50 or more persons may gather together in an entertainment, instruction, deliberation, worship, drinking or dining, awaiting transportation, or education and in any building or structure which is open to the public and when the building or structure has a capacity of 10 or more persons.

1. The bottom of the sign shall not be less than 6 inches nor more than 8 inches above the floor level. For exit doors, the sign shall be on the latch side of the door or adjacent to the door with the closest edge of the sign within 4 inches of the latch side of the door frame. Such signs shall be installed in such a manner so as not to create a trap or hazardous condition for wheelchair footrests. Signs which are placed on doors shall be on the exit approach face of the door.

2. Photo-luminescent floor level exit signs which require activation by ambient light shall be provided with not less than the minimum level of light necessary to activate the sign whenever the building is occupied. Such ambient lighting shall not be under the direct control of the general occupants.

II. When exit signs are required by UBC Section 3314 (a), floor level path marking shall be installed in the following manner and locations:

A. All interior exit corridors serving guest rooms of a hotel or motel.

1. Path marking shall be approved internally or self-illuminated, or self-luminous floor level exit path marking. Such path marking shall comply with UL 1994 and shall be installed at floor level or no higher than 8 inches above the floor level.
2. The marking system shall be continuous except as interrupted by doorways, corridors, or other such architectural features in order to provide a visible delineation along the exit path of travel.
3. Photo-luminescent floor level exit path marking which require activation by ambient lighting shall not be under the direct control of the general occupants.

Emergency Helistop

All high rise buildings, seventy-five feet or higher, on which construction begins after June 10, 1993, shall have an approved emergency helistop on the roof or top floor, unless a written exception request is approved by the Chief (CCMC Section 14-11.2).

Emergency helistop requirements shall conform to all appropriate sections of the Uniform Building Code, California Fire Code, Federal Aviation Administration and State of California, Department of Transportation, Division of Aeronautics Regulations.

Emergency Pre-Fire/Emergency Planning

I. Title 19, California Code of Regulations, Section 3.09(c) requires Emergency Planning and Information for:

A. All hotels, motels, lodging houses, high-rise office buildings.

1. Emergency procedures information printed on a floor plan shall be posted at every stairway landing, at every elevator landing, and immediately inside all public entrances to the building. The information shall be representative of the floor level and be posted so that the bottom edge of such information is not located more than four (4) feet above the floor, where it can be easily

of three sixteenth (3/16) inch high non-decorative lettering (raised Arabic numerals per UBC) providing a sharp contrast to the background.

B. Owner(s) and operator(s) of hotels, motels, lodging houses, high-rise office buildings shall appoint a Fire Safety Director who shall:
   1. Report to owner(s) or operator(s)
   2. Coordinate fire safety activities of the facility with the authority having jurisdiction.
   3. Conduct or cause to be conducted, all training as described in subsection (e) of Title 19, CCR Section 3.09 for all building, employees and maintain records of dates, subjects, and attendance of each training session; and
   4. Develop and maintain a written facility emergency plan acceptable to the authority having jurisdiction. Upon request, the facility emergency plan shall be made physically available at the respective facility to the authority having jurisdiction. Facility emergency plans shall include, but not be limited to the following:
      a. Fire department emergency telephone number 911.
      b. Other emergency response telephone numbers.
      c. Evacuation or relocation plan for the building occupants.
      d. Duties of the Fire Safety Director and other designated emergency personnel.
      e. Employee responsibilities in case of emergency, including individual assignment and reporting responsibilities and,
      f. Procedures to identify and assist the non-ambulatory and physically disabled.

Certification by Contractor

Building conformance to plans Health and Safety Code Section 13232 requires that: Any general contractor who constructs a privately owned high-rise structure shall certify that the construction conforms to final plans for the structure acknowledged pursuant to Section 13221 of the Health and Safety Code. This certification shall be submitted by a letter to the State Fire Marshal and the local fire agency within whose jurisdiction the structure is constructed.

RESOLUTION NO. 92-P001

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RESCINDING PLANNING COMMISSION RESOLUTION NO. 90-P017, AND ADOPTING REVISED COMPREHENSIVE SITE DEVELOPMENT STANDARDS AND CONDITIONS FOR SITE PLAN REVIEWS AND OTHER DISCRETIONARY PLANNING AND ZONING APPLICATIONS APPROVED ON OR AFTER JANUARY 22, 1992.

(REVISED COMPREHENSIVE STANDARD CONDITIONS OF APPROVAL FOR SITE PLAN REVIEWS AND OTHER DISCRETIONARY PLANNING AND ZONING APPLICATIONS)

WHEREAS, in the face of increasing land use and property development procedures and regulations at all levels of government, which have resulted in increasing paperwork and "red tape", the Planning Commission hereby finds and determines that, in terms of the judicious and efficient expenditure of public funds, it is in the public interest to establish means by which those procedures and regulations can be streamlined and standardized; and

WHEREAS, based on the above, the Planning Commissio recognizes that since many site development standards an conditions of approval are applied universally to all site pla reviews, and, when appropriate, to variances, conditional us permits, and other similar discretionary planning and zonir applications, compiling those standards and conditions within single, comprehensive document would be to the mutual advanta of all concerned; and

WHEREAS, on July 13, 1977, the Planning Commissi adopted Resolution No. 1377, which contained the origin comprehensive site development standards and conditions f discretionary planning and zoning applications; and

WHEREAS, on October 8, 1986, the Planning Commission rescinded Resolution No. 1377 and in its place adopted Resolution No. 86-P039; and

WHEREAS, on June 13, 1990, the Planning Commission rescinded Resolution No. 86-P039 and in its place adopted Resolution No. 90-P017; and

WHEREAS, on January 22, 1992, after due consideration of the current revisions proposed by staff to these standards and conditions as set forth in Exhibit A attached hereto, the Planning Commission determined that these revised standards and conditions should be approved as set forth in this resolution.

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

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

A. Planning Commission Resolution No. 90-P017 should be updated.

B. The comprehensive site development standards and conditions set forth in Exhibit A attached hereto shall be universally applied to all site plan review applications, and, when appropriate, to certain variance, conditional use permit, and other discretionary planning and zoning approvals rendered on or after January 22, 1992, except as otherwise provided in this resolution.

C. Special site-by-site/case-by-case development standards and conditions may be applied as additions, deletions or modifications to Exhibit A as determined necessary in the public interest, safety and welfare to any individual site plan review, variance, conditional use permit, or other discretionary planning and zoning application in consideration of the particular concerns involved with each such application.

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SECTION 2. Based upon the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby rescinds Planning Commission Resolution No. 90-P017, and approves the comprehensive site development standards and conditions for site plan reviews and other similar discretionary planning and zoning applications set forth in Exhibit A attached hereto and incorporated by reference into this resolution.

APPROVED and ADOPTED this 22nd day of January, 1992.

EDWARD M. WOLKOWITZ, CHAIRMAN
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

ATTEST:

LYNN S. OSHIRO
Planning Secretary

EXHIBIT A

TO PLANNING COMMISSION RESOLUTION NO. 92-P001

I. General Provisions.

A. Compliance Standards:

1. All site plan reviews and other selected discretionary planning and zoning actions applications (hereafter site plan review) approved pursuant to Culver City Municipal Code (CCMC) Chapter 37, Zoning, shall comply with all the following planning and zoning specifications:

a. the standard conditions of site plan review approval as set forth herein;

b. any special conditions of site plan review approval imposed by the City Planner, Planning Commission or City Council (hereafter collectively City) that may supplement or modify these standard conditions;

c. all relevant CCMC sections including without limitation the applicable Architectural Design District Standards adopted pursuant to CCMC Section 2-86.5;

d. all applicable City ordinances which have been enacted but not codified as of the date of the site plan review approval;

e. the General Plan and other policy documents and requirements adopted by the City; and

f. if the site is located within a Redevelopment Project area, all applicable Culver City Redevelopment Agency standards and requirements.

2. Exceptions to the standards herein may only be granted by the municipal agency vested with such authority, in accordance with procedures established for same, and based upon a showing by the applicant satisfactory to such agency that rigid adherence to the standards would result in an unnecessary hardship inconsistent with the spirit and intent of these standards.

3. Interpretations of the meaning and applicability of these standards shall be as determined by the City.

B. Appurtenant Site Improvements.

Site improvement features not expressly shown on plans or related documents filed with and approved under a site plan review nor specifically regulated by any site plan review condition of approval may only be constructed, modified, demolished or maintained in a manner consistent with the character of the overall development and with surrounding and nearby uses and developments; and then only if not in conflict with any specifically approved or required development or improvement feature, nor in conflict with any other condition of approval or CCMC requirement.

C. New Development Impact Fee.

Except as otherwise provided in Article I of Chapter 33H of the CCMC, all new nonresidential developments shall pay a fee to provide for the financing of public works capital improvements made necessary by permitting such developments. The fee, as established by City Council resolution, is currently set at one dollar ($1) per gross square foot of new or additional building floor space area in excess of the first five thousand (5,000) square feet of gross building area. Building floor space to be demolished shall not be credited against this requirement. The fee shall be paid prior to the issuance of any building permit for new development, or prior to the commencement of construction of facilities not requiring a building permit, or at the time of application for a business tax certificate for any change of residential or parking structure use to nonresidential use, whichever occurs sooner.

D. Art in Public Places.

Except as otherwise provided in Article II of CCMC Chapter 33H, the following developments shall provide approved artwork for public viewing or pay an in lieu art fee: all residential developments of more than four new dwelling units with a building valuation exceeding $500,000; all new commercial, industrial, and public building development projects with a building valuation exceeding $500,000; all remodeling of existing residential developments of more than four dwelling units with a remodeling valuation exceeding $250,000; and all remodelings of existing commercial, industrial and public building developments with a remodeling valuation exceeding $250,000. The value of the artwork or amount of in lieu fee shall equal one percent (1%) of the total building valuation excluding land acquisition and offsite improvements costs. The approved artwork shall be installed or the in lieu fee paid prior to any final City approval, such as final inspection or a certificate of occupancy, for any project.

E. Residential Development Park Dedication and In Lieu Fees.

All developments which include either the construction of two or more new dwelling units or the addition of one or more dwelling units to an existing development shall dedicate parkland or pay an in lieu parkland fee. For developments involving a subdivision (i.e., tract or parcel) map, applicable requirements are set forth in CCMC Section 31-113, et seq. For developments not involving a subdivision map, applicable requirements are set forth in Article III of Chapter 33H of the CCMC.

The required parkland or in lieu fee shall be determined on the basis of the number of new dwelling units to be constructed and the "population density factor" (i.e., the average number of persons per household) the City uses for the particular types of dwelling units to be constructed. When in lieu fees are to be paid, the amount shall be based on the fair market value (as determined by a current written appraisal) per-acre of land within the proposed development multiplied by the number of acres, or fraction thereof, required to be dedicated. The parkland dedication or in lieu fee payment shall be completed prior to the issuance of any certificate of occupancy.

F. Construction Across Lot Lines.

Prior to issuance of a permit to construct improvements across existing-to-remain private property lines where no subdivision map is involved, there shall be filed with the City a duly executed and notarized covenant, to hold the lots as one parcel.

G. Noise.

1. Construction:

Construction or excavation work which causes any loud or unusual noise or sound disturbing the peace of residents of a residentially zoned neighborhood between the hours of 7:00 P.M. and 8:00 A.M. on a weekday, 7:00 P.M. and 9:00 A.M. on a Saturday, or 7:00 P.M. and 10:00 A.M. on a Sunday is prohibited by CCMC Section 22-2(D)(b).

2. Mechanical Equipment:

Noise impacts from stationary sources (e.g., mechanical equipment, ventilators and air conditionering units) shall be minimized by proper selection of equipment, locating the equipment away from sensitive receptors, and the installation of acoustical shielding as determined necessary by the City Planner and the Building Official in order that compliance with CCMC Section 23-44, Noise Regulations and Standards, will be achieved.

3. Mobile Sources:

Noise levels from mobile sources (e.g., cars, trucks, parking lot sweepers or leaf blowers) shall comply with CCMC Section 22-2.

II. General Planning and Zoning Requirements.

A. Exterior Building Design.

1. Architectural Design.

The exterior features (i.e., finishes, textures, materials, colors and detailing) of all buildings and appurtenant structures (e.g., screening walls and exposed sign or antenna supporting members) shall relate compatibly with one another and with surrounding and nearby conforming buildings and structures.

2. Screening Standards.

In addition to the screening requirements of Sections II.B, "Onsite Parking Areas", Section II.C, "Refuse Storage Facilities", and Section V.B, "Fire Department Connections", below, the following items shall be screened from surrounding and nearby public and private properties in a manner consistent with City standards and suitable to the subject development as approved by the City Planner. In general, the height of any required screening device shall be no lower on any side than the height of the highest feature requiring screening.

a. All roof-mounted mechanical equipment, ducts vents and the like shall be enclosed within, and not project above the top of, the building's primary opaque architectural features (e.g., parapet walls or penthouse structures). For buildings with roofs exposed to view (e.g., pitched or bowstring roofs), alternate ways to provide screening may be approved as deemed necessary and appropriate.

b. All ground-mounted equipment (e.g., transformers and air conditioners) shall be located within the building or in underground vaults if the equipment is located within a streetfacing setback, or it shall be screened with walls and/or landscaping if not located within a streetfacing setback.

c. The exteriors of proposed buildings shall be free of unaesthetically treated, exposed elements (e.g., plumbing pipes, electrical conduits, and downspouts) which can be placed within the exterior walls. Where exposed wall-mounted features or equipment may be necessary (e.g., ventilators and utility meters), recesses shall be constructed within the wall, whenever possible, to accommodate such features and equipment so that they are flush with and do not project out from the main exterior wall plane. With or without recesses, the exposed portions of such features or equipment shall be colored to blend, not contrast, with the finished building color.

d. Outdoor storage area (where and if permitted by zone) features (e.g., pallets, building materials, contractor's equipment and supplies) shall be screened to the maximum extent possible.

e. Truck loading and automobile service facility (where and if permitted by zone) features (e.g., docks and service equipment) shall be screened to the maximum extent possible.

3. Exterior Lighting.

a. The exterior and interior illumination of buildings, signs and other structures and the lighting of parking areas, landscape areas and other outdoor spaces shall be designed, installed and maintained so that the users of adjoining and nearby public and private properties are not adversely affected by glaring or reflected light. In order to achieve compliance with this standard, opaque or translucent devices shall be provided to screen, deflect, or diffuse bright source lighting from direct offsite view.

b. Decorative building facade lighting shall be installed in a manner that does not create a nuisance to any nearby residential neighborhood.

c. Uniformity or, where appropriate, compatibility of lighting type (i.e., height, wattage, energy efficiency, base support, and finish material, texture, color and style of poles and luminaires) shall be provided.

d. Landscaping and pedestrian walkway lights shall be low profile.

e. Freestanding parking and grounds area light poles and luminaires shall not exceed eighteen feet (18') in height without express City approval.

f. Concrete support bases for pole lights shall be fully below finished grade, or, if exposed above grade, shall be finished in a manner architecturally compatible with the development served.

g. The aesthetic lighting standards specified herein shall be met at the same time project security lighting needs are met.

B. Onsite Parking Areas.

Onsite parking areas, including driveways and accessways as defined in CCMC Section 37-2, shall be:

1. Provided in no fewer stalls than required in CCMC Section 37-89, et seq., based on the particular use(s) involved;

2. Laid out, designed and double striped in conformance with CCMC Section 37-90, Resolution No. 87-R100 and with California State requirements for handicapped parking facilities;

3. Paved and screened from public view in accordance with CCMC Section 37-92 and Resolution No. CS-6486. Required parking lot screening from a public street right of way shall be provided by thirty inch (30") high fencing, walls, hedges and/or berms. Hedge materials shall be thirty inches (30") high as measured above the adjacent finished parking area surface and shall be touching at the time of planting;

4. Provided with six inch (6") high concrete curbs constructed completely around all planter areas including back of sidewalk, which are radiused per the City Engineer's requirements at all corners projecting into the parking area. Planter curbs shall conform to City of Culver City Engineering Standard Plan No. 5023-21d; and

5. Provided with concrete wheelstops, six inch (6") high concrete curbing or a raised pedestrian walkway constructed per City of Culver City Engineering Standard Plan No. 5023-21.d which are set three feet (3') into the fronts of all parking stalls abutting a wall, fence, or other physical obstruction. Where the fronts of parking spaces abut planter areas, the planter curbs shall be set three feet (3') into the fronts of the spaces to serve in place of wheelstops and to provide a landscaped vehicle overhang.

C. Refuse and Recyclables Storage Facilities Areas.

Refuse and recyclables storage areas of the size, quantity, and location required by the Resource and Sanitation Manager and the City Planner shall be provided. These areas shall be constructed in accordance with the standards and specifications of CCMC Section 15-24.

1. If outdoors, each such area shall:

a. Be enclosed with a masonry wall which is compatible in material, color and texture with the building. The wall shall be six feet (6') high, unless otherwise required by the City to screen taller storage bins, and the enclosure door in the closed position shall be the same height as the wall. Additionally, the mounting frame and hardware for the door shall not exceed door/wall height, except as may be approved if necessary for roll up doors;

b. Be large enough to accommodate the number of refuse and recyclables containers specified by the Resource and Sanitation Manager. A 3 cubic yard container typically requires an area of 80 square feet. Each additional 3 cubic yard container typically requires an additional 40 square feet where two or more containers are provided within a single enclosure;

c. Be provided with a rigid opaque overhead door, painted to match the enclosure walls and wide enough to facilitate removal of containers. The opening shall be at least six feet (6') wide or as required by the Resource Manager, and shall provide an overhead clearance of at least six and one-half feet (6 1/2') when the door is open. Also, when open, the overhead door shall not extend over any parcel boundary line. In cases where warranted, a roll up door may be approved instead of a rigid door;

d. Be paved with Portland Cement Concrete graded toward the enclosure door for drainage. Six inch by six inch (6" X 6") poured concrete curbing shall be provided at the base of all walls within the enclosure. Keys to any locked storage area shall be provided to the Culver City Sanitation Division for pick-up access; and

e. If electronic security gates are used to control access to the property or the enclosure, provide a key-operated opening device located in or near the gate to allow Sanitation Division crew access. Two keys to this device shall be provided to the Culver City Sanitation Division.

2. Refuse and/or recyclables storage areas within a building shall meet all applicable Building and Fire Safety Codes, as well as the applicable requirements for outdoor areas specified above.

D. Utilities.

1. All onsite utility service lines (e.g., electric, telephone and cable television), existing as well as new, shall be placed underground.

2. Onsite electrical distribution and transmission lines shall also be subject to this requirement but only if they are terminal lines that do not extend through and beyond the site.

3. The placement of transformers and other equipment appurtenant to the underground service shall be subject to CCMC Section 35.A-(20) and Section II.A.2 screening provisions hereinabove.

E. Signs.

1. All signs or graphics shall, in addition to conforming to Uniform Sign and Electrical Codes and CCMC Chapter 9 and 23 requirements, conform to CCMC Section 37-77 if displayed in a residential zone, or to CCMC Section 37-78 if displayed in a nonresidential zone.

2. In all cases, signs shall relate compatibly with the overall visual design theme or motif of the subject development, and with surrounding and nearby conforming uses and developments.

3. A comprehensive sign program shall be submitted, reviewed and approved by the City prior to any request for building permit to construct a new sign or to alter an existing sign, or for a certificate of occupancy, or for a final building inspection if no certificate of occupancy is required for the project, whichever occurs first. The program shall include the type, quantity, size, height and other design details and information for all signs, including without limitation, temporary advertising and grand opening signs, directional signs and street addressing, as required by the City.

F. Antennas - Radio, Television and Dish.

1. Radio and television antennas, including satellite receiving and/or transmitting antenna systems and microwave antenna systems, shall conform to CCMC Sections 9-222 through 9-226; and dish antennas shall also conform to Section 37-79.

2. In all cases, antennas, including guy wires, supporting structures and accessory equipment, shall be located and designed so as to minimize their visual impact on surrounding properties and from public streets.

3. Antennas shall be screened by architectural features and/or landscaping that is harmonious with the elements and characteristics of the property.

III. Landscaping and Irrigation Requirements.

Three sets of detailed landscaping and irrigation plans separate from the working drawings shall be submitted to the Planning Division for the review and approval of the Planning Division and Environmental Management Division, except that street trees and parkway landscaping within the public right-of-way shall be subject to the review and approval of the Street Maintenance Division instead of the Environmental Management Division. These plans shall:

A. Conform to applicable Architectural Design District landscaping requirements, parking lot landscape and screening standards, and the City's Master Street Tree Planting Schedule;

B. Specify the location of all trees and shrubs to be planted, and the spacing dimensions of all groundcover, hedgerow screening shrubs and trees where minimum spacing requirements apply. Additionally, all existing-to-remain plant materials shall be identified, and all existing trees shall be shown either as proposed-to-remain, proposed-to-be-relocated, or proposed-to-be-removed. All existing trees of 6 inches or more outside diameter shall be retained in place and protected or they shall be replanted, unless otherwise approved by the Environmental Management Manager;

C. Provide a legend-keyed table identifying the species, container size, height, spread, caliper (for trees only) and quantity of all shrubs and trees at the time of planting;

D. Provide symbols for groundcover materials;

E. Note the requirement for inspection and acceptance by the Environmental Management Manager of all onsite plant materials after delivery to the site, but before planting, as to conformance with Culver City standards for height, spread, caliper, vigor, quality and degree of establishment. A similar note regarding street trees shall be provided, except that the Street Maintenance Manager will inspect street trees at the nursery before delivery to the site.

F. Include variation of minimum onsite tree sizes, based on the total number of trees required by the applicable Architectural Design District standards, as follows:

1. At least twenty percent (20%) shall be 36-inch box size or larger;

2. At least an additional thirty percent (30%) shall to be 24-inch box size or larger; and

3. The remaining 50 percent shall be at least 15 gallon size, provided that the Environmental Management Manager is authorized to accept certain species of onsite trees at less than 15 gallon size if (s)he determines their survival/establishment chances are enhanced when planted at a smaller size;

G. Provide street trees 30 feet to 35 feet on center in the quantity, at the exact locations, and of the species and size (24-inch box minimum) required by the Street Maintenance Manager;

H. Provide for the staking of all new or replanted street trees (except palms) with double, ten foot (10') long, round, treated lodge pole pine stakes, with hose over wire ties, and the placement of the trees in four foot by four foot (4' X 4") cutouts with porous concrete tree well covers where a concrete parkway is required (see Section III.P);

I. Show the method(s) proposed for the staking of all new or replanted 24" box or lesser size, and for the guying of all 36" box or larger size, onsite trees;

J. Provide for the installation of root barriers for any new or replanted tree located with ten feet (10') of a public right-of-way. Root barriers shall be a minimum twelve inches (12') deep and shall be Typar Biobarrier or approved similar product;

K. Provide at least one tree in a planter island at the beginning and end of every parking row, and within every parking row, so that no two (2) trees within any parking row are spaced more than fifty feet (50') apart;

L. Emphasize drought tolerant plant materials;

M. Emphasize flowering plant materials that provide year round variety of color;

N. Highlight plant materials at major entryways to the site through the clustering of trees, colorful groundcover and shrubs, landscape lights, etc.;

O. Note placement of landscaping so as not to impede the view of motorists and pedestrians at intersecting aisles, driveways and other potential conflict points;

P. Provide for the sodding of parkways adjoining residential developments and Portland Cement Concrete with treewell cutouts for parkways adjoining nonresidential developments (see Section III.H);

Q. Show any soil amendments proposed;

R. Provide an water conserving automatic irrigation system, activated with moisture sensing devices which override the automatic system, to all planted areas including sodded parkways and bubblers to street trees;

S. Show six inch (6") high concrete curbing constructed to City of Culver City Engineering Standard Plan No. 5023-21.d surrounding and containing all planted areas, including at the back of adjoining public sidewalks, not otherwise bordered by a raised onsite walkway, building wall, etc., such that the finished planter soil elevation is no less than 2 inches nor more than 4 inches below the top of adjoining curb when within 3 inches horizontally of the curb; and

T. Provide jute or similar surface material acceptable to the City to stabilize all landscaped areas exceeding a two to one (2:1) slope.

IV. Engineering Requirements.

A. Grading and Drainage.

Prior to filing a building permit application, a site drainage plan shall be submitted to and approved by the City Engineer. At minimum, this site drainage plan shall show:

1. The direction of drainage for the entire finished surface of the site and for building roofs by finished elevations. Finished grade differentials with adjoining properties shall also be shown;

2. That all drainage is conducted from the site underground to offsite public drainage facilities. A minimum of one and one-half inch (1 1/2") sumped and grated catchbasins with through-the-curb drains or the equivalent shall be required;

3. Construction details of any surface parking area paving pursuant to the requirements of Culver City Municipal Code Section 37-92 and related Resolution No. CS-6486; and

4. A minimum one percent (1%) slope for paved areas and a two percent slope (2%) for unpaved nonvehicular areas.

B. Offsite Improvements.

1. Public areas between private property lines and street curbfaces shall be fully improved, constructed or reconstructed by the applicant, under permit, to City standards and specifications as determined necessary by the City Engineer prior to final acceptance of the improvements. Required improvements may include, but are not necessarily limited to, street lighting, curb and gutter, sidewalk, paving of parkways adjacent to nonresidential developments, parkway, driveway apron, through-the-curb drain, and drainage improvements.

2. All required street, alley, sewer, storm drain, and other infrastructure or public improvements shall be constructed, under permit, to City standards and specifications as approved by the City Engineer.

V. Building and Safety Division and Fire Department Requirements.

All buildings and structures shall be designed and constructed in accordance with those applicable regulations and standards of the Uniform Building and related Codes, the Culver City Fire and related Codes, the Zoning Code and California State Code provisions on energy conservation, water conservation and accessibility for the physically handicapped which are adopted and in effect at the time of issuance of building permits.

A. All new buildings shall be completely sprinklered prior to issuance of a certificate of occupancy per plans and specifications approved by the Fire Marshal.

B. Required Fire Department connections shall be at the fronts of all buildings, with exact locations as approved and required by the Fire Marshal. In complying with this requirement, the applicant and the Fire Marshal shall make every reasonable effort to minimize any negative visual impact to the architectural integrity and appearance of the building(s) and developments as meets the City Planner's approval under Section II.A.2 hereinabove.

C. Modification to water supply systems serving the project site may be required for new development or rehabilitation projects in order to ensure sufficient water supply for appropriate fire protection as determined by the Fire Marshal.

D. All new developments and additions to existing developments which include new restrooms shall be required to install ultra low flush toilets and urinals.

E. A standard pre-fire plan/floor plan of all structures, illustrating all information as required by the Fire Marshal, shall be submitted and approved prior to issuance of a Certificate of Occupancy.

VI. Working Drawings.

A. Working drawings shall substantially conform to the preliminary plans approved under a site plan review.

B. No building permit shall be issued unless the working drawings filed with the building permit application include sufficient information and detail to clearly reflect compliance with all requirements, including standard and special site plan review conditions of approval.

C. Any modification subsequently proposed to a development after the site plan review is approved that affects planning and zoning requirements (e.g., a change in building height, setback, size, footprint, configuration, or exterior finish materials, textures or colors, or a change to a wall, sign, screening device, parking, loading, landscape or trash area) requires City approval of revised plans. Additionally, depending on the nature, scope and timing of the proposed modifications and the particular requirements they affect, a formal site plan review modification process and filing fee might be required by the City to consider for approval or disapproval the proposed modifications.

VII. Implementation.

A. It shall be the applicant's responsibility to advise and inform his/her contractors of, and to insure that they comply with, all applicable City requirements and conditions of approval. It shall also be the applicant's responsibility to inform all project tenants and future owners, heirs or assigns of the property that there are City site plan review conditions of approval that run with the land throughout the life of the project and/or use.

B. After issuance of appropriate building permits, construction shall be undertaken and completed in substantial conformance with the approved plans and all conditions of approval.

C. A site plan review approval is not a permit or license. All City required permits and licenses prerequisite to the implementation of the proposed development project and/or use hereby approved shall be applied for and obtained separately.

VIII. Certificate of Occupancy.

No temporary or final certificate of occupancy shall be issued unless and until complete implementation of the approved plans and all conditions of approval have been achieved to the satisfaction of all concerned City departments.

IX. REMEDIES FOR NONCOMPLIANCE.

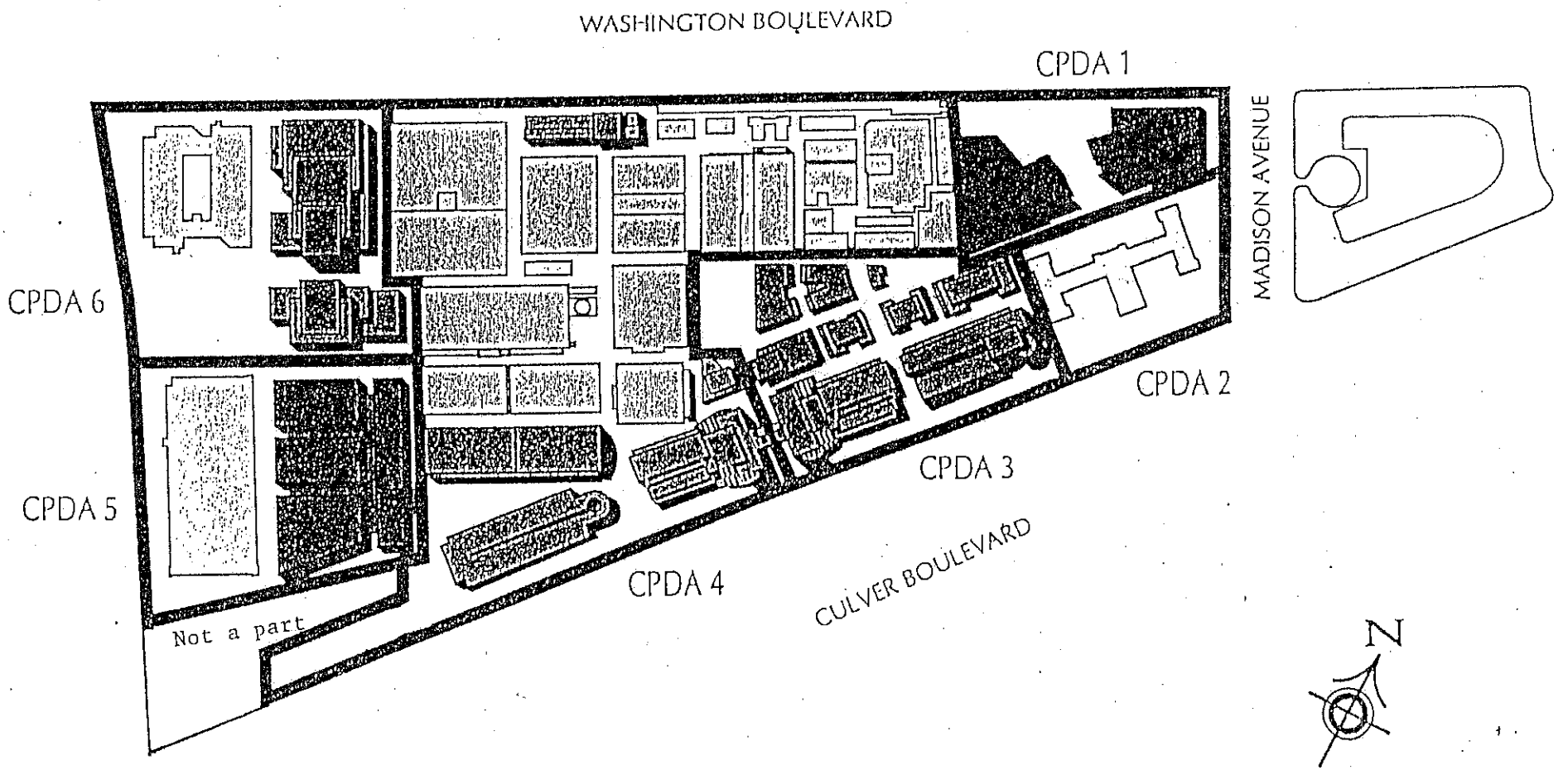
Failure to comply with City standards, requirements or conditions of approval may result in reconstruction work, demolition, stop work order, withholding of permanent power or the certificate of occupancy, revocation of discretionary approval and/or any other lawful action the City might deem necessary or appropriate to bring about compliance.

CONDITIONS OF APPROVAL
SONY PICTURES ENTERTAINMENT
10202 WASHINGTON BOULEVARD
AUGUST 3, 1993

ATTACHMENT C

COMPREHENSIVE PLAN DESIGN AREAS 1 THROUGH 6 BOUNDARY MAP

93-R071



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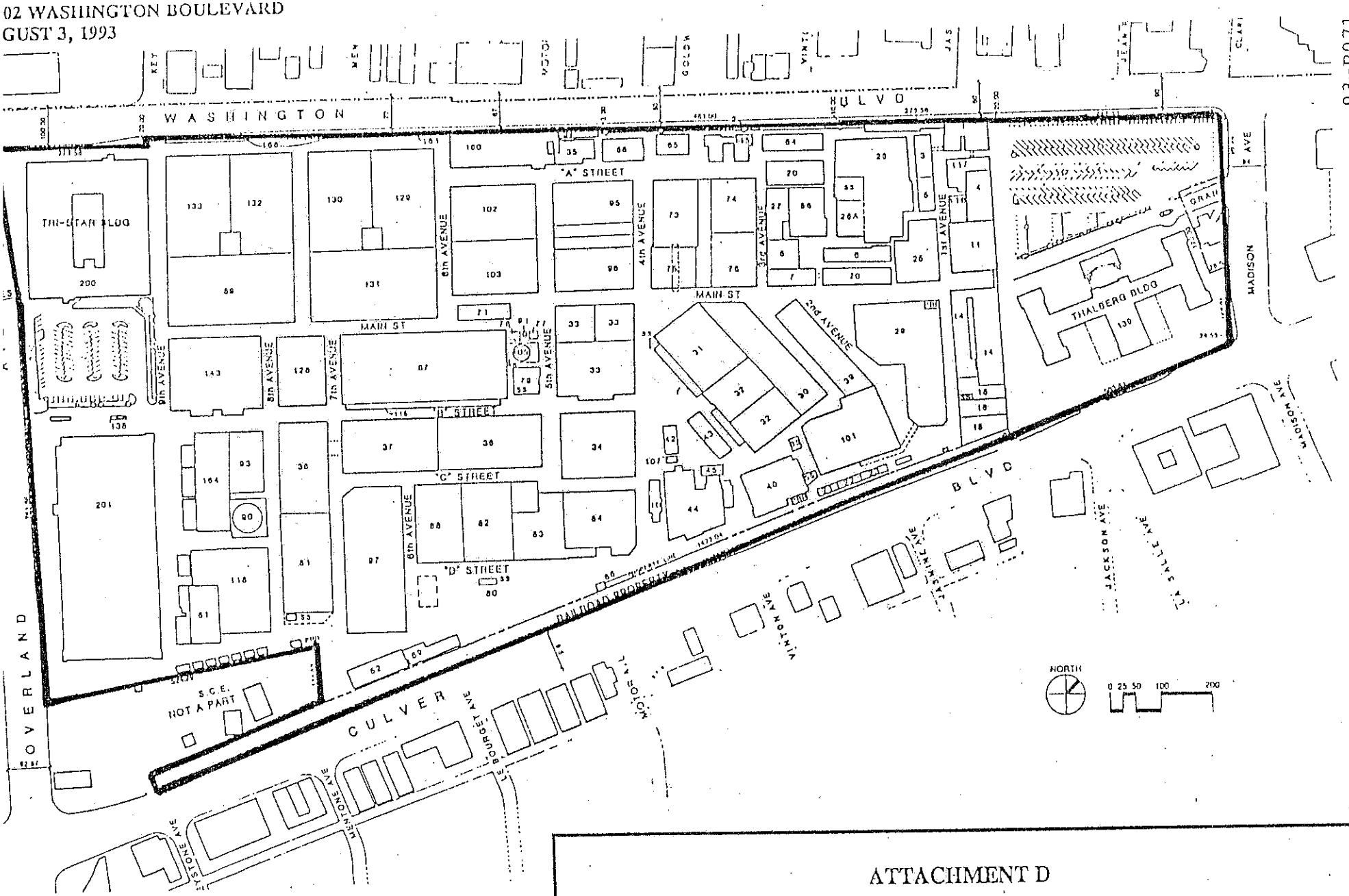
NDITIONS OF APPROVAL
NY PICTURES ENTERTAINMENT
02 WASHINGTON BOULEVARD
GUST 3, 1993

93-R071



ATTACHMENT D

EXISTING SITE PLAN WITH BUILDING NUMBER DESIGNATIONS

Exhibit B to Resolution 93-R 071

Mitigation Monitoring Program for Sony Comprehensive Plan

Condition No.	Responsible Division	Time
I.A	Building	Certificate of Occupancy
I.B	Chief Administrative Officer to delegate	Annually
II.A	Planning	Building Permit for <50,000 SF
II.B	Chief Administrative Officer	Expiration of Development Agreement
II.C	Planning	Each building permit
III.A	Building & Streets	During construction periods
III.A.1.	Building	During Construction periods
III.A.2.	Building	During construction periods
III.A.3.	Building	During construction periods
III.A.4.	Building	During construction periods
III.A.5.	Building	During construction periods
III.A.6.	Building	During construciton periods
III.A.7.	Building	During construction periods
III.A.8.	Building	During construction periods
III.A.9.	Streets	During construction periods

III.A.10.	Building	During construction periods
III.B.1.	Code Enforcement	During construction periods
III.B.2.	Code Enforcement	During construction periods
III.B.3.	Building	During construction periods
III.C.1.	Fire	As necessary
III.C.2.	Building	During construction
III.C.3.	Police	As necessary
III.D	Building	As necessary
IV.A	Planning	With each building permit
IV.B	Planning	With each building permit
IV.C	Planning	With each building permit
IV.D	Planning	180 days of effective date of Comprehensive Plan
IV.E	Planning	With each building permit
IV.F	Planning	Certificate of Occupancy for < 300,000 SF
IV.G	Chief Administrative Officer to delegate	Annually
IV.H	Chief Administrative Officer to delegate	Annually
V.A.1.	Building	With each building permit
V.A.2.	Building	With each building permit

V.A.2.a. - e.	Building	With each building permit
V.A.2.f	Building	Annually
V.B.1	Building	With each building permit
V.B.2.	Code Enforcement	On-going as necessary
V.B.3.	Planning	With each building permit
V.B.4.	Building	With each building permit
V.B.5.	Planning	With each building permit
V.B.6.	Building	With each building permit
V.C.1	Engineering	With each building permit
V.C.2.	Engineering	With each building permit
V.C.3.	Engineering	With each building permit
V.C.4.	Engineering	With each building permit
V.C.5.	Engineering	With each building permit
V.D	Sanitation	With each building permit
V.E.1	Police	With each building permit
V.E.2.	Police in consultation with Fire	With each building permit
V.E.3.	Police	With each building permit
V.E.4.	Fire	With each building permit
V.E.5.	Building	With each building permit
V.E.6.	Fire	With each building permit
V.E.7.	Fire	With each building permit

V.E.8.	Building	With each building permit
V.E.9 - 18	Fire	With each building permit
V.F.1.	Planning	With each building permit
V.F.2.	Planning	With each building permit
V.F.3.	Planning	With each building permit
V.F.4.	Engineering	With each building permit
V.F.5.	Planning	With each building permit
V.F.6.	Streets	As necessary
V.F.7.	Building	With each building permit
V.F.8	Building	With each building permit
V.F.9	Building	With each building permit
V.G (All conditions)	Planning	With each building permit
VI.A	Engineering	With each building permit
VI.B.1	Human Services	Annually
VI.B.2.	Chief Administrative Officer to delegate as provided in the new ordinance	Per builidng permit or otherwise
VI.C	Building	With each building permit
VI.D	Planning	With each building permit
VI.E	Treasurer	Annually
VI.F	Treasurer	Annually

VI.G	Treasurer	Annually
VI.H	Chief Administrative Officer to delegate	Annually
VI.I.	Treasurer	Annually
VII	Redevelopment	On-going
VIII (All conditions)	Engineering	As specified in the conditions
IX.A	Chief Administrative Officer to delegate	On-going
IX.B	Redevelopment	With each building permit
IX.C	City Attorney	Within 90 days of effective date of Comprehensive Plan
IX.D	Planning	On-going
IX.E	Planning	On-going
IX.F	City Attorney	Within 90 days of effective date of Comprehensive Plan
IX.E	CAO	On-going
IX.F	Planning	On-going
IX.G	Chief Administrative Officer	As necessary
IX..H	Planning	Annually

X.	Planning	With each building permit
XI.A.1	Code Enforcement	Annually
XI.A.2.	Building	Annually
XI.A.3.	Code Enforcement	Annually
XI.A.4	Code Enforcement	Annually
XI.A.5.	Building	Annually
XI.A.6	Fire	Annually
XI.A.7	Chief Administrative Officer to delegate	Annually
XI.B	Code Enforcement	On-going
XI.C.1	Fire	On-going
XI.C.2	Fire	On-going
XI.C.3	Fire	On-going
XI.C.4	Police	On-going
XI.D.1	Sanitation	On-going
XI.D.2	Sanitation	Within 90 days of effective date of Comprehensive Plan
XI.D.3	Sanitation	On-going
XI.D.2	Sanitation	Within 90 days of effective date of Comprehensive Plan
XI.E.1.	Chief Administrative Officer to delegate	Annually

XI.E.2.	Chief Administrative Officer to delegate	Annually
XII.A.1.	Engineering	During construction periods
XII.A.2.	Code Enforcement	During construction periods
XII.A.3.	Police	During construction periods
XII. A. 4 - 7.	Code Enforcement	During construction periods
XII.A.8 - 10	Engineering	During construction periods
XII.A.11 & 12	Code Enforcement	During construction periods
XII.A.13	Chief Administrative Officer to delegate	Annually
XII.B (All conditions)	Engineering	With building permits as specified in each condition
XII.C	Planning	With building permits as specified in each condition
XII.D	Planning	With building permits as specified in each condition
XII.E.1 - 7	Engineering	With building permits as specified in each condition
XII.E.8	Planning	With building permits as specified in the condition
XII.F.1 & 2	Transportation	Annually
XII.F.3.a & b	Planning	With each building permit
XII.F.3.c	Transportation	As necessary
XII.F.4	Transportation	Annually

XII.G.1	Transportation	Annually
XII.G.2	Building	With each building permit
XII.H.1. and 2.a	Engineering	With building permits as specified in each condition
XII.H.2.b	Code Enforcement	On-going
XII.H.2.c	Engineer	On-going
XII.H.2.d	Treasurer	Annually, as specified in the condition
XII.I.1	Transportation	As specified in the condition
XII.I.2 - 5	Engineering	As specified in the condition

ATTACHMENT 3

CRAIN & ASSOCIATES
Transportation Planning / Traffic Engineering

E-MAIL TRANSMITTED

April 15, 2014

Mr. Barry Kurtz
City of Culver City
Public Works
Engineering Division
9770 Culver Boulevard, 2nd Floor
Culver City, California 90232

RE: Sony Pictures Entertainment Jimmy Stewart Building Expansion (8-Story Office Building, Production Services Building and Culver Parking Structure Expansion) Traffic Access Study

Dear Barry,

This access study has been prepared by Crain & Associates to analyze and compare the traffic conditions between (a) the current Sony Pictures Entertainment (SPE) Comprehensive Plan Conditions of Approval (Comprehensive Plan) Section XII.E, namely, (i) the requirements for opening (a) a Washington Gate at Mentone Avenue (Section XII.E.5) and (ii) increasing the number of exit lanes at the Overland Main Gate (Section XII.E.2) and (b) more appropriate measures for the Jimmy Stewart Expansion Project (the Project) as described below. The access study analyzes the Project access impacts at the four main access gates on the west end of the SPE lot – Overland Main, Overland Service, Mentone and Motor Gates. In addition, two intersections adjacent to these gates are analyzed – Washington Boulevard and Overland Avenue and Culver Boulevard and Overland Avenue. This report documents the traffic access study analysis and the anticipated conditions at the gates under the Existing (2014) and Future (2016) traffic conditions.

Jimmy Stewart Expansion Project Overview

SPE's proposed Project will consist of an 8-story office building in CPDA 6, a Production Service Building in CPDA 5 and expansion of the Culver Parking Structure in CPDA 4. The development of the 8-story office building would provide a net total of 200,921 square feet of office use and 33,863 square feet of support use. The development of the Production Services

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Building includes a net total of 772 square feet of office use and 14,447 square feet of support use. As part of the Project elements, the Culver Parking Structure with 1,010 existing parking spaces will be expanded to accommodate the additional parking demand. The Culver Parking Structure Expansion includes an East Expansion (373 spaces) and a West Expansion (899 spaces) plus restriping of the existing Culver Parking Structure (for an increase of 96 spaces). The Project will add an aggregate of 1,368 parking spaces, for a new total of 2,378 spaces at the Culver Parking Structure. This will result in the structure being similar in size to the Overland Parking Structure with 2,130 parking spaces. Lastly, the Project will improve the access for the Overland and expanded Culver Parking Structures. A map of the SPE site is included as Figure 1.

As part of the Project review and approval, a request has been filed for a clarification of Subsections 2 and 5 of Section XII.E – Site Access and Circulation – in the Comprehensive Plan. The clarification would allow access improvement updates as part of the Project to better reflect the Project's traffic flow and parking requirements.

Need for Comprehensive Plan Clarification

The traffic access study has been prepared to assist the City Engineer with his review and approval of the clarification of the Comprehensive Plan. As shown in Appendix E of the EIR for the Comprehensive Plan (the Original Traffic Study), it was assumed that a parking structure would be located within or adjacent to CPDA 6 for the office development in CPDA 6. In addition, access improvements would be developed which would include the opening of a driveway along Washington Boulevard at Mentone Avenue and the widening of Overland Main Gate to accommodate three exit lanes. Those access improvements were to be triggered by CPDA 5 and 6 developments, which were assumed to include required parking within or adjacent to the same CPDA.

As stated in the Comprehensive Plan in Section XII.E 2 and 5:

> "2. Prior to the issuance of any certificate of occupancy for net new development within Comprehensive Plan Design Areas 5 and 6 exceeding one hundred thousand (100,000) square feet, Sony Pictures Entertainment shall widen the exit roadway at the main driveway on Overland Avenue to provide three (3) lanes – one (1) for left turns, one (1) for optional through/right movements, one (1) for right turns";
>
> "5. On Washington Boulevard, provide two (2) major driveways, one (1) west of Mentone Avenue… The western driveway shall be provided prior to the issuance of any certificate of occupancy for net new development in Comprehensive Plan Design Area 6 exceeding one hundred thousand (100,000) square feet."

However, the Project contemplates that parking for the 8-story office building will be provided by the existing Overland Parking Structure, and a portion of Overland Parking Structure users

will have their parking location shifted to the expanded Culver Parking Structure. The shift in the location of the parking and access could result in different localized impacts. Therefore, other improvement measures may better serve the Project. This traffic access study was prepared to analyze and compare "With Project" conditions with (a) the current requirements of the Comprehensive Plan and (b) the Project with proposed access and parking improvements.

Project Trip Generation

Project trip generation was calculated using two methods for comparison purposes. The higher trip generation was then analyzed and used to develop the access gate improvements. Below are descriptions of the two methods.

1. **Comprehensive Plan Rates -** The Comprehensive Plan trip generation rates, as set forward in the Comprehensive Plan, were utilized to determine the Project roadway traffic peak hour trip values. These reflect the off-site impact levels and are the values that will be used at Building permit issuance time for comparison against the Intersection Improvement trigger levels established in the Comprehensive Plan.

2. **Sony Pictures Plaza (SPP) Trip Generation Survey -** The second trip generation analysis was conducted using 2013 counts of SPP traffic, which will be shifted to Sony Pictures Entertainment main lot. This analysis was based on the highest peak hours for the gates, rather than considering overall traffic on the roadways. A traffic survey of the vehicles entering and exiting through the SPP gates was conducted.

It was determined that the second analysis resulted in higher values. The higher trip generation values of the SPP site reflect that the peak time periods at the gates may not coincide with the roadway peak times due to the site characteristics, which are different from most of the public roadway traffic. The two trip generation approaches are explained in more detail below.

Comprehensive Plan Compliance Trip Generation

To ensure that the analysis complied with the Comprehensive Plan, the trip generation rates from the Traffic Study were applied to the net Original Project increase in building area. These trip generation rates are included in Table 1.

Table 1
Trip Generation Rates (per 1,000 sf)

	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Office	0.82	0.04	0.86	0.06	0.47	0.53
Support	0.14	0.06	0.2	0.06	0.26	0.32

Using the Original Traffic Study rates, a total of 184 AM roadway peak hour and 122 PM roadway peak hour Project trips would be generated. To be conservative, the Studio Support Building development (approved Studio project, not part of this project) trips were included as Project trips. The net Project trip generation based on the Original Traffic Study rates is shown in Table 2.

Per the Comprehensive Plan, this trip generation was added to the current monitoring count values, less the 1992 Original Traffic Study base trips, to determine if any off-site traffic mitigation requirements are triggered. The off-site intersection improvement measures were described, and their trip generation trigger levels were detailed, in Section XII.B.2 of the Comprehensive Plan, which is summarized in Appendix A of this report.

Sony Pictures Plaza Trip Generation

Employees to be located in the 8-story office building in CPDA 6 are employees currently located in SPP. Approximately one-half of the Overland Parking Structure will be assigned to the employees of the 8-story office building. To partially vacate the Overland Parking Structure and thereby make room for those employees, some current users of this parking structure will be shifted to the future expanded Culver Parking Structure. To properly consider the shift, a survey was conducted at the Sony Pictures Plaza (SPP) site over a three-day study period from Tuesday, October 15 through Thursday, October 17, 2013. During this time period, the two SPP driveways were open for site ingress and egress. Activity at the site was determined by SPE personnel to be at a high but representative level for 2013 conditions.

The October 2013 collected data was used to quantify the vehicle trip-making characteristics of the SPP site. The peak period trip generation estimates are based on the manual counts conducted at each SPP driveway. Appendix B contains the results of the manual turning movement counts.

The site morning peak-hour occurs from 8:30 AM to 9:30 AM during which 677 vehicle trips were generated. As shown in Appendix B, approximately 405 inbound vehicle trips (65% of total inbound trips) are from the north and 224 vehicle trips (35% of total inbound trips) are from the south. The afternoon SPP peak-hour occurs from 6:00 PM to 7:00 PM and generates 599 vehicle trips.

Table 2
Net Project Trip Generation

	Office	Post Production	Stage	Support	Retail/ Restaurant	Total
Building Area (Gross Square Feet)						
Current (Pre-SSB)	733,028	125,445	329,653	399,756	0	1,587,882
Studio Support Bldg.	8,689	0	0	1,069	0	9,758
Pre-Project	741,717	125,445	329,653	400,825	0	1,597,640
Prod. Service Bldg. (Ne	772	0	0	14,447	0	15,219
8-Story Bldg (Net)	200,921	0	0	33,863	0	234,784
Post Project	943,410	125,445	329,653	449,135	0	1,847,643
Less Baseline	490,530	58,434	385,816	605,494	0	1,540,274
Added W/ Proj.s	452,880	67,011	(56,163)	(156,359)	0	307,369

Net Project Trip Generation

Period	Office	Post Production	Stage	Support	Retail/ Restaurant	Total
AM Peak Hour						
Prod. Service Bldg. (Ne	1	0	0	3	0	4
8-Story Bldg (Net)	173	0	0	7	0	180
Total	174	0	0	10	0	184
PM Peak Hour						
Prod. Service Bldg. (Ne	0	0	0	5	0	5
8-Story Bldg (Net)	106	0	0	11	0	117
Total	106	0	0	16	0	122

Total Comprehensive Plan Trip Generation With Project

	AM Peak Hour	PM Peak Hour
Annual Count (Feb. 2013) Value	829	613
Plus Studio Support Bldg.	8	5
Less Baseline Count	502	692
Net Based on Annual Count	335	-74
Project Trips	184	122
Total With Projects	519	48

Project Features Impacting Roadway Volumes

A series of Project features have been developed to improve the Project access and circulation by expediting the traffic entering/exiting the Culver and Overland Parking Structures. The service gate located along Overland Avenue north of Culver Boulevard will be reconfigured to remain open during the peak hours. This will provide the Project with a path that does not currently exist and is of particular importance to City roadway volumes.

Below are traffic access enhancements which will be implemented at the Motor, Mentone, Overland Service and Overland Main Gates:

Motor Gate – This gate will provide access directly to the east expansion of the Culver Parking Structure, which will be internally connected to the existing Culver Parking Structure. This gate is currently underutilized and has capacity to accommodate more vehicles. To better serve the morning flow of vehicles to the expanded Culver Parking Structure, the gate will be internally modified so that the left entrance lane will be used to access the parking structure and the right entrance lane will be used to access other areas on the Studios lot.

Mentone Gate - The left turn pocket on Eastbound Culver Boulevard at the Mentone Gate will be lengthened as shown in Appendix F. A structure entrance will be included as part of the western expansion of the Culver Parking Structure to allow access from both the Mentone and Overland Service Gates. The right employee only lane will allow for expedited employee entry during the AM peak period. The Project will enforce the right-turn only exit at Mentone Gate along Culver Boulevard by reconfiguring the intersection layout to include a raised island. To address the safety concern of the right-turn out vehicles, the northwest curb will be reconstructed to have bigger curb radius. This would improve safety by facilitating the heavy peak hour traffic flows along Culver Boulevard. One on-street parking space along north side of Culver Boulevard west of this gate will be removed due to the reconfiguration. The conceptual striping plan is included in Appendix F.

Overland Service Gate – This gate will be opened for employee use during the morning arrival peak period of 7:00-9:30 AM and evening departure period of 4:30 to 7:00 PM. The gate will be internally configured to accommodate one entering lane and one exiting lane with only right-turn-in and right-turn-out allowed. Access will be provided to the Culver Parking Structure via the driveway to be added to the western expansion.

Overland Main Gate – The interior of the Overland Gate is to be improved as a Project development feature in expectation of added AM peak inbound volumes for the Overland Parking Structure. During the hours of 7:00 to 9:30 AM, the gate arms at the kiosks for both entrance lanes are to remain raised to allow vehicles queue in the Overland Parking Structure. A more rigorous security check will be conducted before visitors/employees

enter the studio site. The entry will be through a check point located at the ground floor level of Overland Parking Structure. In addition, the Overland Main Gate's intersection with Overland Avenue will include southbound dual left-turn lanes along Overland Avenue. Four on-street parking spaces along east side of Overland Avenue north of this gate will be removed due to the reconfiguration. The conceptual striping plan is included in Appendix F.

Accordingly, the SPP and Overland Parking Structure reassigned Project trips have reflected these potential improvements.

Project Trip Distribution and Assignment

The Project will increase peak hour traffic to two structures – the Overland Parking Structure and the Expanded Culver Parking Structure. Below is a description of the trip distribution and assignment for each structure:

Overland Parking Structure

The employees for the 8-story building to be parked in the Overland Structure are to be relocated from the SPP Building. Therefore the distribution for the SPP building was determined and used. The SPP building has two driveways – one on Madison Avenue and the other on Duquesne Avenue. The Madison driveway is a leg to a signalized intersection that also provides a main driveway to the SPE Studios lot. The Duquesne driveway is not signalized and the left-turn inbound and outbound movements are restricted.

The directional distribution for the Project trips was assumed to reflect the distribution of the existing SPP trips. The unadjusted SPP inbound trip directional distribution was used to assign Project traffic at the Overland Main Gate. However, most of outbound vehicle trips at the Duquesne driveway followed the turn restriction to turn south. Therefore, outbound traffic was assumed to be consistent with the north/south split of the inbound traffic. With these assumptions, the SPP traffic was reassigned to the Overland Main Gate. Specifically, the SPP trip generation determined by the SPP survey was assigned to the Overland Parking Structure assuming 65% of the trips were to/from the north and 35% were to/from the south. The resulting added volumes at the gates and adjacent intersections are shown in Figures 2(a) and 2(b) for AM and PM peak hours, respectively.

Expanded Culver Parking Structure

Approximately one-half of the current Overland Parking Structure occupants will be reassigned to the expanded Culver Parking Structure, therefore, one-half of the current Overland Parking Structures trips were reassigned to the expanded Culver Parking Structure. Specifically, based on the 2013 counts, half of the existing traffic at Overland Gate was reassigned to Overland Service Gate, Mentone Gate and Motor Gate.

Combined trips for both the SPP reassignment to Overland Parking Structure and partial Overland Parking Structure trips reassignment to expanded Culver Parking Structure are shown in Figures 3(a) and 3(b) for AM and PM peak hours, respectively.

The assignment of the Project study trips was also estimated using the Comprehensive Plan access assumptions (opening of Washington Gate at Mentone Avenue and widening of the Overland Main Gate with an added exit lane). The trips to and from the entry points to the studio were adjusted to reflect the opening of Washington Gate at Mentone Avenue and the Overland Service Gate remaining closed. The assignments combining the relocation of the SPP trips and the reassignment of partial current Overland Parking Structure trips are shown in Figures 4(a) and 4(b) for the AM and PM peak hours, respectively.

Existing & Future Traffic Volumes and Configurations

This traffic access analysis reviews the "With Project" traffic conditions under existing and future scenarios to determine the traffic impacts with revised access improvements. The four scenarios analyzed are:

1. Existing With Project with Comprehensive Plan Access Assumptions,
2. Existing With Proposed Project including Access Revisions,
3. Future With Project with Comprehensive Plan Access Assumptions, and
4. Future With Proposed Project including Access Revisions.

Traffic volumes for existing conditions at the 6 study locations were obtained from December 2013 manual traffic counts conducted by Crain and Associates and Traffic Solutions, a traffic data collection firm. The counts were counted over a three-day period from Tuesday, December 3 through Thursday, December 5, 2013 before the end of the school session for a majority of Cities of Culver City and Los Angeles Unified School Districts schools.

The counts at the study locations were collected to include both the weekday roadway and Studios peak traffic periods with the counts extending from 7:00 to 10:00 AM and 4:00 to 7:00 PM. Peak-hour volumes were determined individually for each location based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. The 3-weekday average existing peak-hour volumes at the study locations are depicted in Figures 5(a) and 5(b) for AM and PM peak hours, respectively. (The study location traffic count data sheets are in Appendix C).

It was agreed with the City of Culver City staff that 2014 would be analyzed as the base year and 2016 would be analyzed as the future study year. Pursuant to the City of Culver City Memorandum of Understanding outlining the procedures and assumptions for this access study, the following steps were performed to estimate project impact:

1. Existing (2014) traffic volumes from the factored 2013 counts were used as a base. The net Project traffic volumes with the Comprehensive Plan Access assumptions were added to the base existing (2014) traffic volumes in order to calculate "Existing (2014) With Project with Comprehensive Plan Access Assumptions" volumes, which are depicted in Figures 6(a) and 6(b) for AM and PM peak hours, respectively. These volumes assume the opening of Washington/Mentone Gate and widening of Overland Main Gate.

2. The net Project traffic volumes including access revisions were added to the base existing (2014) traffic volumes in order to calculate "Existing (2014) With Proposed Project Including Access Revisions" volumes, which are depicted in Figures 7(a) and 7(b) for AM and PM peak hours, respectively. These volumes assume the peak hour opening of the Overland Service Gate and other Project gate enhancements.

3. To be conservative, a traffic growth factor of 1.0 percent per year through 2016 was added to the base existing (2014) traffic volumes to establish the base future year traffic volumes. This 1.0 percent growth factor was not applied to the movements in/out of the Studios site since the ambient growth rate accounts for the non-project traffic growth of the study area. However, it was determined that three related projects would substantially contribute traffic to the study locations by the future study year. The trip generation for these three related projects is included in Table 3. The locations of the related project are shown in Figure 8. The related project traffic volumes are included in Figures 9(a) and 9(b) for AM and PM peak hours, respectively. The traffic volumes were then further increased by adding "Project with Comprehensive Plan Access Assumptions" net traffic volumes in order to calculate "Future (2016) With Project with Comprehensive Plan Access Assumptions" volumes, which are depicted in Figures 10(a) and 10(b) for AM and PM peak hours, respectively. These volumes assume the opening of Washington/Mentone Gate and widening of Overland Main Gate.

4. The Existing, growth factor and related project volumes from the previous paragraph were used as the base for the proposed "Project Including Access Revisions" net traffic volumes (with the Project access enhancements including the opening of the Overland Service Gate during peak hours). The base future (2016) traffic volumes were added in order to calculate "Future (2016) With Proposed Project Including Access Revisions" volumes. Those volumes are depicted in Figures 11(a) and 11(b) for AM and PM peak hours, respectively.

Table 3
Related Projects Location and Description

No.	Project Name	Address	Land Use Description	Size	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	The Palms Mixed-Use Project [1]	10601 Washington Bl.	Apartment	132 du [2]	2,050	75	75	150	126	126	252
			Office	26,000 sf							
			Retail	18,000 sf							
			Office	11,108 sf							
2	Wende Museum [3]	10808 Culver Bl.	Museum	14,023 du [2]	21	3	1	4	0	3	3
3	Luxe @ 9901 Mixed Use	9901 Washington Bl.	Apartment	131 du [2]	871	13	54	67	53	28	81
			Retail	12,178 sf	520	7	5	12	22	23	45
					1,391	20	59	79	75	51	126
4	Production Service Building [4]	Sony Studios Entertainm	Office	8,689 sf	N/A			7			5
			Support	1,069 sf							

Footnotes:

[1] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed 50%/50% inbound/outbound split for AM and PM peak hours.

[2] du = dwelling unit.

[3] Daily rate no available, (AM+PM)*5 applied to calculate daily trip.

[4] City approved project.

In order to analyze traffic conditions at the study locations, it was necessary to also determine the lane configurations and traffic controls. Information pertaining to intersection geometrics, bus stop locations, on-street parking restrictions and traffic signal operations were obtained from City engineering plans and were field verified. Studio gate operation information was obtained from SPE plans and was field verified. (The study location geometrics and traffic control information are included Appendix D.) These lane configurations were assumed for all scenarios, except for the Project improvements described above.

Synchro Analysis of Traffic Conditions

The potential queuing issues and operational delay at four Sony Studios gates and two adjacent intersections were analyzed. The existing and future year operational analysis was conducted using the operational analysis methodology of the 2010 Highway Capacity Manual[1] (HCM), which takes into account signal operations, producing existing volume-to-capacity (V/C) ratios and vehicular delays at these locations. Specifically, this method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Synchro Version 8 software was used to calculate left-turn queuing length at the four affected gates and to produce V/C values for the study locations.

Intersection Level-of-Service Analysis

Level-of-service (LOS) designations are based on the criterion of average control (signal) delay per vehicle. Control (signal) delay is a measure of driver discomfort, frustration,

[1] Transportation Research Board, Washington, D.C.; 2010.

and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay and final acceleration delay. Tables 4 and 5 summarize the relationship between LOS and control delay for signalized and two-way STOP controlled intersections, respectively.

Table 4
Level-of-Service Criteria for Signalized Intersections

LOS	Description of Operating Characteristics	Control Delay per Vehicle (Seconds)
A	Very low control delay, most vehicles do not stop at all	$\leq$ 10.0
B	Relatively low control delay. However, more vehicles stop than LOS A.	>10.0 $\leq$ 20.0
C	Higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	>20.0 $\leq$ 35.0
D	Control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.	>35.0 $\leq$ 55.0
E	High control delay values. Individual cycle failures are frequent occurrences.	>55.0 $\leq$ 80.0
F	High control delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	> 80.0

Source: *Highway Capacity Manual* (Transportation Research Board, Washington, D.C.; 2010), pages 18-6, 16-2.

Table 5
Level-of-Service Criteria for TWSC* Intersections

LOS	Description of Operating Characteristics	Control Delay per Vehicle (Seconds)
A	Very low control delay, most vehicles do not stop at all	$\leq$ 10.0
B	Relatively low control delay. However, more vehicles stop than LOS A.	>10.0 $\leq$ 15.0
C	Higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	>15.0 $\leq$ 25.0
D	Control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and the proportion of vehicles not stopping declines.	>25.0 $\leq$ 35.0
E	High control delay values. High volume to capacity (v/c) ratios.	>35.0 $\leq$ 50.0
F	High control delay values that often occur with over-saturation.	> 50.0

***TWSC = Two-way STOP control**

Source: *Highway Capacity Manual* (Transportation Research Board, Washington, D.C.; 2010), pages 19-2.

City of Culver City does not provide a criteria for significant impact based on intersection delay, therefore, the nearby jurisdiction's significant impact criteria is used in this analysis. LADOT defines a significant traffic impact of signalized intersection attributable to a project based on a "stepped scale" with intersections experiencing high delays being more sensitive to additional traffic than those operating with less delays. According to LADOT policy, a significant impact is identified as an increase in the delay value due to project-related traffic of 2.5 seconds or more when the final (with project) Level of Service is LOS E or F, a delay increase of 4 seconds or more when the final Level of Service is LOS D, or a delay increase of 6 seconds or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 6.

Table 6
LADOT Criteria for Significant Traffic Impact

LOS	Final Delay	Project-Related Increase in Delay
C	> 20 - 35	equal to or greater than 6.0 seconds
D	> 35 - 55	equal to or greater than 4.0 seconds
E	> 55 - 80	equal to or greater than 2.5 seconds
F	> 80	equal to or greater than 2.5 seconds

Source: LADOT Traffic Study Guidelines, June 2013.

For signalized intersections, 90-second signal cycle length was assumed and the HCM methodology was used for both existing and future conditions. To be consistent, the Synchro intersection signal split optimization and network offset optimization values were applied to each scenario. The resulting operation for the existing and future AM and PM peak-hour conditions for the study locations is shown in Table 7. The Synchro analysis worksheets for existing and future traffic conditions are provided in Appendix E.

As shown in Table 7, the Synchro analysis forecasts that for Existing (2014) and Future (2016) conditions, the proposed project traffic conditions without opening of Washington/Mentone Driveway and widening of Overland Main Gate operate at similar or better LOS than the Project with the Condition of Approval assumptions. Under both existing and future conditions, none of the intersections would be significantly impacted by the access changes.

Table 7
Intersection Level-of-Service
Existing and Future Conditions

			Existing (2014) With Project					Future (2016) With Project				
			Washington Gate Open					Washington Gate Open				
			Overland Gate Widened		Revised Access Configurations			Overland Gate Widened		Revised Access Configurations		
			Delay	LOS	Delay	LOS	Impact	Delay	LOS	Delay	LOS	Impact
1.	Washington Bl. &	AM	63.3 sec	E	63.0 sec	E	-0.3 sec	79.5 sec	E	60.4 sec	E	-19.1 sec
	Overland Av.	PM	68.1 sec	E	69.5 sec	E	1.4 sec	93.1 sec	F	94.8 sec	F	1.7 sec
2.	Palm Court Wy./Sony Gate &	AM	25.8 sec	C	10.9 sec	B	-14.9 sec	32.3 sec	C	10.3 sec	B	-22.0 sec
	Overland Av.	PM	20.6 sec	C	15.1 sec	B	-5.5 sec	18.6 sec	B	15.2 sec	B	-3.4 sec
3.	Sony Overland Service Gate &	AM	0.0 sec		16.2 sec		**	0.0 sec		16.7 sec		**
	Overland Av. *	PM	0.0 sec		26.9 sec		**	0.0 sec		29.4 sec		**
4.	Culver Bl. &	AM	84.5 sec	F	86.9 sec	F	2.4 sec	94.9 sec	F	96.3 sec	F	1.4 sec
	Overland Av.	PM	66.9 sec	E	52.2 sec	D	-14.7 sec	74.5 sec	E	63.1 sec	E	-11.4 sec
5.	Culver Bl. &	AM	561.2 sec	F	214.2 sec	F	-347.0 sec	540.9 sec	F	318.6 sec	F	-222.3 sec
	Mentone Av./Sony Gate *	PM	4527.7 sec	F	156.6 sec	F	-4371.1 sec	300+ sec	F	190.6 sec	C	-109.4 sec
6.	Culver Bl. &	AM	23.1 sec	C	19.6 sec	B	-3.5 sec	23.7 sec	C	20.8 sec	C	-2.9 sec
	Motor Av./Sony Gate	PM	18.8 sec	B	19.5 sec	B	0.7 sec	18.3 sec	B	18.9 sec	B	0.6 sec

* Intersection average delay is minimal, to be conservative, assumed worst Approach Delay - driveway left-turn approach.
** New intersection due to the opening of Culver Service Gate.

Left-In Queuing Analysis

To evaluate if the current left-turn pocket is sufficient to accommodate the queuing length at Overland, Mentone and Motor Gates under the "With Project" conditions, the single movement approach queuing was analyzed and the results are included in Table 8.

Table 8
On-Street Left-Turn Movement Queuing Length
With Project Including Access Revisions

				Existing With Project		Future With Project	
				95th Queue		95th Queue	
2.	Palm Court Wy./Sony Gate &	Southbound Left-Turn In	AM	167.0	ft	167.0	ft
	Overland Ave.		PM	15.0	ft	15.0	ft
5.	Culver Bl. & *	Eastbound Left-turn In	AM	68.0	ft	73.0	ft
	Mentone Ave./Sony Gate		PM	1.0	ft	1.0	ft
6.	Culver Bl. &	Eastbound Left-Turn In	AM	52.0	ft	31.0	ft
	Motor Ave./Sony Gate		PM	6.0	ft	6.0	ft

* 95 Percentile queue length for unsignalized intersection is shown as vehicles; assumed 20 feet per vehicle length to convert queued vehicles to queue length in feet.

Currently, the southbound left-turn in pocket length along Overland Avenue is approximately 150 feet at the Overland Main Gate, the eastbound left-turn in pocket length along Culver Boulevard is 50 feet at Mentone Gate and 100 feet at Motor Gate.

The maximum 95th percentile queue length is 167 feet at Overland Main Gate, 73 feet at Mentone Gate and 52 feet at Motor Gate. To accommodate the future left-turn in demand at Overland Main and Mentone Gates, the extensions of the left-turn pockets are recommended at both Gates.

In addition, the Overland Main Gate will be reconfigured during peak hour so that the right-hand inbound lane is for employees only and the control arm will be moved into the parking structure. Bollards restricting access and a control arm internal to the structure will be added. The existing Gate interior set back distances of the security check point (distance from property line to the security check point) are at or longer than the maximum 95th percentile queue length of left-turn-in pocket along Culver Boulevard at Mentone and Motor Gates.

Gate Check Point Delay

To address the concern regarding the gate access delays, a survey was conducted at two major employee/visitor access gates – Overland Main Gate and Mentone Gate on Thursday, January 30, 2014. As shown in Appendix G, the Overland Main Gate was utilized by 416 employee vehicles with an average delay of 1 second, and 49 visitor vehicles with an average delay of 17 seconds during the AM peak hour. Mentone Gate was utilized by 425 employee vehicles with an average delay of 1 second, and 2 visitor vehicles with an average delay of 31 seconds during the AM peak hour. Currently, the existing intersection counts completed in Fall 2013 show a similar volume with a total of 477 vehicles (verses 465 in the 2014 gate count) entering Overland Main Gate during the AM peak hour.

With the project development, a total of 803 vehicles are expected to enter Overland Gate for the "Future With Project" condition, which equals a multiplier of 1.73 from the existing count (465 vehicles). Applying this same ratio to both the employees and visitors, a total of 720 employees and 83 visitors are expected for the "Future With Project" condition during the AM peak hour. A cycle length of 90 seconds would equate to 40 cycles in one hour with 803 total future entering vehicles. Therefore, an average of approximately 2 visitor vehicles and 18 employee vehicles will arrive in each 90-second signal cycle. To be conservative, a peak hour factor of 1.5 was assumed. Therefore, 3 visitors will be expected at the visitor/employee entrance lane during the peak cycle and they will utilize the lane for 51 seconds. The remainder of 39 seconds in the same signal cycle along this lane and the whole 90-second signal cycle along the other employee-only entrance lane will be available for 27 employee vehicles to pass through. The 129 seconds allows 4.8 seconds per vehicle which is substantially greater than the average delay of 1 second per car. Therefore, it is concluded that the delay caused by the gate check point would not be an issue for the future conditions at Overland Gate.

The Mentone gate will have an AM entering volume of 443 peak hour vehicles, which is slightly greater than the existing count of 383 peak hour vehicles. Due to the opening of the Overland

Service Gate and improvements to the Motor Gate, the Project trips anticipated to use the Mentone Gate have been minimized. Access to the expanded Culver structure through the Mentone Gate will not only be via the existing employee entrance lane but also via the western expansion by the remaining entry lanes at the gate. Therefore, the capacity is anticipated to remain sufficient.

On-Street Parking Occupancy

The southbound dual left-turn lanes into the Overland Main Gate will require modifying Overland Avenue including removing 4 on-street parking spaces along the east curb north of the intersection (adjacent to the future 8-story office building site). Therefore, on February 4, 2014 a parking occupancy survey was conducted along the east side of Overland Avenue north and south of Palm Court Way/Sony Gate, and along the north side of Culver Boulevard west of Mentone Avenue. The data from this survey is included in Appendix G. As shown in Appendix G, the average parking occupancy rate of on-street parking along Overland Avenue north of Palm Court Way was 19% with the highest parking occupancy rate of 67% (4 occupied spaces out of 6 total spaces) in the afternoon. The average parking occupancy rate of on-street parking along Overland Avenue south of Palm Court Way was 2%, with the highest parking occupancy rate of 23% (3 occupied spaces out of 13 total spaces) in the AM and PM peak hours. The average parking occupancy rate of on-street parking along Culver Boulevard west of Mentone Avenue was 2%, with the highest parking occupancy rate of 14% (1 occupied space out of 7 total spaces).

The users of these on-street parking spaces are mainly visitors to SPE except 3 non-Sony users (1 parking enforcement) out of a total of 38 users during the survey period. Therefore, 4 on-street parking space removal along Overland Avenue north of Palm Court Way due to the proposed southbound dual left-turn lanes would not cause substantial on-street parking impacts. Additionally, one on-street parking space removal along the north curb of Culver Boulevard west of Mentone Gate due to the reconfiguration of this gate would not cause substantial on-street parking impacts.

Conclusions

As discussed above, Subsections 2 and 5 of Section XII.E of the Comprehensive Plan were formulated anticipating that substantial parking would be built in the CPDA 6 portion of the studio lot. The current Project would not construct the anticipated parking within or adjacent to CPDA 6, but would provide parking elsewhere on the studio lot. A substantial set of access and circulation improvements has been designed to serve the proposed traffic flow and parking requirements for the Project. Those improvements have been shown to be sufficient through a Synchro analysis, gate delay analysis and on-street parking analysis. It is therefore recommended that the opening of a Washington Gate at Mentone Avenue and the widening of

the Overland Main Gate to provide three exit lanes be replaced by the proposed access improvements analyzed in this study.

If you have any questions, please feel free to call us.

Sincerely,

George Rhyner, C.E. 47763. T.E. 2143
Senior Transportation Engineer

GR:hs
C21118
attachments

FIGURES

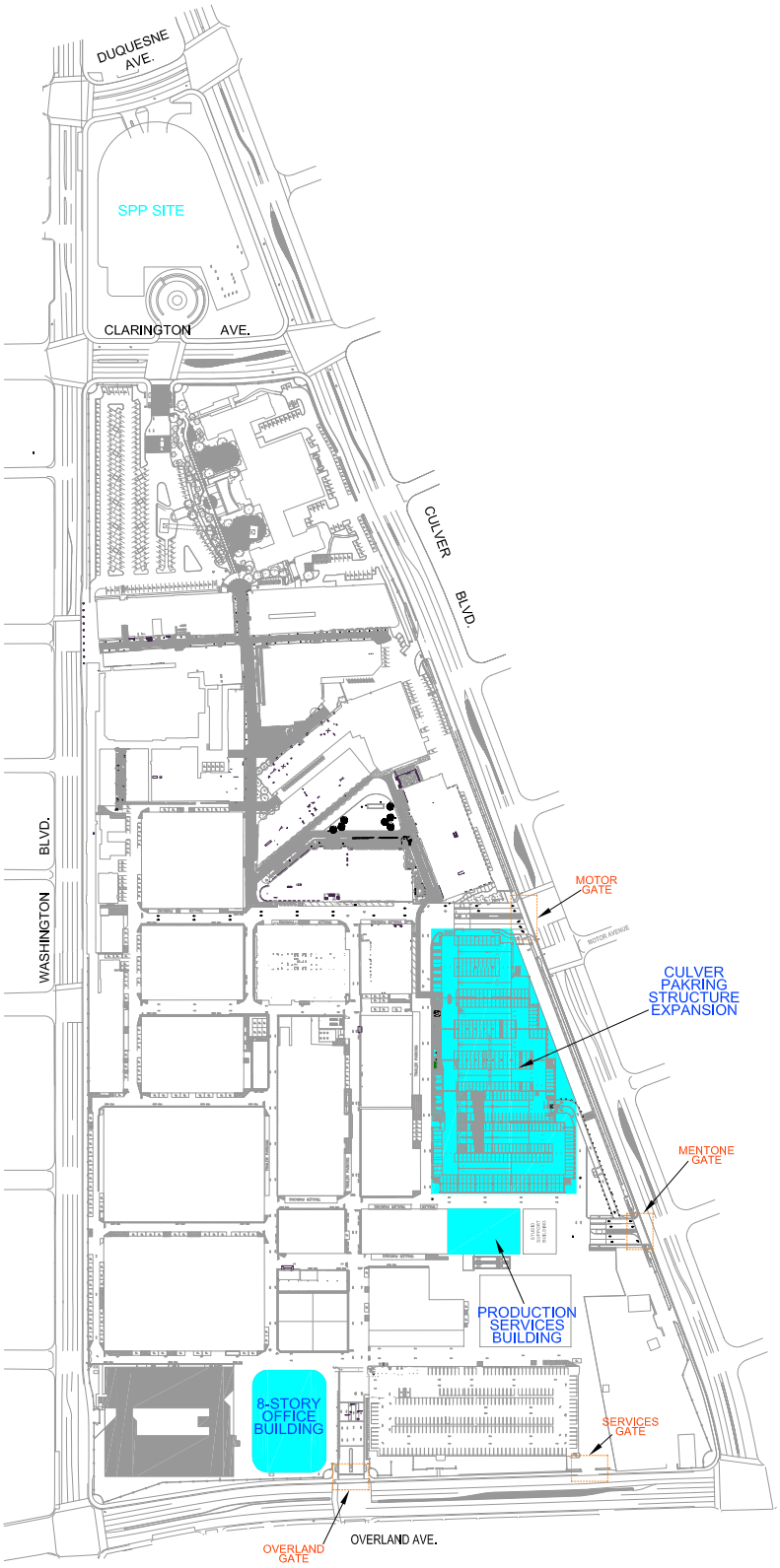

FIGURE 1

3/18/2014

FN: SonyStudIosJImmyStewart\SITEVIC

PROJECT LOCATION MAP

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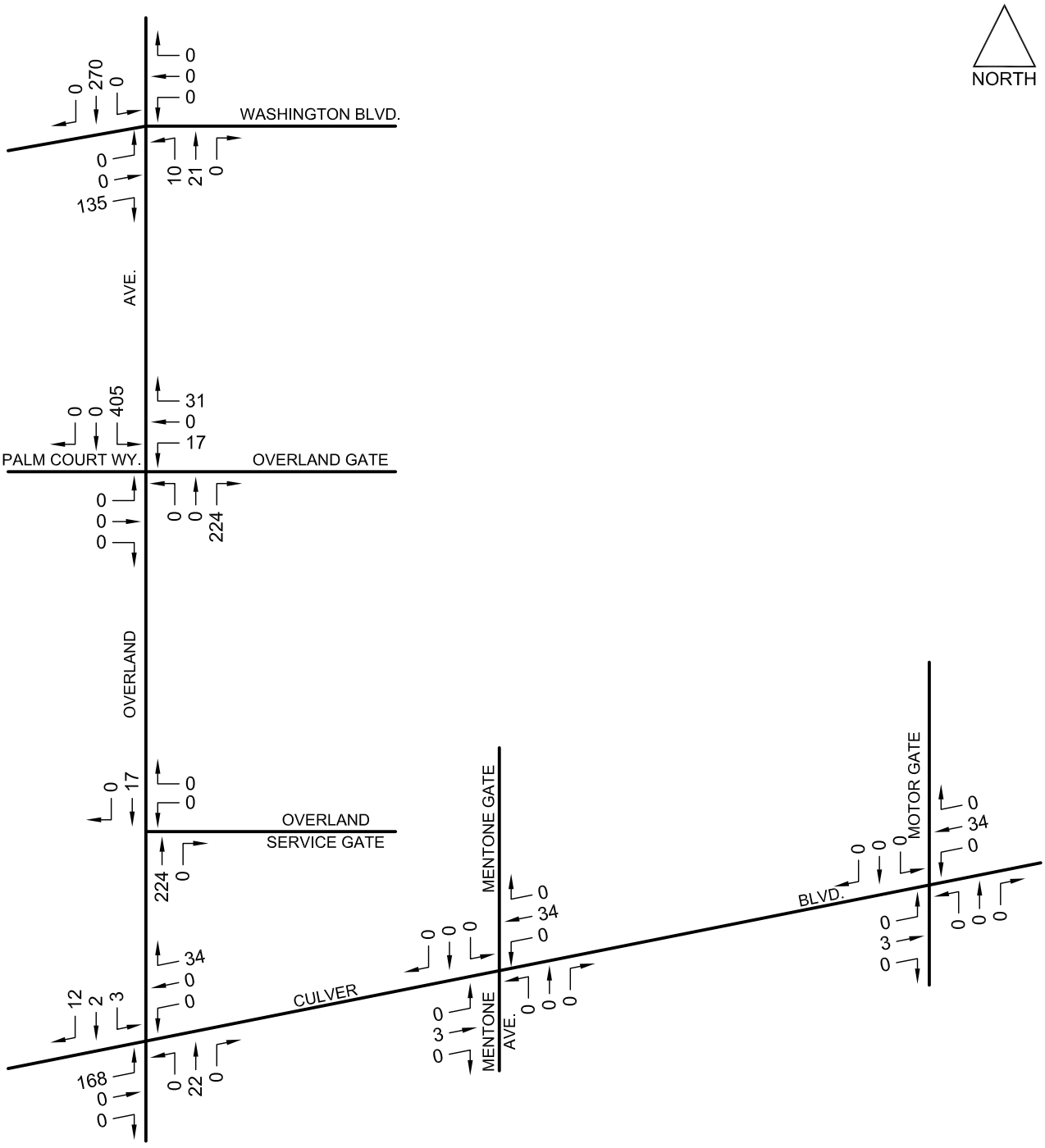

FIGURE 2(a)

2/18/2014

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SPP TRAFFIC VOLUMES
(WITHOUT WASHINGTON GATE)
AM PEAK HOUR

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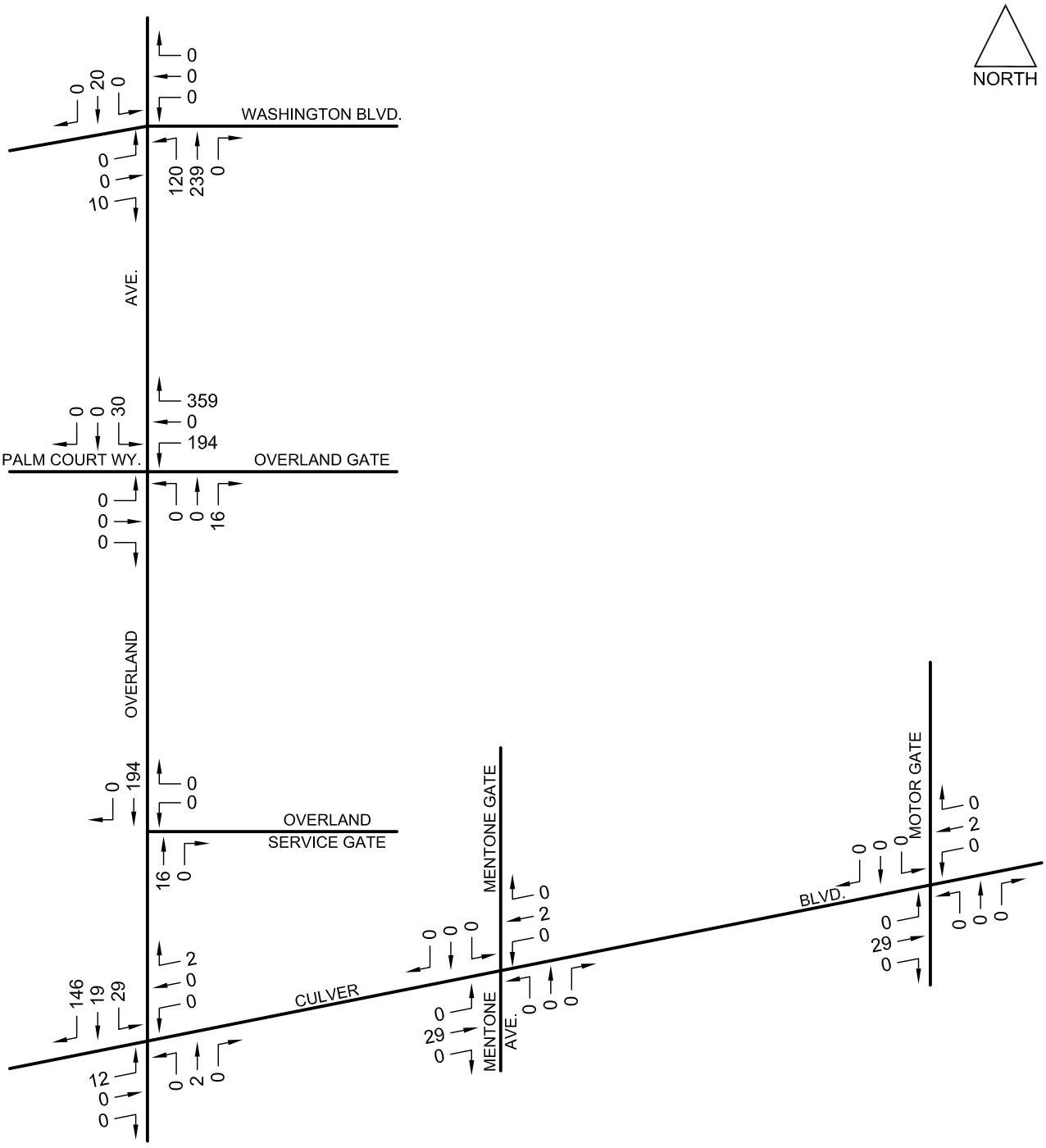

FIGURE 2(b)

2/18/2014

SonyStudiosJimmyStewart\2014-03\PMSPP

SPP TRAFFIC VOLUMES
(WITHOUT WASHINGTON GATE)
PM PEAK HOUR

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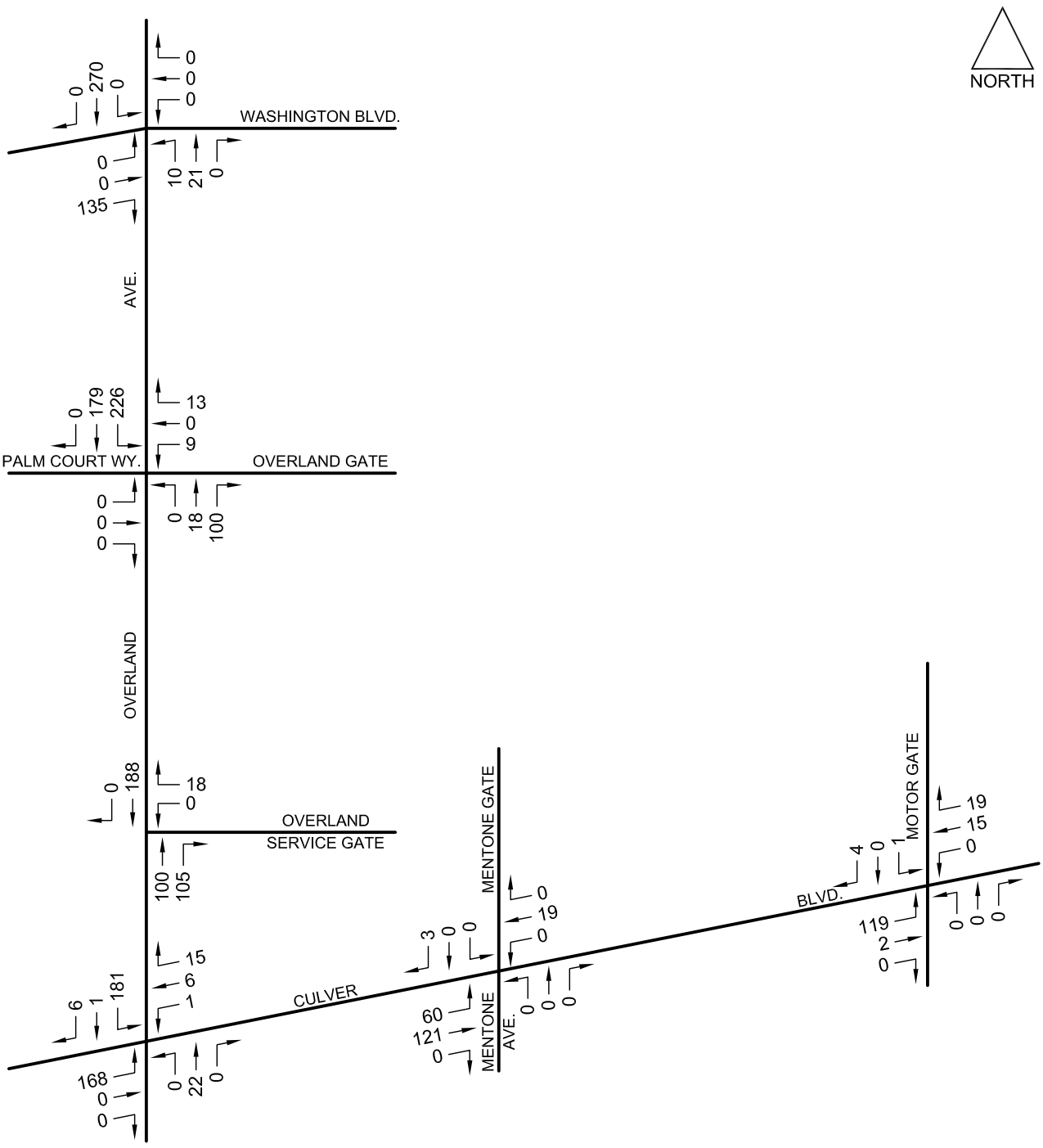

FIGURE 3(a)

2/21/2014

SonyStudios.JimmyStewart\2014-03\AMSPPNET

NET PROJECT TRAFFIC VOLUMES
WITHOUT WASHINGTON GATE
AM PEAK HOUR

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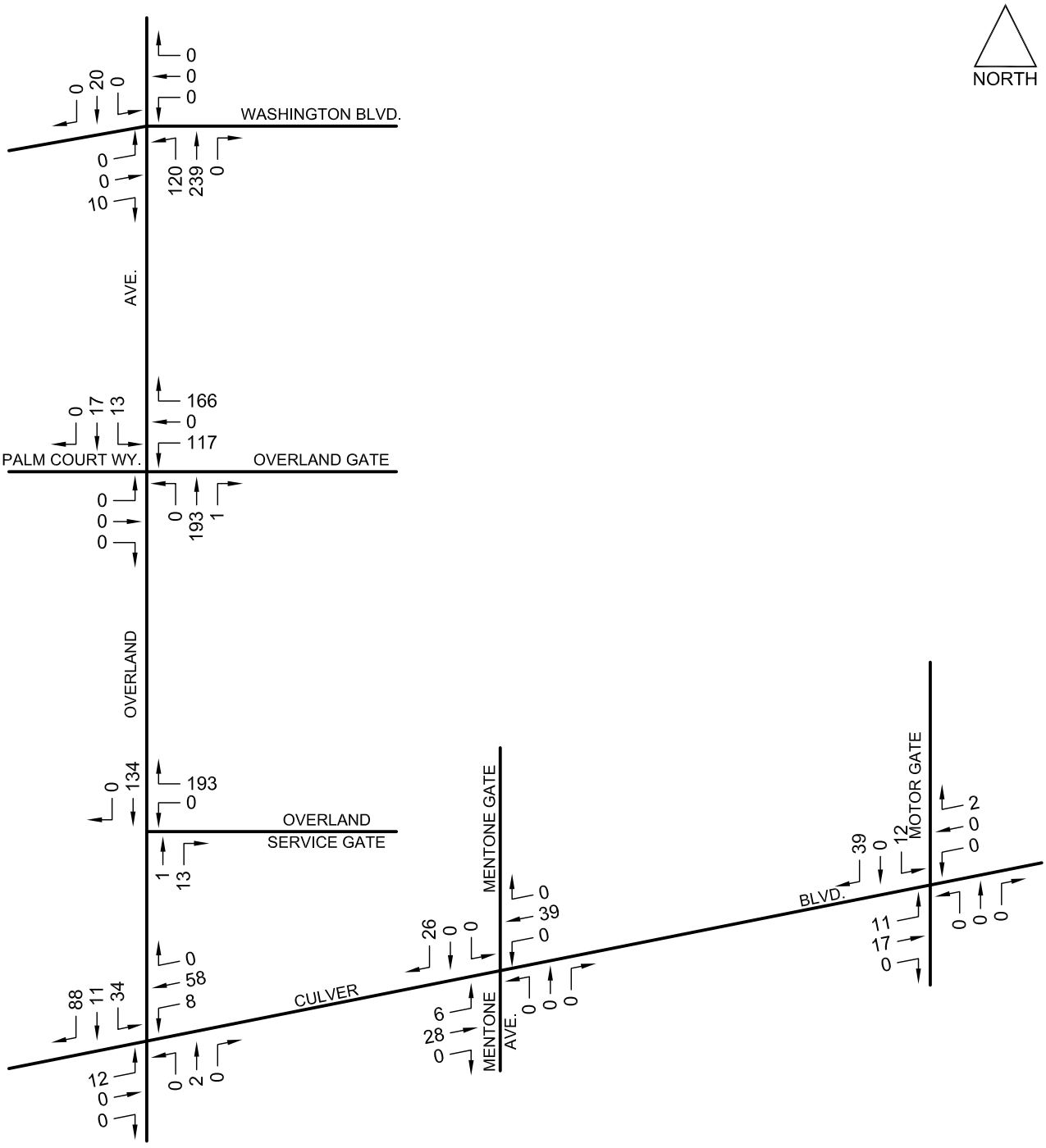

FIGURE 3(b)

2/21/2014

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NET PROJECT TRAFFIC VOLUMES
WITHOUT WASHINGTON GATE
PM PEAK HOUR

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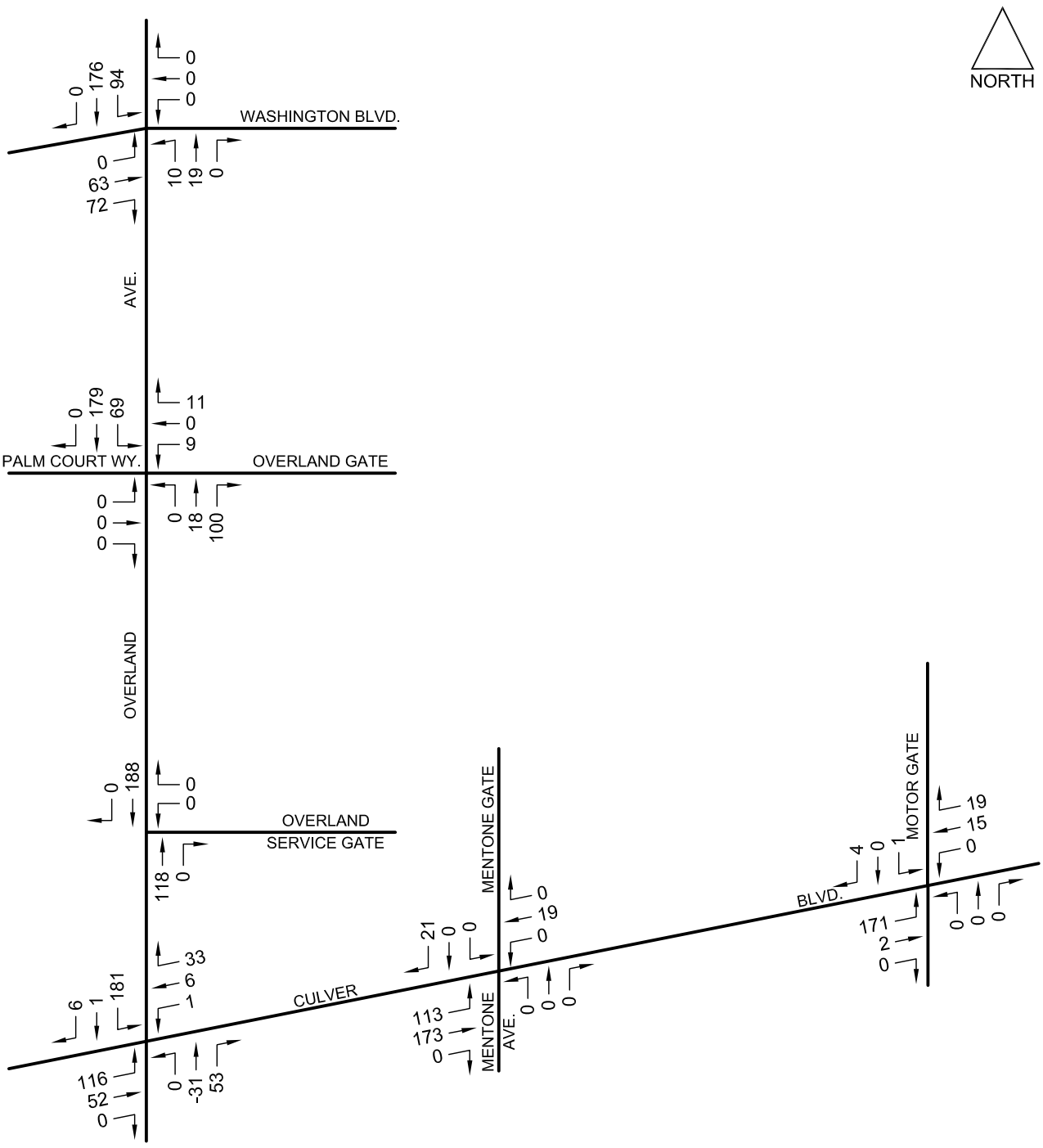

FIGURE 4(a)

2/21/2014

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NET PROJECT TRAFFIC VOLUMES
WITH COMPREHENSIVE PLAN ACCESS ASSUMPTIONS
AM PEAK HOUR

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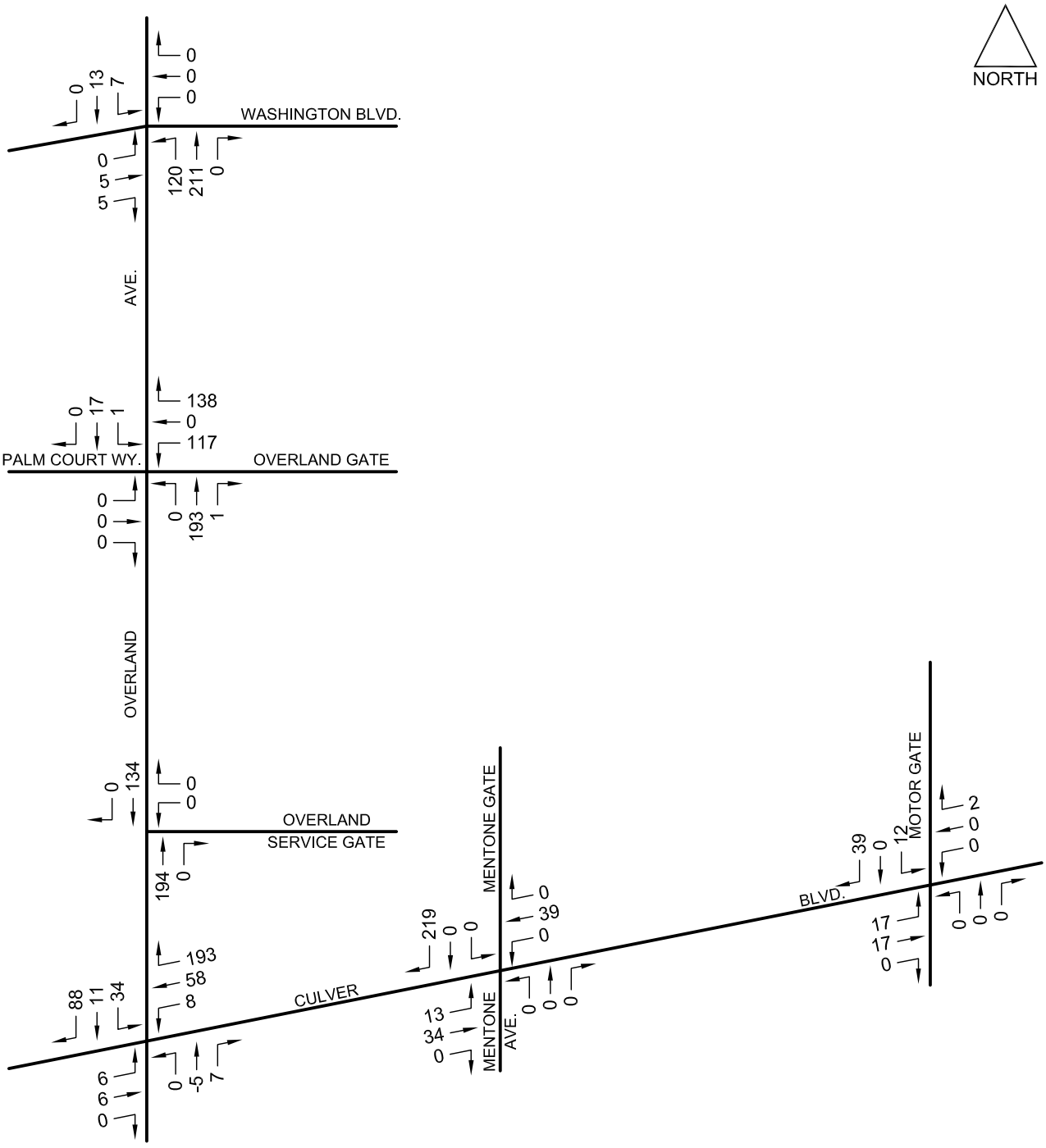

FIGURE 4(b)

2/21/2014

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NET PROJECT TRAFFIC VOLUMES
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PM PEAK HOUR

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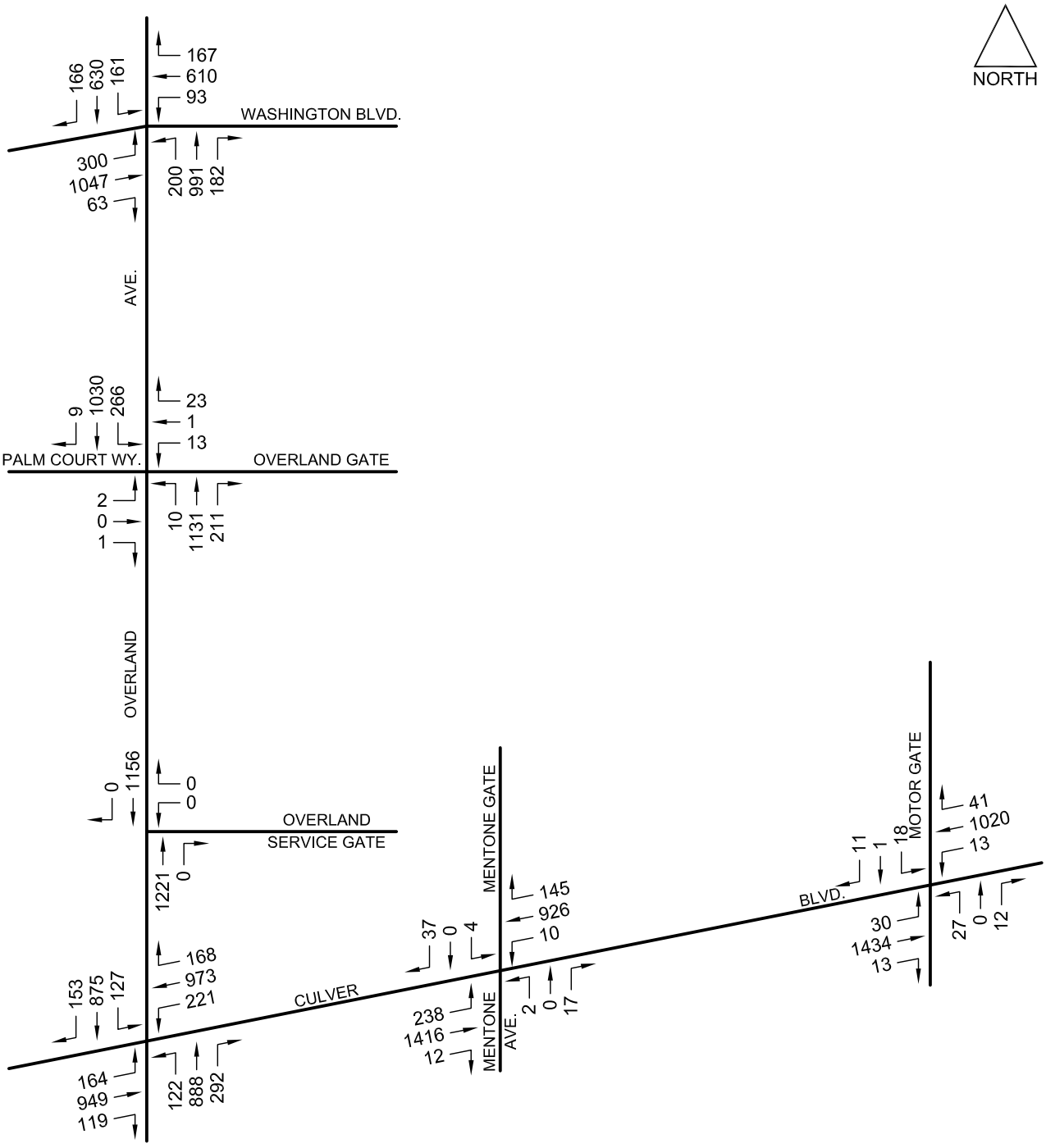

FIGURE 5(a)

2/21/2014

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EXISTING (2014) TRAFFIC VOLUMES
AM PEAK HOUR

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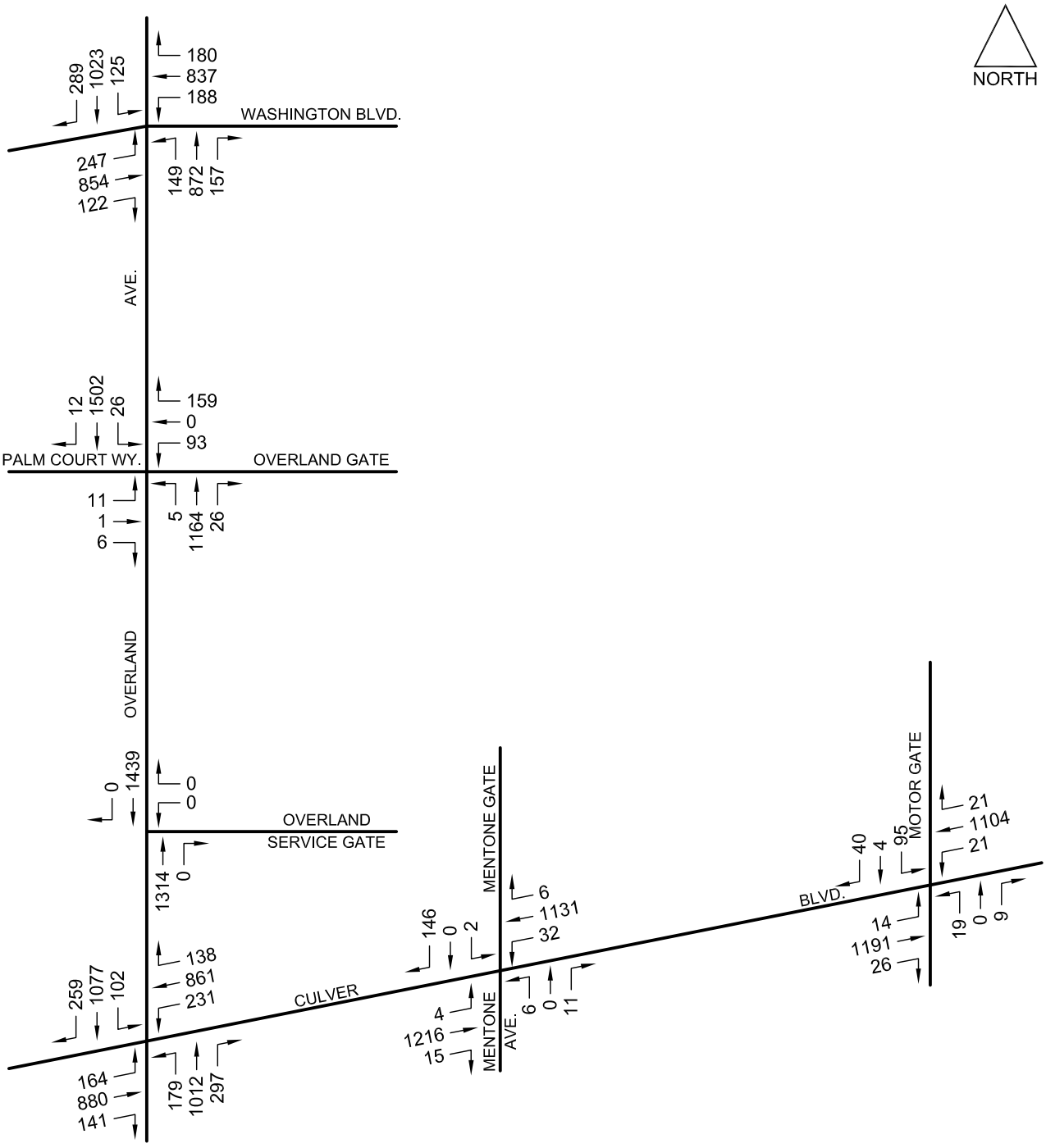

FIGURE 5(b)

2/21/2014

SonyStudios\JimmyStewart\2014-02\PM2014

EXISTING (2014) TRAFFIC VOLUMES
PM PEAK HOUR

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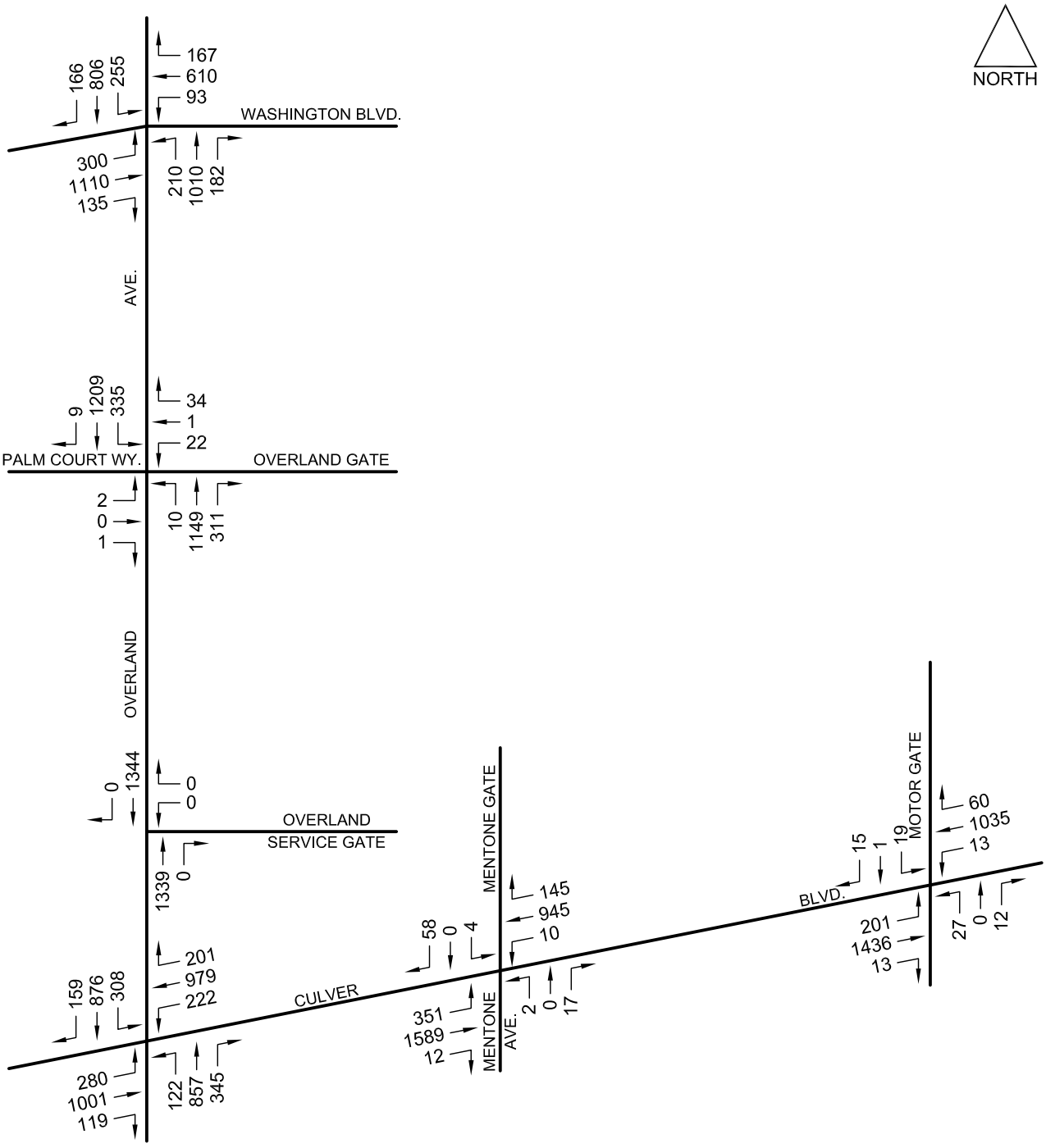

FIGURE 6(a)

2/24/2014

SonyStudiosJimmyStewart\2014-03\AM2014WP-WG

EXISTING (2014) TRAFFIC VOLUMES
WITH PROJECT
WITH COMPREHENSIVE PLAN ACCESS ASSUMPTIONS
AM PEAK HOUR

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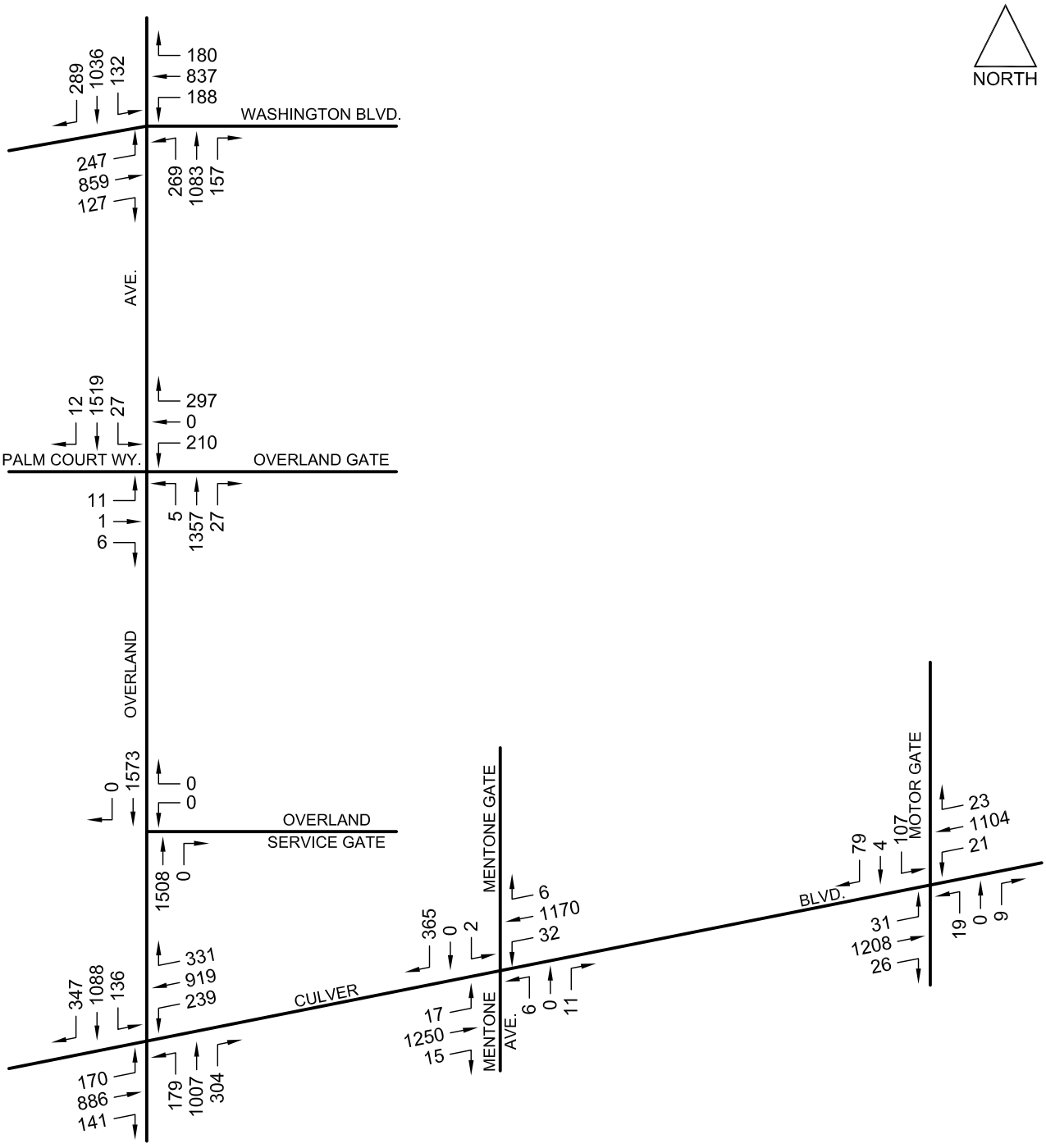

FIGURE 6(b)

2/24/2014

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EXISTING (2014) TRAFFIC VOLUMES
WITH PROJECT
WITH COMPREHENSIVE PLAN ACCESS ASSUMPTIONS
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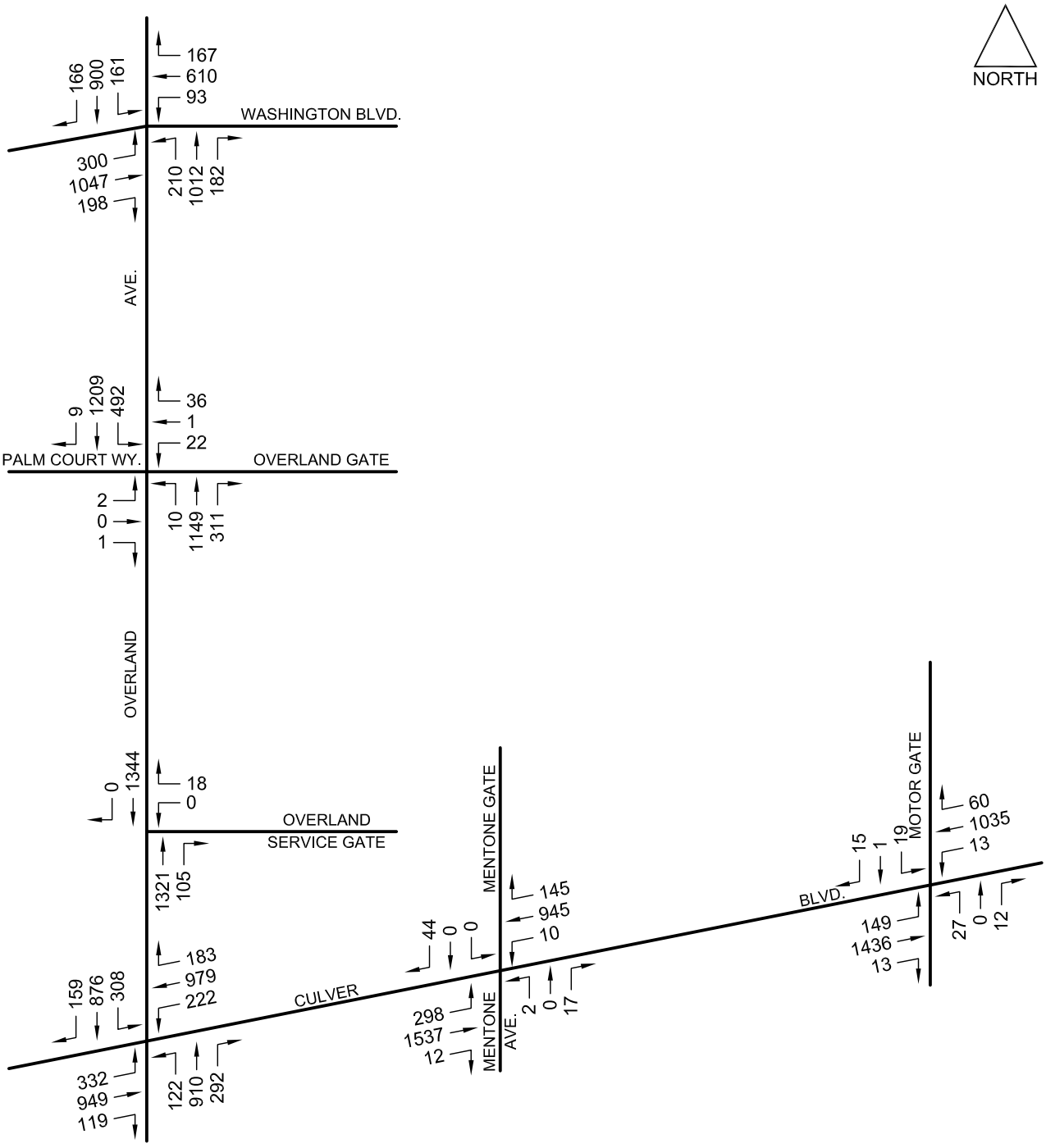

FIGURE 7(a)

2/24/2014

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EXISTING (2014) TRAFFIC VOLUMES
WITH PROJECT
WITHOUT WASHINGTON GATE
AM PEAK HOUR

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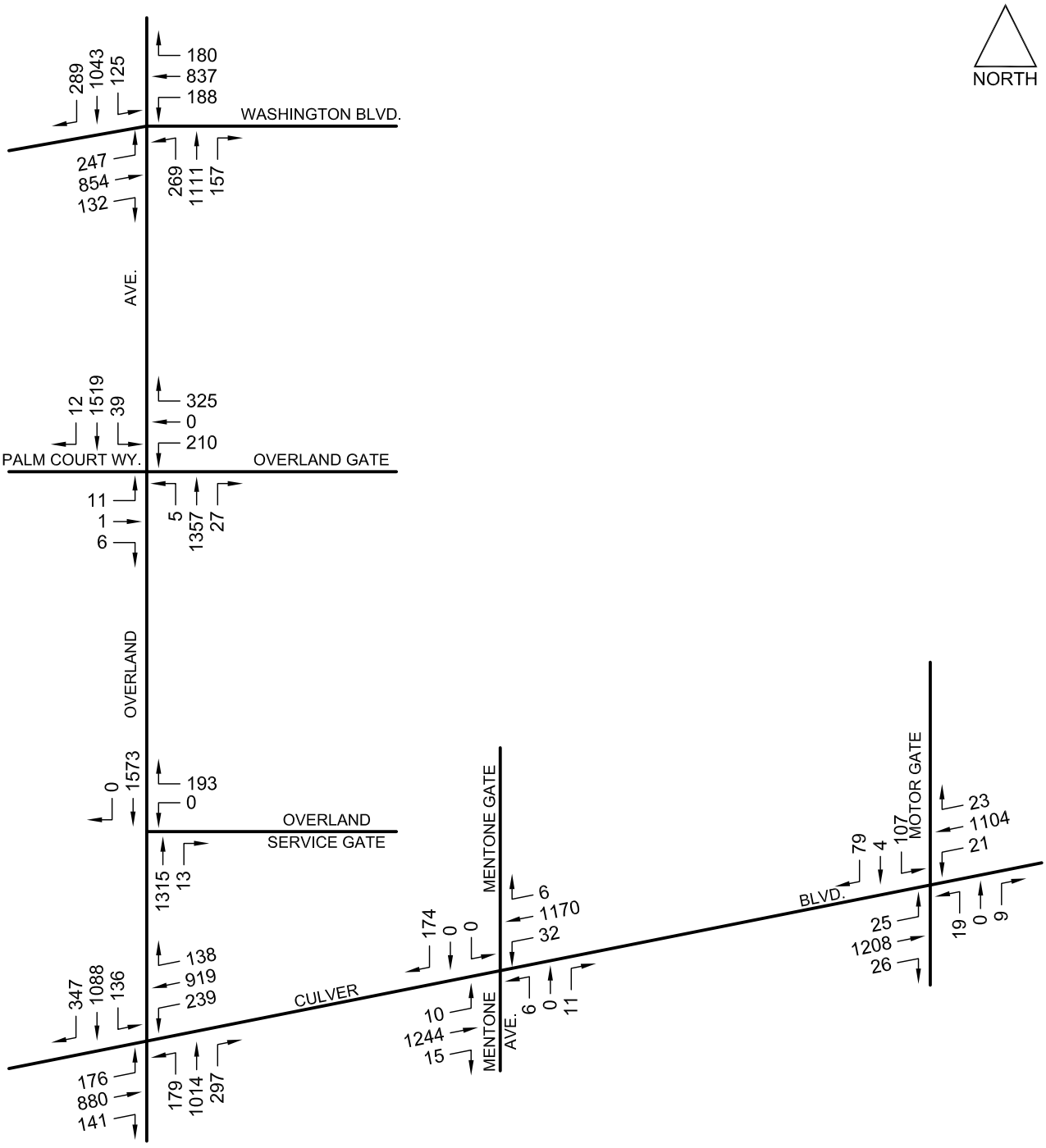

FIGURE 7(b)

2/24/2014

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EXISTING (2014) TRAFFIC VOLUMES
WITH PROJECT
WITHOUT WASHINGTON GATE
PM PEAK HOUR

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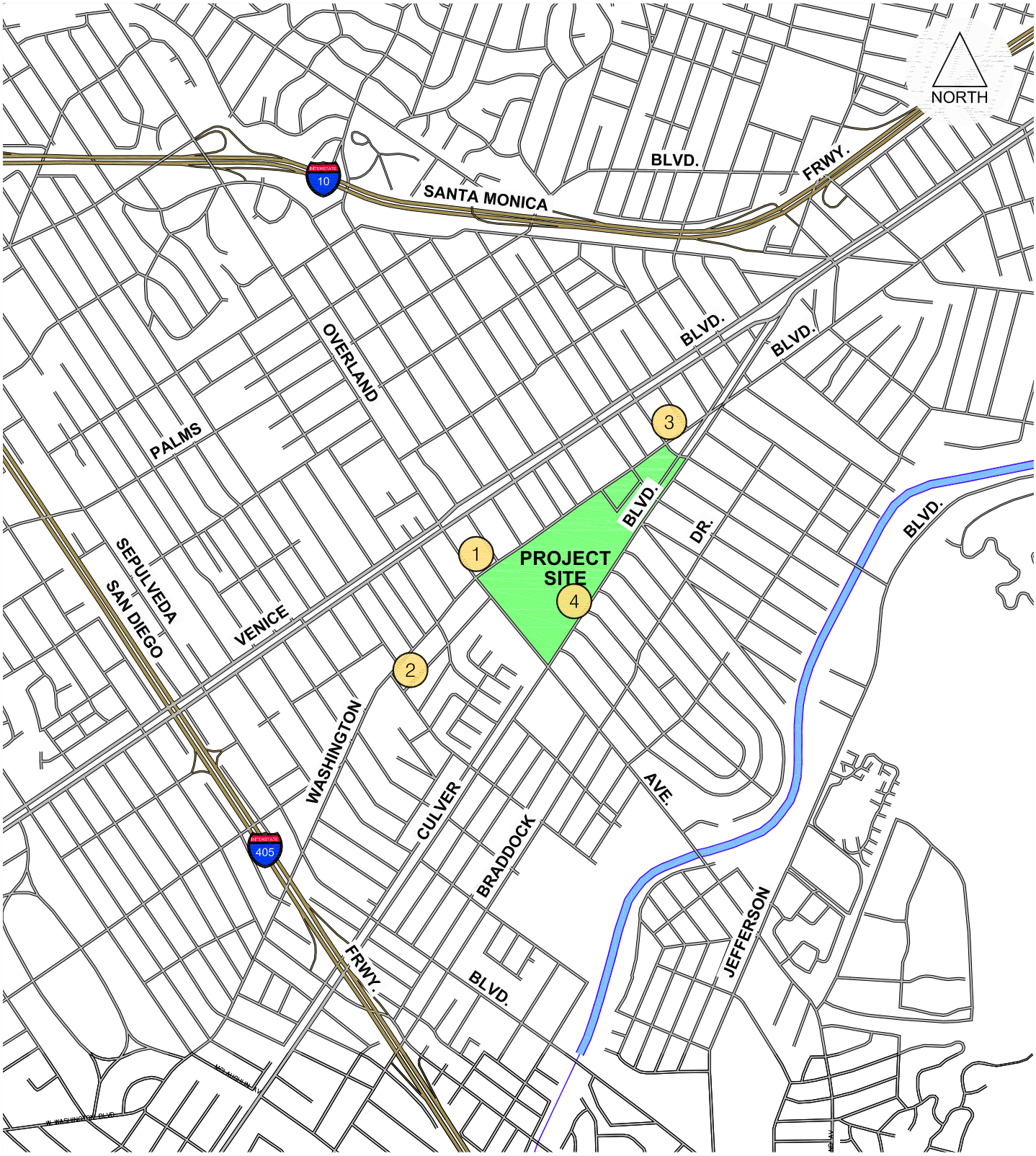

FIGURE 8

2/27/14

FN: SONYSTUDIOSJIMMYSTEWART\2014-03\RELPROJS

RELATED PROJECTS LOCATION MAP

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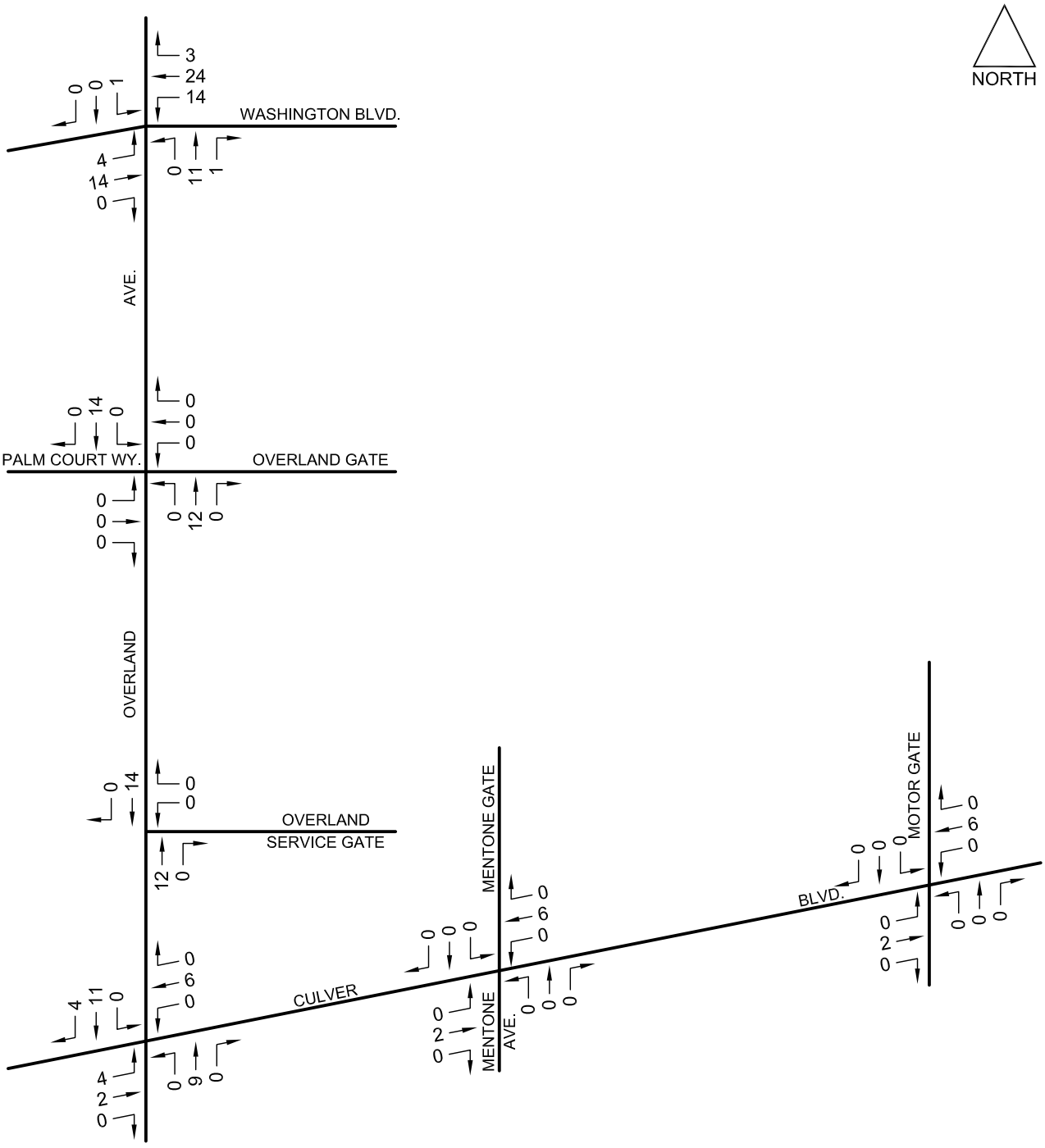

FIGURE 9(a)

2/18/2014

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RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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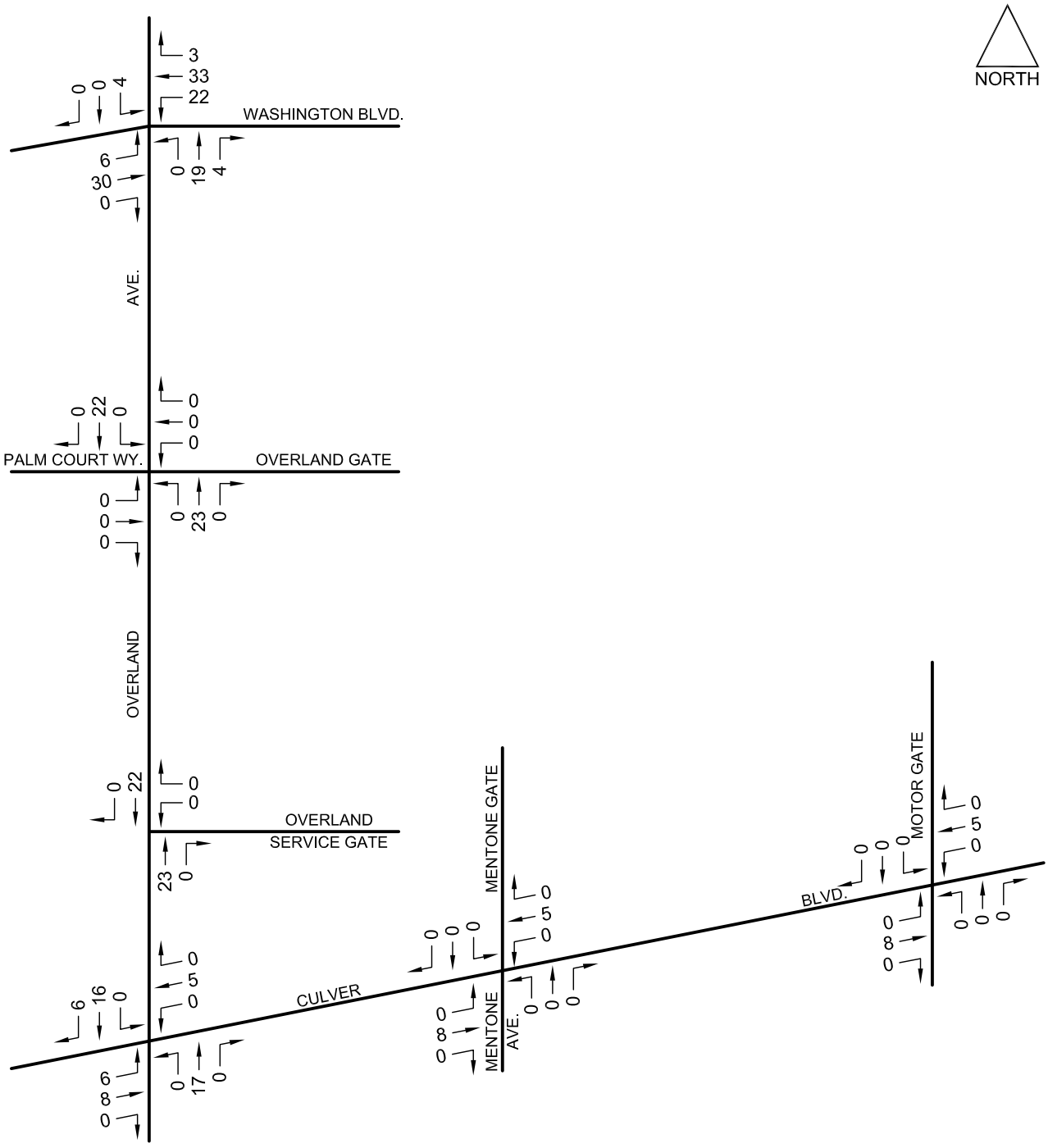

FIGURE 9(b)

2/18/2014

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RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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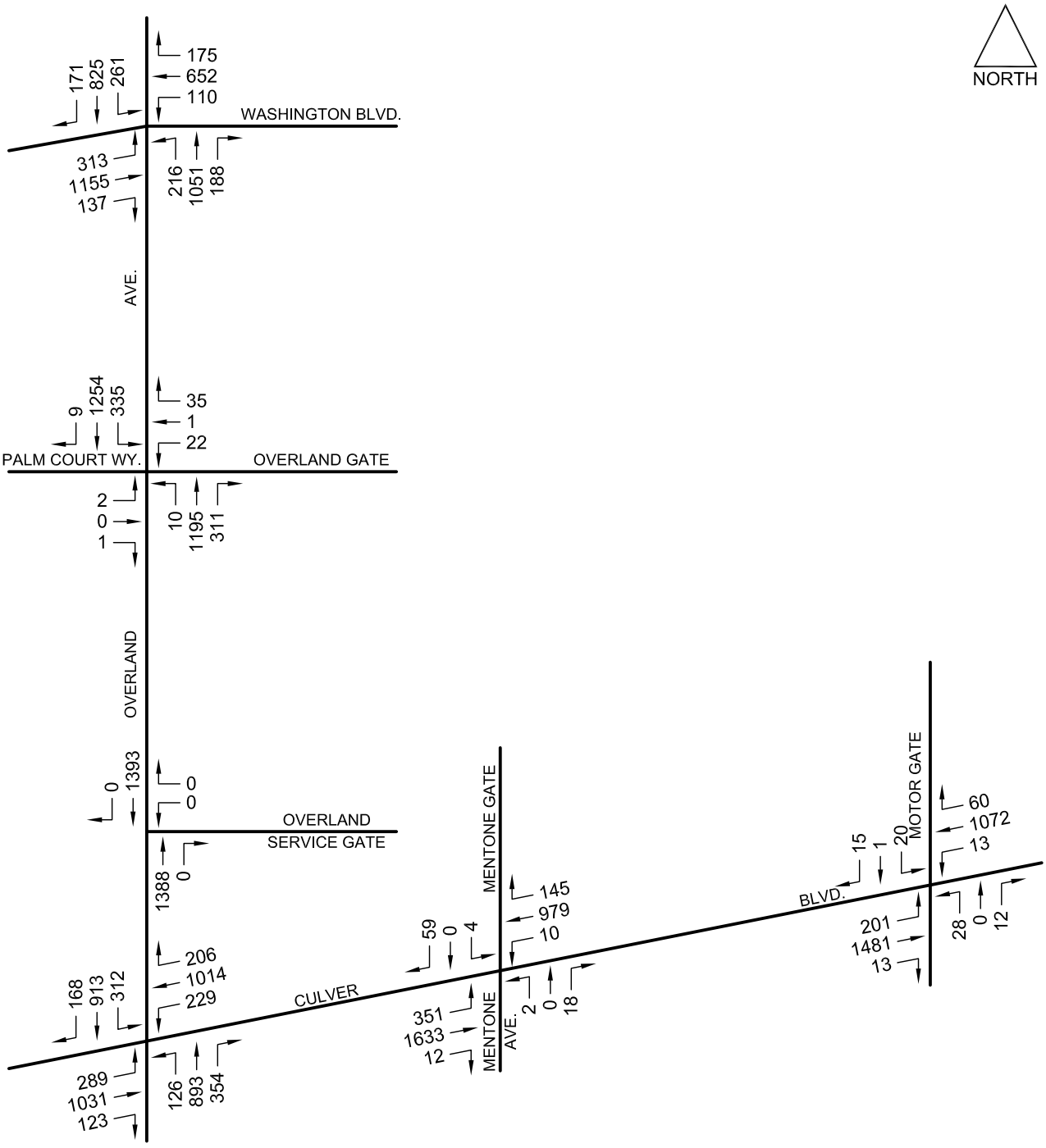

FIGURE 10(a)

2/21/2014

SonyStudiosJimmyStewart\2014-03\AM2016WPCOA

FUTURE (2016) TRAFFIC VOLUMES
WITH PROJECT
WITH COMPREHENSIVE PLAN ACCESS ASSUMPTIONS
AM PEAK HOUR

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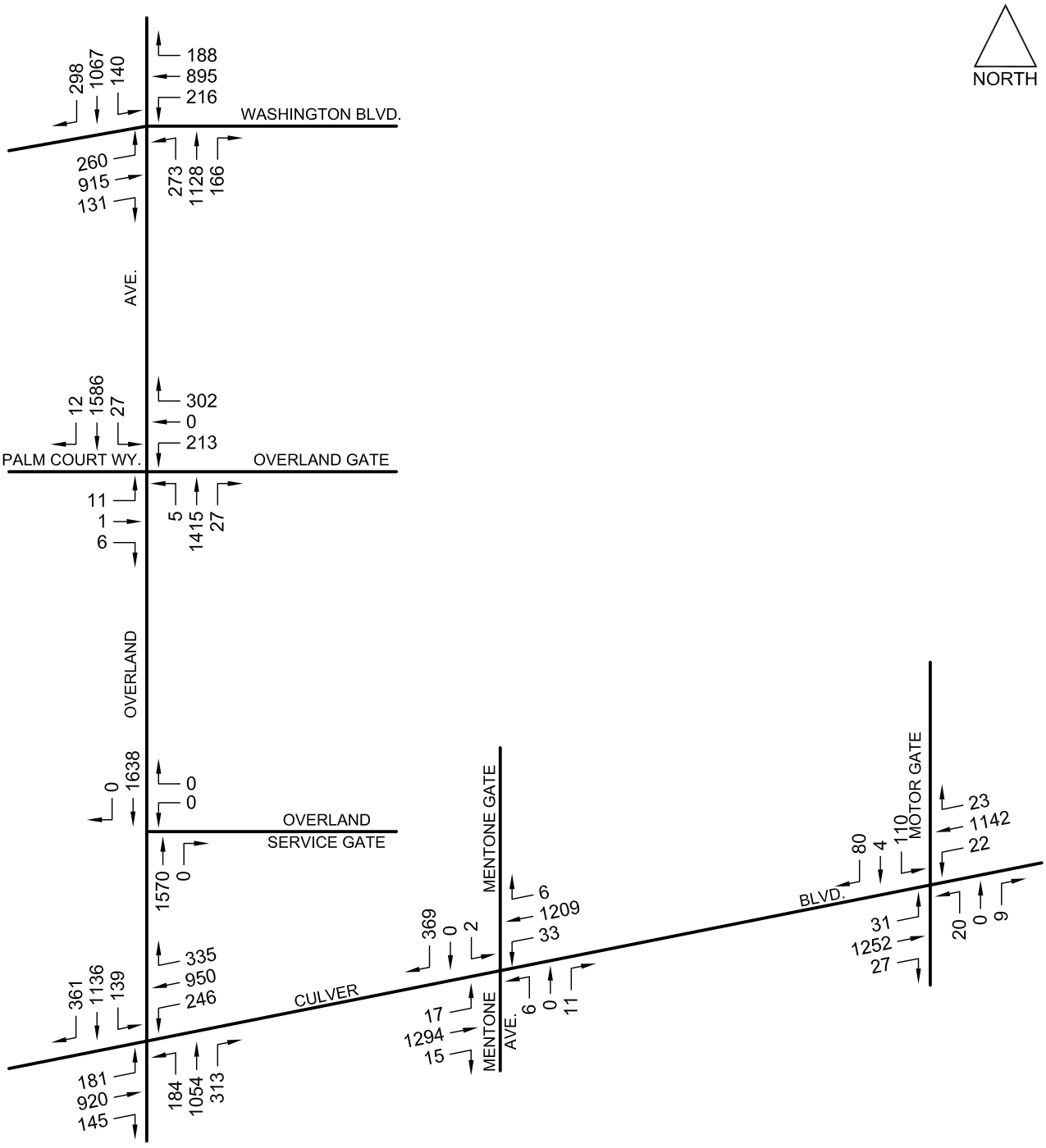

FIGURE 10(b)

2/21/2014

SonyStudiosJimmyStewart\2014-03\PM2016WPCOA

FUTURE (2016) TRAFFIC VOLUMES WITH PROJECT WITH COMPREHENSIVE PLAN ACCESS ASSUMPTIONS PM PEAK HOUR

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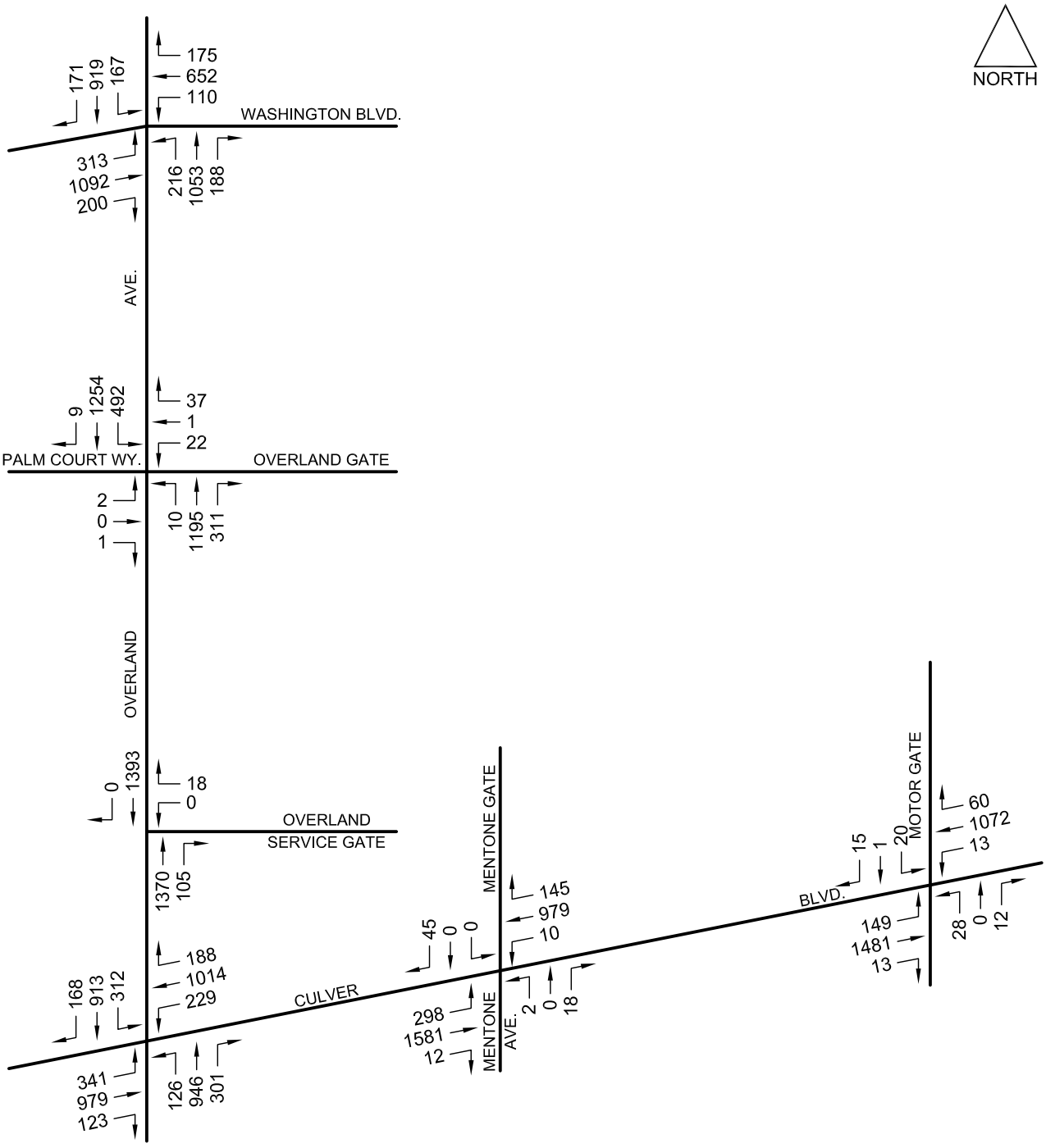

FIGURE 11(a)

2/21/2014

SonyStudios\JimmyStewart\2014-03\AM2016WP

FUTURE (2016) TRAFFIC VOLUMES
WITH PROJECT
WITHOUT WASHINGTON GATE
AM PEAK HOUR

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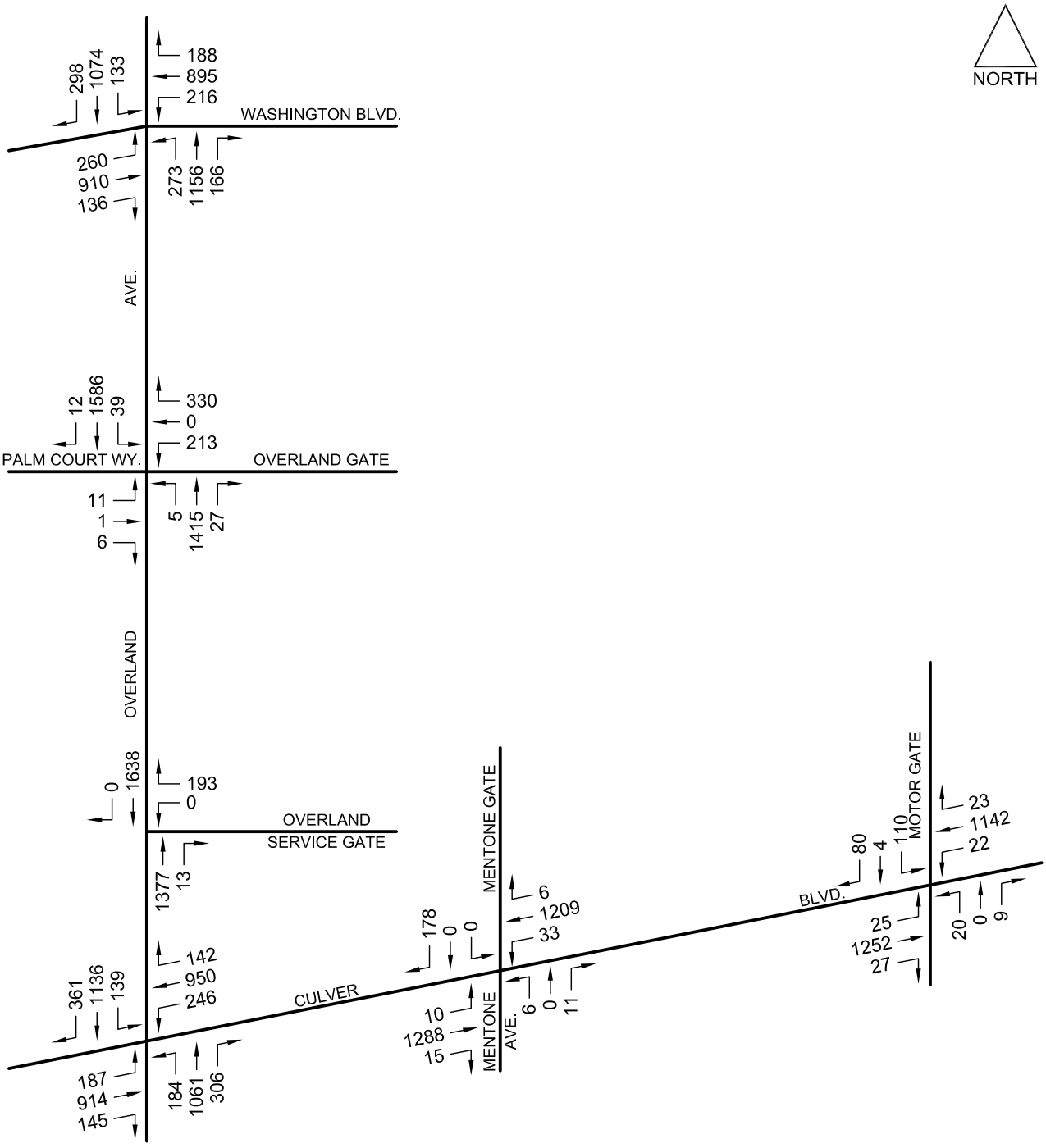

FIGURE 11(b)

2/21/2014

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FUTURE (2016) TRAFFIC VOLUMES
WITH PROJECT
WITHOUT WASHINGTON GATE
PM PEAK HOUR

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ATTACHMENT A
SONY PICTURES ENTERTAINMENT CONDITIONS OF APPROVAL
OFF-SITE MITIGATION REQUIREMENT TRIGGERS

Sony Pictures Studios
New Lot and Production Services Development

Off-site Traffic Mitigation Requirement Triggers

Improvement		Peak Hour Trip Trigger Level (8 - 9 AM)	Peak Hour Trip Trigger Level (5 - 6 PM)	Status	Required?
2.a	Venice/Clarington			Rejected	NA
2.c	Madison Crosswalk			Completed	NA
2.d	Tri-Star Camera			Completed	NA
2.e	Braddock N/B On-ramp Study			Completed	NA
2.f	Washington/Overland	185		Rejected	NA
2.g	Culver/Overland		211	Base Condition	NO
2.b	Culver@Sepulveda/Sawtelle		290	Conflicting Imps.	NO
2.h	Venice/Robertson/Expo.	405		Base Condition	YES
2.i	Sepulveda/Washington Pl.	466		Base Condition	YES
2.j	Sawtelle/I-405 SB/Matteson	484		Base Condition	YES
2.k	Venice/La Cienega	519		Part. By Others	YES
2.l	Sepulveda/Jefferson/Playa	563		Base Condition	NO
2.m	National/Venice	590		Base Condition	NO
2.n	Braddock/Overland-Sawtelle Study	607		Study	NO
2.o	Overland/Braddock	607		Base Condition	NO
2.p	Sawtelle/Bradock	660		Imp. By Others	NO
2.q	Robertson/I-10 WB	616		Base Condition	NO
2.r	Washington/Motor	625		Base Condition	NO
2.s	Overland/Jefferson	634		Base Condition	NO
2.t	Washington/Robertson/Higuera		642	Base Condition	NO
2.u	Venice/Motor	660		Others w/ Mod.	NO
2.v	Washington/Madison/Clarington		704	Base Condition	NO
2.w	Venice/Hughes		713	Base Condition	NO
2.x	National/Motor	722		Base Condition	NO
2.y	National/Robertson	774		Conflicting Imps.	NO
2.z	Venice/Sepulveda	836		Base Condition	NO
2.aa	La Cienega/Rodeo	836		Imp. By Others	NO
		Total (All Measures)			

Status:
Base Condition - Lane configuration unchanged from when the measure was adopted as a Condition of Approval.
Completed - Condition of Approval required improvement installed previously by SPE.
Conflicting Imps. - Improvements installed by others with conflict with some or all of the CofA requirement.
Imp. By Others - The CofA required improvement was installed by others.
Part. By Others - Improvement installed by others that includes some portion of the CofA requirement.
Study - Measure requires a study rather than physical improvement.

ATTACHMENT B
SONY PICTURES PLAZA TRAFFIC SURVEY

SONY PICTURES PLAZA 2013
Weekday Average Gate Turning Movements

Driveway 1 (Madison)

Total Vehicles

Start Time	Inbound Left	Inbound Thru	Inbound Right	Inbound Total	Outbound Left	Outbound Thru	Outbound Right	Outbound Total
15 Minute								
7:00 AM	5.7	0.0	16.3	22.0	0.3	0.0	0.7	1.0
7:15 AM	6.0	0.7	14.3	21.0	0.3	0.0	0.3	0.7
7:30 AM	6.3	0.3	13.3	20.0	0.7	0.3	1.3	2.3
7:45 AM	12.3	0.3	22.0	34.7	0.3	0.3	3.3	4.0
8:00 AM	15.3	0.0	23.7	39.0	1.0	0.0	2.0	3.0
8:15 AM	17.7	0.0	31.0	48.7	2.3	0.3	2.7	5.3
8:30 AM	22.3	0.7	35.7	58.7	4.7	0.3	4.3	9.3
8:45 AM	39.3	0.0	54.3	93.7	5.0	0.0	4.7	9.7
9:00 AM	38.0	0.3	68.3	106.7	4.7	0.3	6.0	11.0
9:15 AM	29.7	1.7	60.0	91.3	3.0	0.0	4.7	7.7
9:30 AM	24.7	1.0	34.3	60.0	2.0	0.3	5.7	8.0
9:45 AM	17.3	0.7	19.3	37.3	5.0	1.3	4.0	10.3
4:00 PM	4.0	0.0	7.0	11.0	5.7	0.0	11.7	17.3
4:15 PM	3.7	0.3	5.7	9.7	3.7	0.0	12.7	16.3
4:30 PM	6.7	0.7	5.3	12.7	5.3	0.0	14.7	20.0
4:45 PM	5.7	0.3	7.0	13.0	8.7	0.7	11.3	20.7
5:00 PM	4.0	1.7	5.7	11.3	9.0	1.0	19.3	29.3
5:15 PM	2.7	0.3	3.7	6.7	7.7	0.3	19.3	27.3
5:30 PM	4.7	0.0	4.0	8.7	10.3	0.3	20.3	31.0
5:45 PM	3.7	0.3	8.0	12.0	8.7	0.0	20.0	28.7
6:00 PM	5.3	0.0	7.7	13.0	20.0	0.3	48.3	68.7
6:15 PM	6.7	0.0	9.0	15.7	24.0	0.0	49.3	73.3
6:30 PM	4.7	0.7	3.7	9.0	16.0	0.7	30.3	47.0
6:45 PM	2.0	0.0	5.0	7.0	11.0	0.7	15.0	26.7
Hourly								
7:00 AM	30	1	66	98	2	1	6	8
7:15 AM	40	1	73	115	2	1	7	10
7:30 AM	52	1	90	142	4	1	9	15
7:45 AM	68	1	112	181	8	1	12	22
8:00 AM	95	1	145	240	13	1	14	27
8:15 AM	117	1	189	308	17	1	18	35
8:30 AM	129	3	218	350	17	1	20	38
8:45 AM	132	3	217	352	15	1	21	36
9:00 AM	110	4	182	295	15	2	20	37
4:00 PM	20	1	25	46	23	1	50	74
4:15 PM	20	3	24	47	27	2	58	86
4:30 PM	19	3	22	44	31	2	65	97
4:45 PM	17	2	20	40	36	2	70	108
5:00 PM	15	2	21	39	36	2	79	116
5:15 PM	16	1	23	40	47	1	108	156
5:30 PM	20	0	29	49	63	1	138	202
5:45 PM	20	1	28	50	69	1	148	218
6:00 PM	19	1	25	45	71	2	143	216

SONY PICTURES PLAZA 2013
Weekday Average Gate Turning Movements

Driveway 2 (Duquesne)

Total Vehicles

Start Time	Inbound Left	Inbound Thru	Inbound Right	Inbound Total	Outbound Left	Outbound Thru	Outbound Right	Outbound Total
15 Minute								
7:00 AM	1.3	0.0	0.3	1.7	1.0	0.0	1.7	2.7
7:15 AM	1.0	0.0	8.3	9.3	2.0	0.0	0.3	2.3
7:30 AM	1.0	0.0	6.0	7.0	1.3	0.0	1.0	2.3
7:45 AM	1.0	0.0	23.0	24.0	0.7	0.0	0.0	0.7
8:00 AM	2.3	0.0	23.0	25.3	1.0	0.0	0.7	1.7
8:15 AM	0.7	0.0	32.0	32.7	1.0	0.0	0.7	1.7
8:30 AM	2.0	0.0	47.7	49.7	1.0	0.0	1.3	2.3
8:45 AM	1.0	0.0	76.0	77.0	2.0	0.0	0.3	2.3
9:00 AM	1.7	0.0	90.7	92.3	1.7	0.0	1.3	3.0
9:15 AM	1.3	0.0	58.7	60.0	0.7	0.0	1.3	2.0
9:30 AM	2.0	0.0	33.0	35.0	2.3	0.0	1.3	3.7
9:45 AM	2.7	0.0	26.7	29.3	1.7	0.0	0.3	2.0
4:00 PM	0.7	0.0	0.7	1.3	0.7	0.0	16.0	16.7
4:15 PM	0.3	0.0	0.0	0.3	0.0	0.0	10.3	10.3
4:30 PM	0.3	0.0	1.7	2.0	1.0	0.0	26.3	27.3
4:45 PM	0.3	0.0	0.7	1.0	0.0	0.0	26.0	26.0
5:00 PM	0.7	0.0	1.0	1.7	0.0	0.0	36.3	36.3
5:15 PM	0.7	0.0	0.0	0.7	0.3	0.0	42.3	42.7
5:30 PM	0.7	0.0	0.0	0.7	1.0	0.0	35.7	36.7
5:45 PM	0.0	0.0	0.0	0.0	0.3	0.0	45.3	45.7
6:00 PM	0.0	0.0	0.3	0.3	0.7	0.0	98.3	99.0
6:15 PM	0.0	0.0	0.7	0.7	0.0	0.0	97.0	97.0
6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	75.3	75.3
6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	65.3	65.3
Hourly								
7:00 AM	4	0	38	42	5	0	3	8
7:15 AM	5	0	60	66	5	0	2	7
7:30 AM	5	0	84	89	4	0	2	6
7:45 AM	6	0	126	132	4	0	3	6
8:00 AM	6	0	179	185	5	0	3	8
8:15 AM	5	0	246	252	6	0	4	9
8:30 AM	6	0	273	279	5	0	4	10
8:45 AM	6	0	258	264	7	0	4	11
9:00 AM	8	0	209	217	6	0	4	11
4:00 PM	2	0	3	5	2	0	79	80
4:15 PM	2	0	3	5	1	0	99	100
4:30 PM	2	0	3	5	1	0	131	132
4:45 PM	2	0	2	4	1	0	140	142
5:00 PM	2	0	1	3	2	0	160	161
5:15 PM	1	0	0	2	2	0	222	224
5:30 PM	1	0	1	2	2	0	276	278
5:45 PM	0	0	1	1	1	0	316	317
6:00 PM	0	0	1	1	1	0	336	337

ATTACHMENT C
STUDY INTERSECTION TRAFFIC VOLUME COUNTS

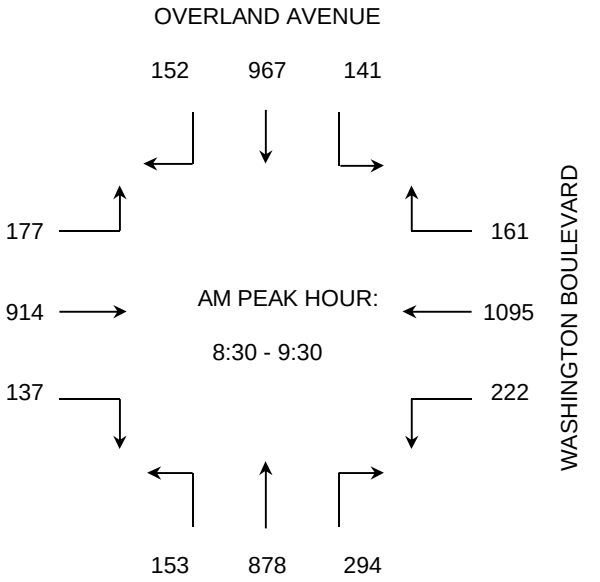
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** WASHINGTON BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** Tue December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	38	150	37	41	98	10	14	222	64	10	113	27	824
7:15 - 7:30	22	151	44	27	96	7	12	181	62	10	92	33	737
7:30 - 7:45	40	202	62	42	133	19	19	219	76	23	115	22	972
7:45 - 8:00	53	187	58	29	164	24	22	238	62	18	187	21	1,063
8:00 - 8:15	48	200	39	37	219	16	25	236	84	38	205	31	1,178
8:15 - 8:30	41	186	33	53	203	37	46	227	73	19	195	35	1,148
8:30 - 8:45	56	210	41	36	233	35	31	200	76	37	224	33	1,212
8:45 - 9:00	59	426	39	45	245	36	44	221	75	39	244	37	1,510
9:00 - 9:15	61	246	43	52	246	36	35	238	81	38	264	43	1,383
9:15 - 9:30	46	213	38	44	190	30	43	219	62	27	235	39	1,186
9:30 - 9:45	33	180	34	34	130	26	47	197	45	18	201	35	980
9:45 - 10:00	45	183	32	48	144	57	35	156	55	19	168	32	974

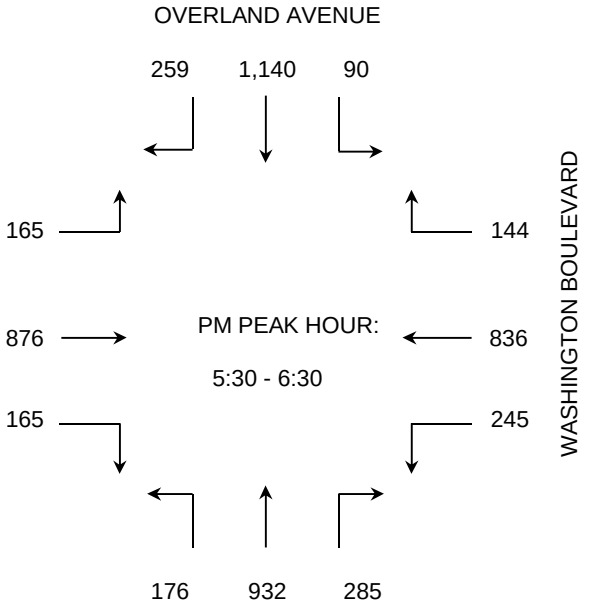
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	153	690	201	139	491	60	67	860	264	61	507	103	3,596
7:15 - 8:15	163	740	203	135	612	66	78	874	284	89	599	107	3,950
7:30 - 8:30	182	775	192	161	719	96	112	920	295	98	702	109	4,361
7:45 - 8:45	198	783	171	155	819	112	124	901	295	112	811	120	4,601
8:00 - 9:00	204	1,022	152	171	900	124	146	884	308	133	868	136	5,048
8:15 - 9:15	217	1,068	156	186	927	144	156	886	305	133	927	148	5,253
8:30 - 9:30	222	1,095	161	177	914	137	153	878	294	141	967	152	5,291 *
8:45 - 9:45	199	1,065	154	175	811	128	169	875	263	122	944	154	5,059
9:00 - 10:00	185	822	147	178	710	149	160	810	243	102	868	149	4,523



PERIOD: PM PEAK HOUR **DATE:** Tue December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	49	187	32	26	211	36	37	164	56	30	209	51	1,088
4:15 - 4:30	53	182	37	29	188	37	40	185	61	25	237	51	1,125
4:30 - 4:45	55	184	42	33	161	39	33	198	69	21	265	54	1,154
4:45 - 5:00	53	174	38	30	196	48	28	209	72	24	289	47	1,208
5:00 - 5:15	50	172	34	29	222	44	33	207	76	28	307	44	1,246
5:15 - 5:30	55	200	34	36	231	40	38	211	73	24	287	57	1,286
5:30 - 5:45	66	223	36	47	244	36	41	213	70	20	275	67	1,338
5:45 - 6:00	64	213	33	42	226	42	45	229	73	22	284	61	1,334
6:00 - 6:15	60	198	38	37	212	49	48	248	74	22	289	63	1,338
6:15 - 6:30	55	202	37	39	194	38	42	242	68	26	292	68	1,303
6:30 - 6:45	58	209	40	41	172	25	41	242	61	25	301	71	1,286
6:45 - 7:00	51	210	32	41	176	30	42	244	72	20	304	74	1,296

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	210	727	149	118	756	160	138	756	258	100	1,000	203	4,575
4:15 - 5:15	211	712	151	121	767	168	134	799	278	98	1,098	196	4,733
4:30 - 5:30	213	730	148	128	810	171	132	825	290	97	1,148	202	4,894
4:45 - 5:45	224	769	142	142	893	168	140	840	291	96	1,158	215	5,078
5:00 - 6:00	235	808	137	154	923	162	157	860	292	94	1,153	229	5,204
5:15 - 6:15	245	834	141	162	913	167	172	901	290	88	1,135	248	5,296
5:30 - 6:30	245	836	144	165	876	165	176	932	285	90	1,140	259	5,313 *
5:45 - 6:45	237	822	148	159	804	154	176	961	276	95	1,166	263	5,261
6:00 - 7:00	224	819	147	158	754	142	173	976	275	93	1,186	276	5,223



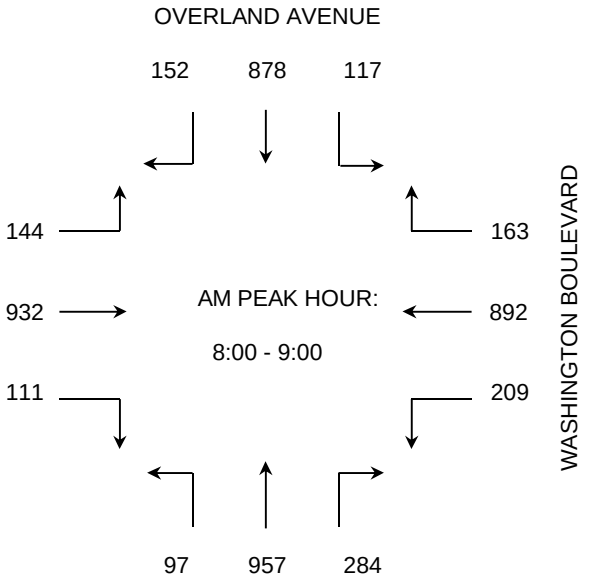
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** WASHINGTON BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** Wed December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	37	162	40	30	111	14	14	233	54	14	99	21	829
7:15 - 7:30	29	149	45	44	92	15	16	209	66	11	118	39	833
7:30 - 7:45	41	214	56	40	144	20	16	227	62	18	127	28	993
7:45 - 8:00	49	199	57	33	152	21	20	225	77	20	189	37	1,079
8:00 - 8:15	48	221	42	37	225	24	18	231	89	22	197	40	1,194
8:15 - 8:30	42	210	45	37	245	28	30	269	66	28	202	42	1,244
8:30 - 8:45	63	242	50	33	238	29	17	238	66	31	247	27	1,281
8:45 - 9:00	56	219	26	37	224	30	32	219	63	36	232	43	1,217
9:00 - 9:15	53	202	32	39	184	32	23	200	73	23	225	41	1,127
9:15 - 9:30	61	187	36	35	176	35	36	189	55	21	203	34	1,068
9:30 - 9:45	56	173	41	36	159	31	29	175	51	21	179	31	982
9:45 - 10:00	46	174	47	36	138	31	30	160	49	22	158	29	920

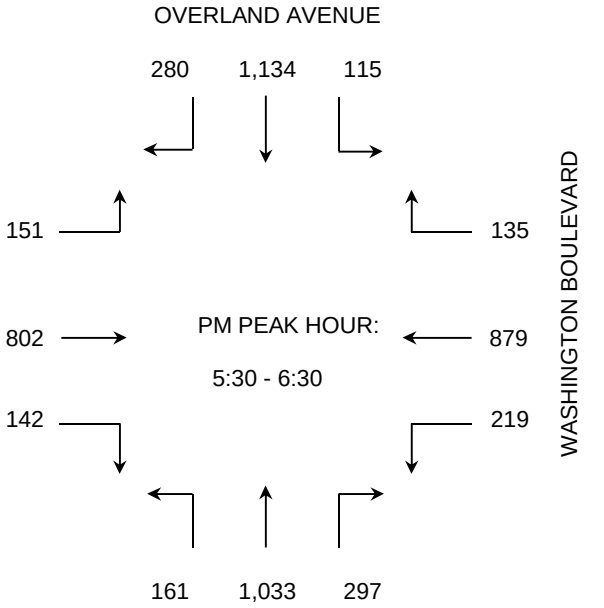
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
7:00 - 8:00	156	724	198	147	499	70	66	894	259	63	533	125	3,734	
7:15 - 8:15	167	783	200	154	613	80	70	892	294	71	631	144	4,099	
7:30 - 8:30	180	844	200	147	766	93	84	952	294	88	715	147	4,510	
7:45 - 8:45	202	872	194	140	860	102	85	963	298	101	835	146	4,798	
8:00 - 9:00	209	892	163	144	932	111	97	957	284	117	878	152	4,936	*
8:15 - 9:15	214	873	153	146	891	119	102	926	268	118	906	153	4,869	
8:30 - 9:30	233	850	144	144	822	126	108	846	257	111	907	145	4,693	
8:45 - 9:45	226	781	135	147	743	128	120	783	242	101	839	149	4,394	
9:00 - 10:00	216	736	156	146	657	129	118	724	228	87	765	135	4,097	



PERIOD: PM PEAK HOUR **DATE:** Wed December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	45	158	25	36	213	34	39	161	40	27	243	56	1,077
4:15 - 4:30	51	175	25	41	219	31	33	225	48	24	263	61	1,196
4:30 - 4:45	53	188	26	49	245	28	26	253	51	25	277	68	1,289
4:45 - 5:00	61	195	28	44	204	34	30	244	58	28	265	62	1,253
5:00 - 5:15	73	203	27	45	185	36	38	201	62	28	255	66	1,219
5:15 - 5:30	60	212	28	40	189	40	35	245	64	30	277	73	1,293
5:30 - 5:45	57	220	24	36	201	42	39	262	70	32	311	81	1,375
5:45 - 6:00	53	222	31	35	191	39	40	250	75	28	281	72	1,317
6:00 - 6:15	57	217	46	39	202	31	41	260	80	26	274	58	1,331
6:15 - 6:30	52	220	34	41	208	30	41	261	72	29	268	69	1,325
6:30 - 6:45	56	215	31	48	211	35	43	227	79	34	255	81	1,315
6:45 - 7:00	46	171	25	43	214	30	41	231	73	30	251	72	1,227

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
4:00 - 5:00	210	716	104	170	881	127	128	883	197	104	1,048	247	4,815	
4:15 - 5:15	238	761	106	179	853	129	127	923	219	105	1,060	257	4,957	
4:30 - 5:30	247	798	109	178	823	138	129	943	235	111	1,074	269	5,054	
4:45 - 5:45	251	830	107	165	779	152	142	952	254	118	1,108	282	5,140	
5:00 - 6:00	243	857	110	156	766	157	152	958	271	118	1,124	292	5,204	
5:15 - 6:15	227	871	129	150	783	152	155	1,017	289	116	1,143	284	5,316	
5:30 - 6:30	219	879	135	151	802	142	161	1,033	297	115	1,134	280	5,348	*
5:45 - 6:45	218	874	142	163	812	135	165	998	306	117	1,078	280	5,288	
6:00 - 7:00	211	823	136	171	835	126	166	979	304	119	1,048	280	5,198	



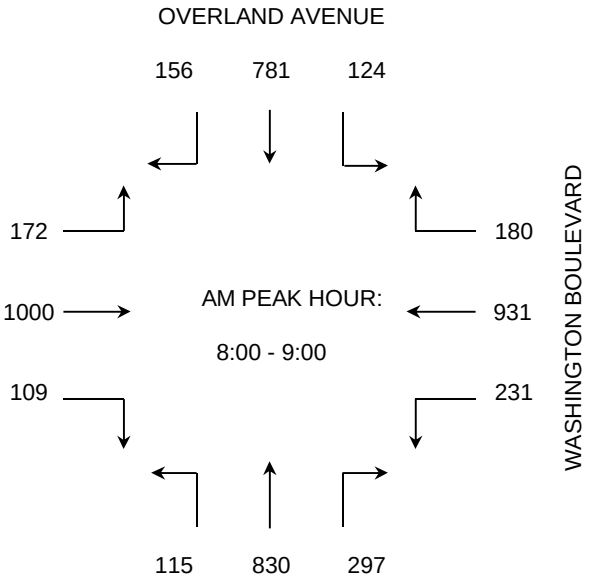
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** WASHINGTON BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** Thu December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	30	156	36	40	105	9	12	235	66	12	93	23	817
7:15 - 7:30	31	162	46	30	124	9	15	212	71	10	114	21	845
7:30 - 7:45	35	197	66	44	166	12	19	247	98	20	132	26	1,062
7:45 - 8:00	60	224	69	45	190	29	16	244	78	21	209	40	1,225
8:00 - 8:15	49	256	46	43	249	21	23	210	83	39	178	46	1,243
8:15 - 8:30	56	232	53	44	251	25	25	206	78	31	182	40	1,223
8:30 - 8:45	64	229	39	46	257	31	31	198	72	19	193	31	1,210
8:45 - 9:00	62	214	42	39	243	32	36	216	64	35	228	39	1,250
9:00 - 9:15	67	215	33	43	216	34	31	213	65	34	233	43	1,227
9:15 - 9:30	51	177	29	33	241	31	39	207	44	30	190	41	1,113
9:30 - 9:45	40	172	26	25	182	28	42	162	38	26	175	40	956
9:45 - 10:00	36	152	16	32	127	25	27	166	51	28	165	52	877

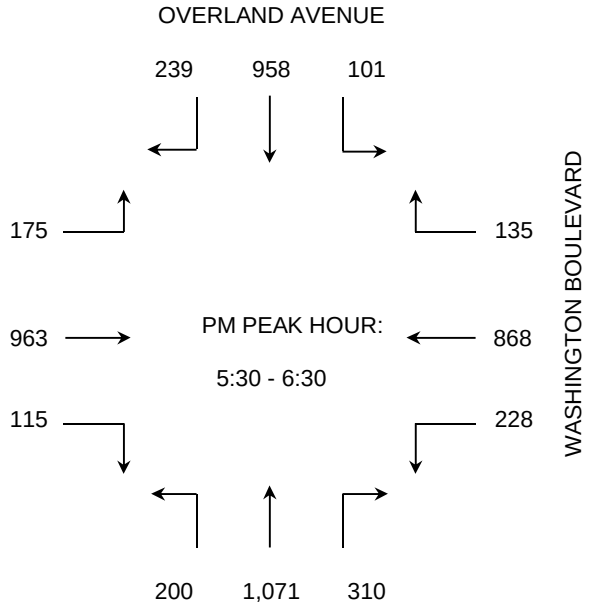
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	156	739	217	159	585	59	62	938	313	63	548	110	3,949
7:15 - 8:15	175	839	227	162	729	71	73	913	330	90	633	133	4,375
7:30 - 8:30	200	909	234	176	856	87	83	907	337	111	701	152	4,753
7:45 - 8:45	229	941	207	178	947	106	95	858	311	110	762	157	4,901
8:00 - 9:00	231	931	180	172	1,000	109	115	830	297	124	781	156	4,926 *
8:15 - 9:15	249	890	167	172	967	122	123	833	279	119	836	153	4,910
8:30 - 9:30	244	835	143	161	957	128	137	834	245	118	844	154	4,800
8:45 - 9:45	220	778	130	140	882	125	148	798	211	125	826	163	4,546
9:00 - 10:00	194	716	104	133	766	118	139	748	198	118	763	176	4,173



PERIOD: PM PEAK HOUR **DATE:** Thu December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	39	170	22	35	198	24	40	209	40	21	219	39	1,056
4:15 - 4:30	52	187	24	36	241	28	39	242	62	26	247	56	1,240
4:30 - 4:45	54	197	19	40	262	26	40	239	70	35	256	70	1,308
4:45 - 5:00	48	214	35	44	231	31	34	260	51	24	232	75	1,279
5:00 - 5:15	53	199	23	37	220	30	30	218	55	17	259	61	1,202
5:15 - 5:30	57	206	29	40	244	33	33	245	62	22	245	57	1,273
5:30 - 5:45	61	221	30	42	268	25	45	268	74	27	238	54	1,353
5:45 - 6:00	61	224	32	46	238	31	47	256	71	24	253	61	1,344
6:00 - 6:15	58	208	41	41	232	32	51	272	78	27	240	61	1,341
6:15 - 6:30	48	215	32	46	225	27	57	275	87	23	227	63	1,325
6:30 - 6:45	51	222	31	44	221	30	50	241	90	21	231	61	1,293
6:45 - 7:00	57	204	30	48	218	34	57	264	108	29	230	58	1,337

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	193	768	100	155	932	109	153	950	223	106	954	240	4,883
4:15 - 5:15	207	797	101	157	954	115	143	959	238	102	994	262	5,029
4:30 - 5:30	212	816	106	161	957	120	137	962	238	98	992	263	5,062
4:45 - 5:45	219	840	117	163	963	119	142	991	242	90	974	247	5,107
5:00 - 6:00	232	850	114	165	970	119	155	987	262	90	995	233	5,172
5:15 - 6:15	237	859	132	169	982	121	176	1,041	285	100	976	233	5,311
5:30 - 6:30	228	868	135	175	963	115	200	1,071	310	101	958	239	5,363 *
5:45 - 6:45	218	869	136	177	916	120	205	1,044	326	95	951	246	5,303
6:00 - 7:00	214	849	134	179	896	123	215	1,052	363	100	928	243	5,296



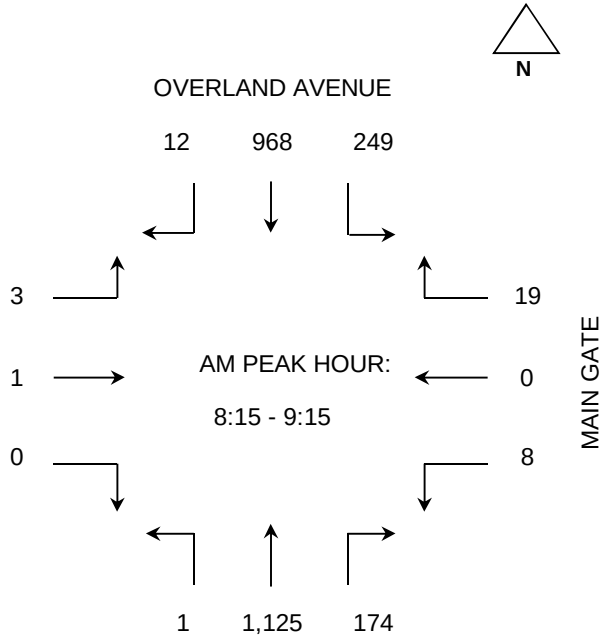
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** MAIN GATE
PERIOD: AM PEAK HOUR **DATE:** TUES December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	0	0	0	0	0	1	114	19	15	93	0	242
7:15 - 7:30	1	0	1	0	0	0	2	277	13	39	136	1	470
7:30 - 7:45	6	0	2	2	0	0	2	259	16	28	167	1	483
7:45 - 8:00	1	0	1	1	0	1	4	256	29	39	240	1	573
8:00 - 8:15	1	0	3	1	0	0	0	289	28	41	271	1	635
8:15 - 8:30	3	0	5	0	0	0	0	293	34	48	246	3	632
8:30 - 8:45	2	0	4	0	0	0	0	282	28	52	220	3	591
8:45 - 9:00	1	0	4	2	1	0	0	265	49	65	260	4	651
9:00 - 9:15	2	0	6	1	0	0	1	285	63	84	242	2	686
9:15 - 9:30	3	0	6	0	0	0	2	229	53	60	226	4	583
9:30 - 9:45	3	0	6	1	0	0	3	215	28	62	202	3	523
9:45 - 10:00	2	0	11	0	0	1	3	218	21	35	200	6	497

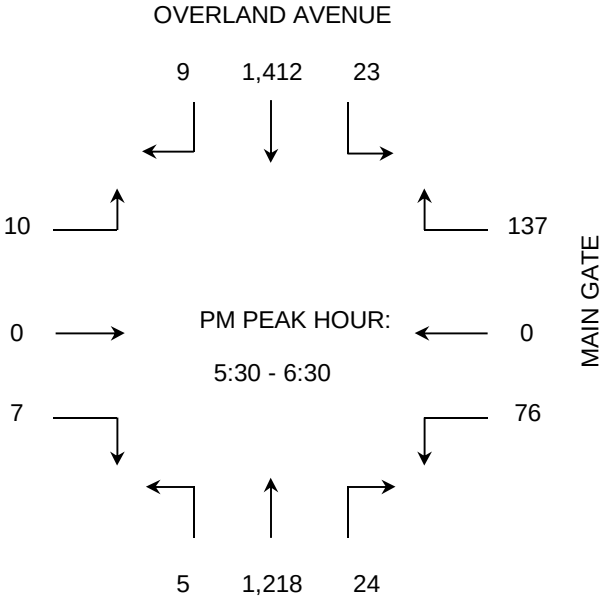
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	8	0	4	3	0	1	9	906	77	121	636	3	1,768
7:15 - 8:15	9	0	7	4	0	1	8	1,081	86	147	814	4	2,161
7:30 - 8:30	11	0	11	4	0	1	6	1,097	107	156	924	6	2,323
7:45 - 8:45	7	0	13	2	0	1	4	1,120	119	180	977	8	2,431
8:00 - 9:00	7	0	16	3	1	0	0	1,129	139	206	997	11	2,509
8:15 - 9:15	8	0	19	3	1	0	1	1,125	174	249	968	12	2,560 *
8:30 - 9:30	8	0	20	3	1	0	3	1,061	193	261	948	13	2,511
8:45 - 9:45	9	0	22	4	1	0	6	994	193	271	930	13	2,443
9:00 - 10:00	10	0	29	2	0	1	9	947	165	241	870	15	2,289



PERIOD: PM PEAK HOUR **DATE:** TUES December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	23	0	48	1	0	3	1	226	9	5	304	1	621
4:15 - 4:30	25	0	64	0	0	3	2	279	7	10	295	4	689
4:30 - 4:45	27	0	47	3	0	3	0	287	6	5	383	3	764
4:45 - 5:00	17	0	21	4	0	6	5	310	3	6	377	2	751
5:00 - 5:15	16	0	37	4	0	3	2	289	8	5	288	3	655
5:15 - 5:30	11	0	33	1	0	1	6	279	3	3	303	1	641
5:30 - 5:45	17	0	31	4	0	0	1	308	3	2	369	2	737
5:45 - 6:00	18	0	20	4	0	2	1	304	4	6	384	3	746
6:00 - 6:15	17	0	21	0	0	2	3	265	9	7	357	3	684
6:15 - 6:30	24	0	65	2	0	3	0	341	8	8	302	1	754
6:30 - 6:45	20	0	46	2	0	2	0	324	3	9	284	3	693
6:45 - 7:00	32	0	73	2	0	1	0	284	4	5	329	1	731

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	92	0	180	8	0	15	8	1,102	25	26	1,359	10	2,825
4:15 - 5:15	85	0	169	11	0	15	9	1,165	24	26	1,343	12	2,859
4:30 - 5:30	71	0	138	12	0	13	13	1,165	20	19	1,351	9	2,811
4:45 - 5:45	61	0	122	13	0	10	14	1,186	17	16	1,337	8	2,784
5:00 - 6:00	62	0	121	13	0	6	10	1,180	18	16	1,344	9	2,779
5:15 - 6:15	63	0	105	9	0	5	11	1,156	19	18	1,413	9	2,808
5:30 - 6:30	76	0	137	10	0	7	5	1,218	24	23	1,412	9	2,921 *
5:45 - 6:45	79	0	152	8	0	9	4	1,234	24	30	1,327	10	2,877
6:00 - 7:00	93	0	205	6	0	8	3	1,214	24	29	1,272	8	2,862



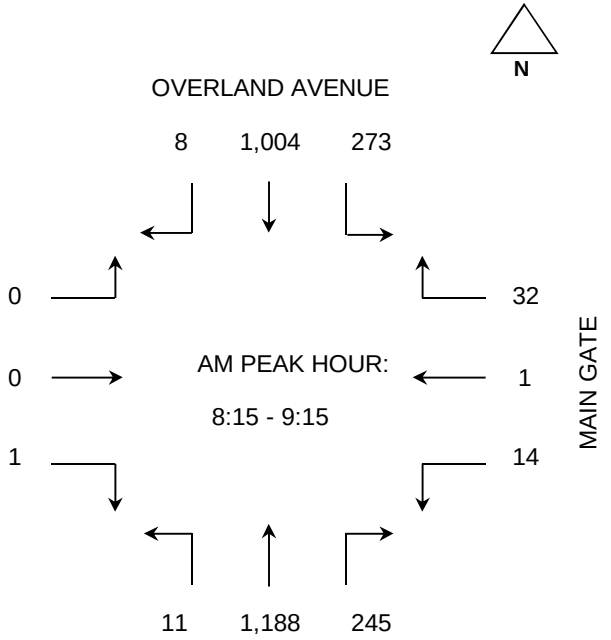
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** MAIN GATE
PERIOD: AM PEAK HOUR **DATE:** WED December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	2	0	0	0	0	0	0	208	31	17	93	1	352
7:15 - 7:30	5	0	4	1	0	2	3	274	22	27	113	2	453
7:30 - 7:45	1	0	1	0	0	1	4	256	33	29	166	5	496
7:45 - 8:00	1	0	1	0	0	2	9	265	27	34	241	1	581
8:00 - 8:15	0	0	0	0	0	2	8	287	25	52	254	2	630
8:15 - 8:30	1	0	4	0	0	0	2	313	48	43	209	1	621
8:30 - 8:45	4	0	7	0	0	0	3	337	63	53	274	0	741
8:45 - 9:00	5	0	6	0	0	0	1	256	54	80	249	2	653
9:00 - 9:15	4	1	15	0	0	1	5	282	80	97	272	5	762
9:15 - 9:30	2	0	6	3	0	1	0	201	51	62	210	8	544
9:30 - 9:45	3	0	10	1	0	1	0	207	30	40	159	3	454
9:45 - 10:00	3	0	10	5	0	3	2	257	43	36	189	4	552

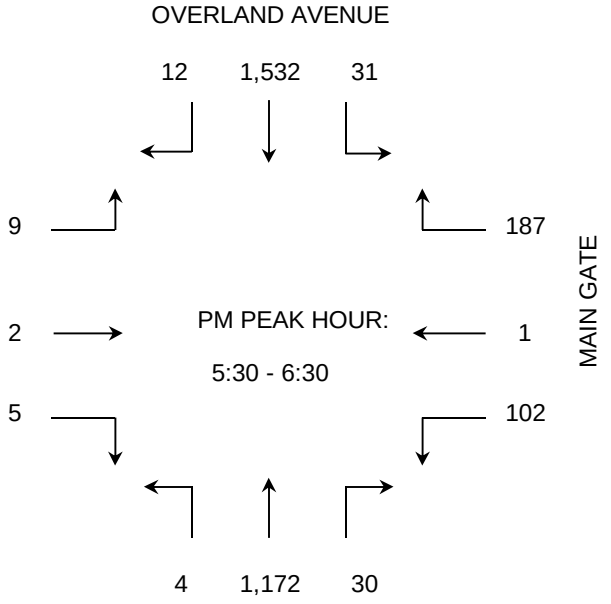
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	9	0	6	1	0	5	16	1,003	113	107	613	9	1,882
7:15 - 8:15	7	0	6	1	0	7	24	1,082	107	142	774	10	2,160
7:30 - 8:30	3	0	6	0	0	5	23	1,121	133	158	870	9	2,328
7:45 - 8:45	6	0	12	0	0	4	22	1,202	163	182	978	4	2,573
8:00 - 9:00	10	0	17	0	0	2	14	1,193	190	228	986	5	2,645
8:15 - 9:15	14	1	32	0	0	1	11	1,188	245	273	1,004	8	2,777 *
8:30 - 9:30	15	1	34	3	0	2	9	1,076	248	292	1,005	15	2,700
8:45 - 9:45	14	1	37	4	0	3	6	946	215	279	890	18	2,413
9:00 - 10:00	12	1	41	9	0	6	7	947	204	235	830	20	2,312



PERIOD: PM PEAK HOUR **DATE:** WED December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	13	0	33	0	0	3	4	200	7	11	291	3	565
4:15 - 4:30	30	0	61	0	0	2	5	264	5	19	340	9	735
4:30 - 4:45	22	0	58	4	0	5	9	223	7	10	308	4	650
4:45 - 5:00	21	0	40	0	0	8	3	271	13	12	398	5	771
5:00 - 5:15	33	0	51	0	0	2	1	268	6	16	330	1	708
5:15 - 5:30	37	0	62	0	0	2	3	232	5	6	385	3	735
5:30 - 5:45	22	0	33	2	0	2	2	287	9	11	346	2	716
5:45 - 6:00	24	1	46	0	0	0	0	270	6	5	407	5	764
6:00 - 6:15	35	0	63	4	1	1	1	287	6	8	453	2	861
6:15 - 6:30	21	0	45	3	1	2	1	328	9	7	326	3	746
6:30 - 6:45	28	0	30	3	0	1	0	191	4	14	318	1	590
6:45 - 7:00	19	0	31	1	0	0	0	195	5	7	395	4	657

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	86	0	192	4	0	18	21	958	32	52	1,337	21	2,721
4:15 - 5:15	106	0	210	4	0	17	18	1,026	31	57	1,376	19	2,864
4:30 - 5:30	113	0	211	4	0	17	16	994	31	44	1,421	13	2,864
4:45 - 5:45	113	0	186	2	0	14	9	1,058	33	45	1,459	11	2,930
5:00 - 6:00	116	1	192	2	0	6	6	1,057	26	38	1,468	11	2,923
5:15 - 6:15	118	1	204	6	1	5	6	1,076	26	30	1,591	12	3,076
5:30 - 6:30	102	1	187	9	2	5	4	1,172	30	31	1,532	12	3,087 *
5:45 - 6:45	108	1	184	10	2	4	2	1,076	25	34	1,504	11	2,961
6:00 - 7:00	103	0	169	11	2	4	2	1,001	24	36	1,492	10	2,854



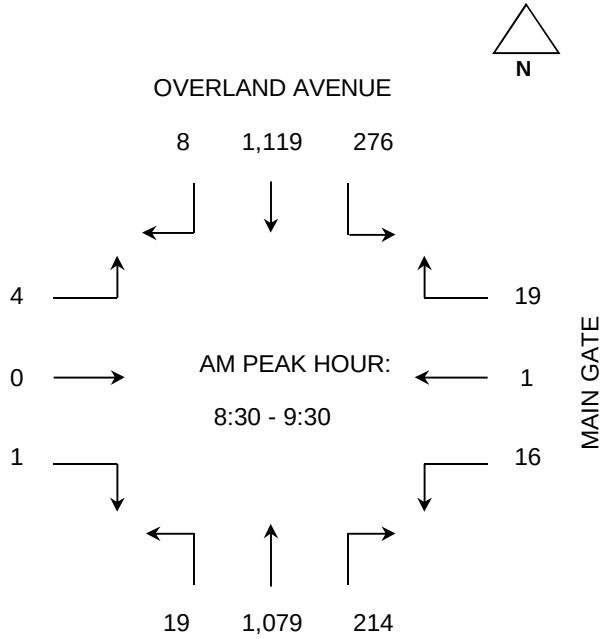
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** MAIN GATE
PERIOD: AM PEAK HOUR **DATE:** THURS December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	1	1	0	1	0	0	0	187	11	19	72	1	293
7:15 - 7:30	3	0	3	1	0	0	0	225	13	23	120	2	390
7:30 - 7:45	0	0	5	0	0	1	1	262	18	31	148	1	467
7:45 - 8:00	1	0	7	2	0	1	5	247	21	35	222	2	543
8:00 - 8:15	3	0	4	0	1	1	2	344	35	59	266	3	718
8:15 - 8:30	2	0	5	1	1	0	2	332	39	60	241	1	684
8:30 - 8:45	2	0	4	0	0	0	6	297	47	44	318	1	719
8:45 - 9:00	1	0	6	1	0	0	5	238	52	75	238	4	620
9:00 - 9:15	7	0	4	3	0	0	6	299	69	96	229	3	716
9:15 - 9:30	6	1	5	0	0	1	2	245	46	61	334	0	701
9:30 - 9:45	2	0	11	1	1	2	4	218	32	32	249	2	554
9:45 - 10:00	6	0	8	0	0	0	2	179	29	40	225	4	493

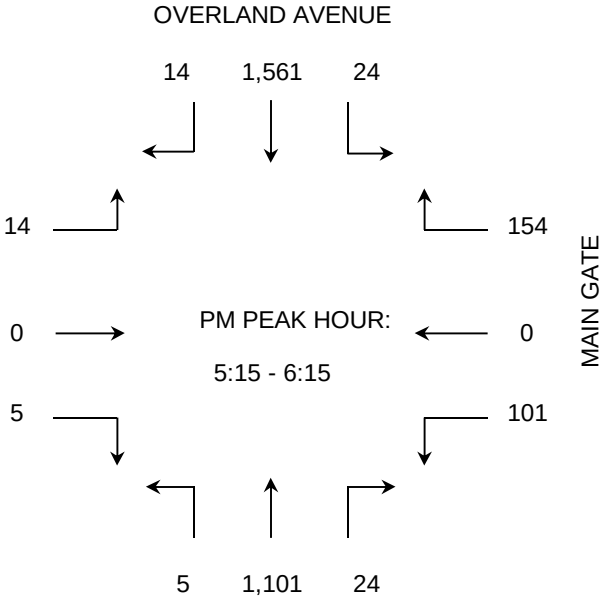
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	5	1	15	4	0	2	6	921	63	108	562	6	1,693
7:15 - 8:15	7	0	19	3	1	3	8	1,078	87	148	756	8	2,118
7:30 - 8:30	6	0	21	3	2	3	10	1,185	113	185	877	7	2,412
7:45 - 8:45	8	0	20	3	2	2	15	1,220	142	198	1,047	7	2,664
8:00 - 9:00	8	0	19	2	2	1	15	1,211	173	238	1,063	9	2,741
8:15 - 9:15	12	0	19	5	1	0	19	1,166	207	275	1,026	9	2,739
8:30 - 9:30	16	1	19	4	0	1	19	1,079	214	276	1,119	8	2,756 *
8:45 - 9:45	16	1	26	5	1	3	17	1,000	199	264	1,050	9	2,591
9:00 - 10:00	21	1	28	4	1	3	14	941	176	229	1,037	9	2,464



PERIOD: PM PEAK HOUR **DATE:** THURS December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	39	0	45	1	0	3	3	220	5	10	333	1	660
4:15 - 4:30	29	0	65	3	0	2	2	234	2	13	319	6	675
4:30 - 4:45	23	0	37	3	0	2	4	245	7	13	392	3	729
4:45 - 5:00	10	0	31	5	0	3	2	255	7	7	389	2	711
5:00 - 5:15	17	0	38	8	0	4	2	246	6	6	390	3	720
5:15 - 5:30	10	0	35	4	0	1	2	261	5	8	461	3	790
5:30 - 5:45	11	0	25	3	0	0	1	277	2	2	357	2	680
5:45 - 6:00	24	0	23	3	0	3	1	268	4	6	376	6	714
6:00 - 6:15	56	0	71	4	0	1	1	295	13	8	367	3	819
6:15 - 6:30	34	0	83	0	0	2	0	237	8	7	371	1	743
6:30 - 6:45	12	0	25	1	0	1	1	229	5	11	306	2	593
6:45 - 7:00	8	0	20	1	0	1	0	199	8	6	313	1	557

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	101	0	178	12	0	10	11	954	21	43	1,433	12	2,775
4:15 - 5:15	79	0	171	19	0	11	10	980	22	39	1,490	14	2,835
4:30 - 5:30	60	0	141	20	0	10	10	1,007	25	34	1,632	11	2,950
4:45 - 5:45	48	0	129	20	0	8	7	1,039	20	23	1,597	10	2,901
5:00 - 6:00	62	0	121	18	0	8	6	1,052	17	22	1,584	14	2,904
5:15 - 6:15	101	0	154	14	0	5	5	1,101	24	24	1,561	14	3,003 *
5:30 - 6:30	125	0	202	10	0	6	3	1,077	27	23	1,471	12	2,956
5:45 - 6:45	126	0	202	8	0	7	3	1,029	30	32	1,420	12	2,869
6:00 - 7:00	110	0	199	6	0	5	2	960	34	32	1,357	7	2,712



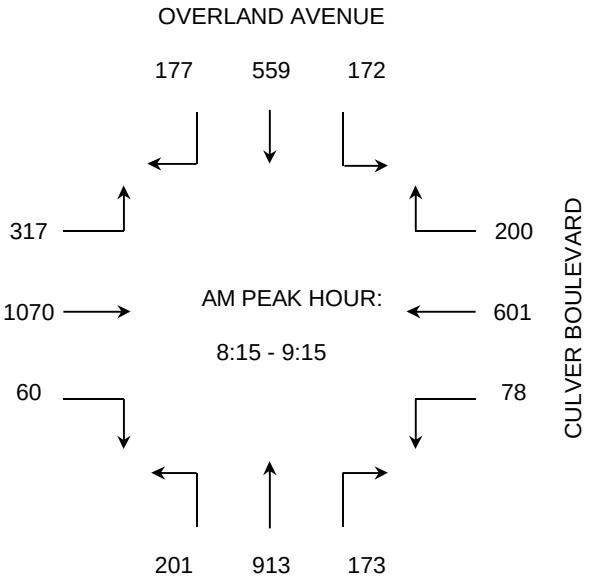
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** Tue December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	6	67	22	53	141	10	27	151	37	17	47	17	595
7:15 - 7:30	5	119	23	78	195	11	31	260	40	21	63	16	862
7:30 - 7:45	15	132	30	54	218	10	42	286	43	24	83	21	958
7:45 - 8:00	24	176	39	72	211	8	68	262	46	19	149	42	1,116
8:00 - 8:15	24	151	32	73	221	16	45	233	42	26	150	46	1,059
8:15 - 8:30	19	162	43	76	232	14	49	241	40	40	151	44	1,111
8:30 - 8:45	17	174	48	82	258	15	50	258	42	51	168	53	1,216
8:45 - 9:00	24	144	43	84	269	14	47	223	51	45	132	43	1,119
9:00 - 9:15	18	121	66	75	311	17	55	191	40	36	108	37	1,075
9:15 - 9:30	19	121	52	70	258	18	51	193	34	39	120	32	1,007
9:30 - 9:45	20	126	44	48	228	17	43	191	30	44	125	30	946
9:45 - 10:00	20	102	48	80	192	17	29	159	23	34	138	46	888

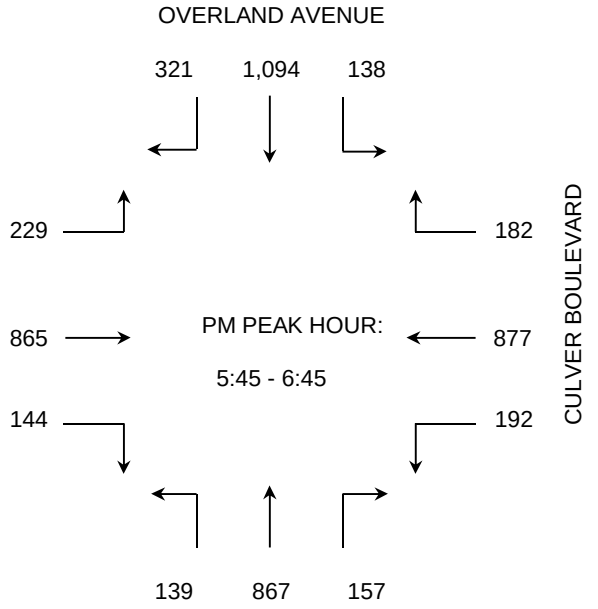
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	50	494	114	257	765	39	168	959	166	81	342	96	3,531
7:15 - 8:15	68	578	124	277	845	45	186	1,041	171	90	445	125	3,995
7:30 - 8:30	82	621	144	275	882	48	204	1,022	171	109	533	153	4,244
7:45 - 8:45	84	663	162	303	922	53	212	994	170	136	618	185	4,502
8:00 - 9:00	84	631	166	315	980	59	191	955	175	162	601	186	4,505
8:15 - 9:15	78	601	200	317	1,070	60	201	913	173	172	559	177	4,521 *
8:30 - 9:30	78	560	209	311	1,096	64	203	865	167	171	528	165	4,417
8:45 - 9:45	81	512	205	277	1,066	66	196	798	155	164	485	142	4,147
9:00 - 10:00	77	470	210	273	989	69	178	734	127	153	491	145	3,916



PERIOD: PM PEAK HOUR **DATE:** Tue December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	34	203	29	38	181	25	28	163	23	25	238	56	1,043
4:15 - 4:30	28	160	32	60	199	23	26	176	24	52	220	64	1,064
4:30 - 4:45	30	172	29	57	214	24	24	186	27	40	224	71	1,098
4:45 - 5:00	36	166	26	55	244	28	27	199	32	36	236	80	1,165
5:00 - 5:15	39	175	28	53	213	20	33	218	36	40	265	67	1,187
5:15 - 5:30	37	182	33	50	222	23	31	222	37	39	256	71	1,203
5:30 - 5:45	40	196	37	47	222	27	36	225	31	34	262	73	1,230
5:45 - 6:00	41	207	42	55	221	29	41	232	39	42	270	77	1,296
6:00 - 6:15	51	231	51	60	231	40	33	240	40	37	281	90	1,385
6:15 - 6:30	57	240	52	61	226	37	25	160	37	36	266	74	1,271
6:30 - 6:45	43	199	37	53	187	38	40	235	41	23	277	80	1,253
6:45 - 7:00	46	188	42	59	208	39	49	185	30	25	235	97	1,203

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	128	701	116	210	838	100	105	724	106	153	918	271	4,370
4:15 - 5:15	133	673	115	225	870	95	110	779	119	168	945	282	4,514
4:30 - 5:30	142	695	116	215	893	95	115	825	132	155	981	289	4,653
4:45 - 5:45	152	719	124	205	901	98	127	864	136	149	1,019	291	4,785
5:00 - 6:00	157	760	140	205	878	99	141	897	143	155	1,053	288	4,916
5:15 - 6:15	169	816	163	212	896	119	141	919	147	152	1,069	311	5,114
5:30 - 6:30	189	874	182	223	900	133	135	857	147	149	1,079	314	5,182
5:45 - 6:45	192	877	182	229	865	144	139	867	157	138	1,094	321	5,205 *
6:00 - 7:00	197	858	182	233	852	154	147	820	148	121	1,059	341	5,112



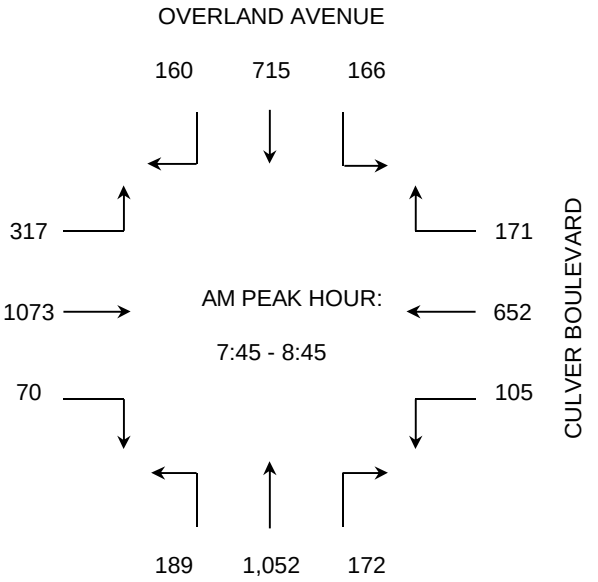
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** Wed December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	8	52	18	68	144	12	30	223	44	17	113	15	744
7:15 - 7:30	10	132	26	63	170	9	36	192	41	26	102	15	822
7:30 - 7:45	9	145	40	60	221	12	40	248	39	30	80	29	953
7:45 - 8:00	28	169	33	66	211	10	46	299	49	35	163	38	1,147
8:00 - 8:15	35	212	66	96	345	24	74	328	42	55	263	52	1,592
8:15 - 8:30	22	136	31	90	295	19	31	242	36	34	139	40	1,115
8:30 - 8:45	20	135	41	65	222	17	38	183	45	42	150	30	988
8:45 - 9:00	15	120	41	69	269	17	50	227	57	51	161	39	1,116
9:00 - 9:15	27	94	55	95	312	27	45	167	60	54	143	27	1,106
9:15 - 9:30	25	162	51	73	335	27	51	216	59	46	194	42	1,281
9:30 - 9:45	17	100	40	57	211	13	46	151	35	24	114	19	827
9:45 - 10:00	32	110	55	74	208	21	42	158	37	29	168	31	965

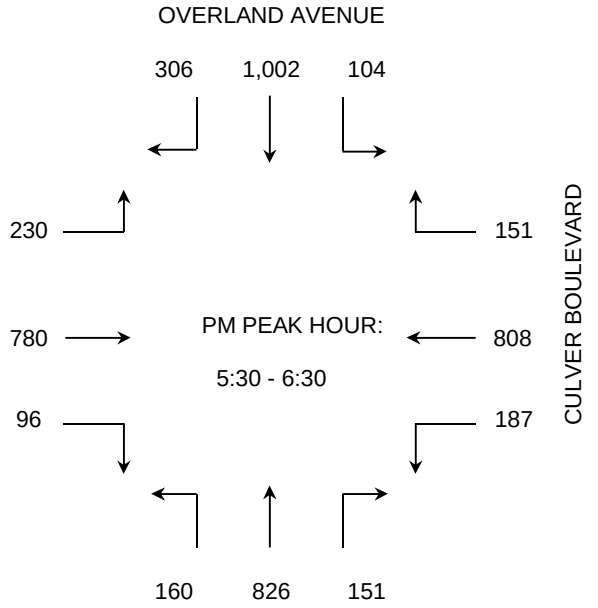
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	55	498	117	257	746	43	152	962	173	108	458	97	3,666
7:15 - 8:15	82	658	165	285	947	55	196	1,067	171	146	608	134	4,514
7:30 - 8:30	94	662	170	312	1,072	65	191	1,117	166	154	645	159	4,807
7:45 - 8:45	105	652	171	317	1,073	70	189	1,052	172	166	715	160	4,842 *
8:00 - 9:00	92	603	179	320	1,131	77	193	980	180	182	713	161	4,811
8:15 - 9:15	84	485	168	319	1,098	80	164	819	198	181	593	136	4,325
8:30 - 9:30	87	511	188	302	1,138	88	184	793	221	193	648	138	4,491
8:45 - 9:45	84	476	187	294	1,127	84	192	761	211	175	612	127	4,330
9:00 - 10:00	101	466	201	299	1,066	88	184	692	191	153	619	119	4,179



PERIOD: PM PEAK HOUR **DATE:** Wed December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	27	142	29	43	183	27	34	169	35	33	262	62	1,046
4:15 - 4:30	31	147	20	48	188	27	38	184	33	22	203	64	1,005
4:30 - 4:45	39	158	41	40	226	30	25	169	27	52	281	72	1,160
4:45 - 5:00	38	157	36	53	173	22	41	185	32	50	269	74	1,130
5:00 - 5:15	46	166	29	36	196	25	31	219	65	20	256	99	1,188
5:15 - 5:30	42	168	24	56	219	21	21	183	32	24	210	78	1,078
5:30 - 5:45	54	230	28	76	199	12	51	267	33	30	262	97	1,339
5:45 - 6:00	45	204	29	48	206	37	39	202	38	25	239	77	1,189
6:00 - 6:15	44	180	49	54	176	25	36	178	44	24	249	64	1,123
6:15 - 6:30	44	194	45	52	199	22	34	179	36	25	252	68	1,150
6:30 - 6:45	46	202	39	47	220	22	29	171	29	27	247	74	1,153
6:45 - 7:00	49	223	55	57	187	29	29	147	23	18	256	83	1,156

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	135	604	126	184	770	106	138	707	127	157	1,015	272	4,341
4:15 - 5:15	154	628	126	177	783	104	135	757	157	144	1,009	309	4,483
4:30 - 5:30	165	649	130	185	814	98	118	756	156	146	1,016	323	4,556
4:45 - 5:45	180	721	117	221	787	80	144	854	162	124	997	348	4,735
5:00 - 6:00	187	768	110	216	820	95	142	871	168	99	967	351	4,794
5:15 - 6:15	185	782	130	234	800	95	147	830	147	103	960	316	4,729
5:30 - 6:30	187	808	151	230	780	96	160	826	151	104	1,002	306	4,801 *
5:45 - 6:45	179	780	162	201	801	106	138	730	147	101	987	283	4,615
6:00 - 7:00	183	799	188	210	782	98	128	675	132	94	1,004	289	4,582



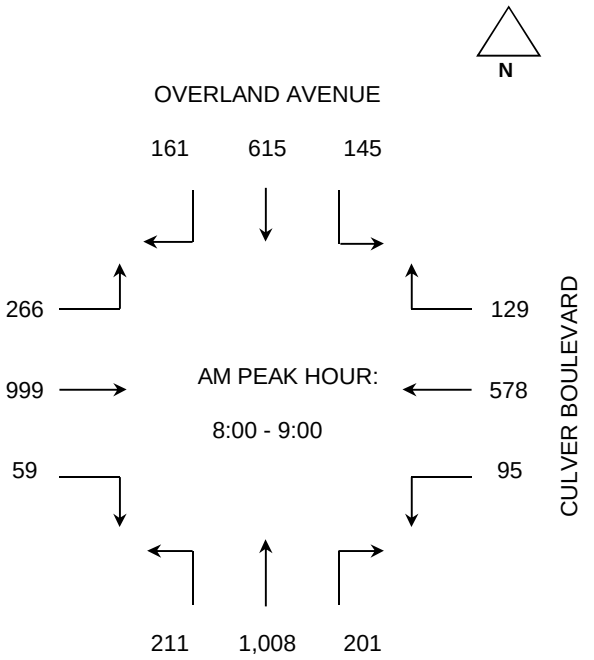
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: OVERLAND AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** Thu December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	7	99	22	54	140	9	35	152	34	15	52	16	635
7:15 - 7:30	10	150	21	80	212	15	42	268	45	14	75	19	951
7:30 - 7:45	20	153	22	85	217	11	50	319	36	31	105	41	1,090
7:45 - 8:00	27	151	23	54	201	14	44	176	37	11	132	41	911
8:00 - 8:15	23	173	29	60	269	15	46	247	54	30	132	32	1,110
8:15 - 8:30	24	131	38	74	231	9	42	273	31	44	186	49	1,132
8:30 - 8:45	33	153	25	55	256	17	63	265	54	36	161	46	1,164
8:45 - 9:00	15	121	37	77	243	18	60	223	62	35	136	34	1,061
9:00 - 9:15	24	121	35	75	261	21	56	201	41	33	140	31	1,039
9:15 - 9:30	19	126	50	70	284	23	50	195	37	38	140	33	1,065
9:30 - 9:45	21	121	31	42	197	18	45	169	41	28	107	32	852
9:45 - 10:00	27	112	32	58	161	10	34	147	22	35	116	28	782

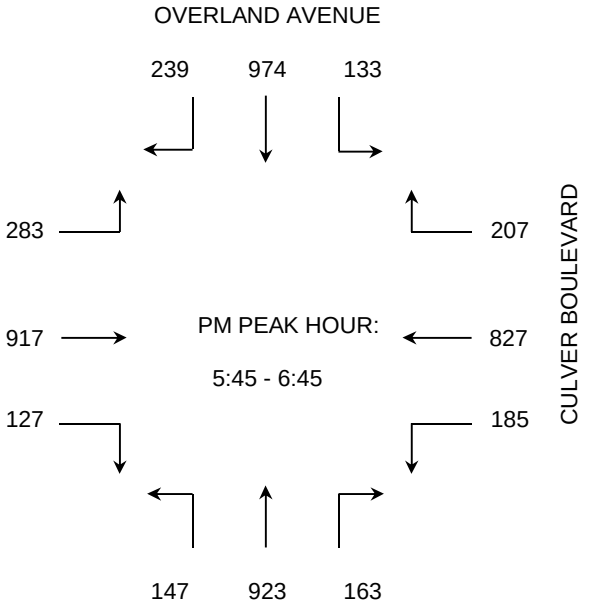
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	64	553	88	273	770	49	171	915	152	71	364	117	3,587
7:15 - 8:15	80	627	95	279	899	55	182	1,010	172	86	444	133	4,062
7:30 - 8:30	94	608	112	273	918	49	182	1,015	158	116	555	163	4,243
7:45 - 8:45	107	608	115	243	957	55	195	961	176	121	611	168	4,317
8:00 - 9:00	95	578	129	266	999	59	211	1,008	201	145	615	161	4,467 *
8:15 - 9:15	96	526	135	281	991	65	221	962	188	148	623	160	4,396
8:30 - 9:30	91	521	147	277	1,044	79	229	884	194	142	577	144	4,329
8:45 - 9:45	79	489	153	264	985	80	211	788	181	134	523	130	4,017
9:00 - 10:00	91	480	148	245	903	72	185	712	141	134	503	124	3,738



PERIOD: PM PEAK HOUR **DATE:** Thu December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	41	171	31	71	213	31	23	177	33	32	224	54	1,101
4:15 - 4:30	37	167	35	74	244	18	34	239	37	52	271	81	1,289
4:30 - 4:45	31	180	25	57	189	17	21	177	46	33	213	56	1,045
4:45 - 5:00	48	196	30	82	266	19	38	237	30	32	244	77	1,299
5:00 - 5:15	38	173	29	55	247	21	34	165	36	23	274	55	1,150
5:15 - 5:30	50	179	25	60	189	13	31	269	32	25	247	67	1,187
5:30 - 5:45	53	183	34	77	212	18	30	227	43	37	234	63	1,211
5:45 - 6:00	53	204	45	75	225	21	35	227	44	36	248	63	1,276
6:00 - 6:15	55	215	53	74	239	25	43	273	44	39	254	59	1,373
6:15 - 6:30	41	207	63	71	237	34	30	208	40	26	216	54	1,227
6:30 - 6:45	36	201	46	63	216	47	39	215	35	32	256	63	1,249
6:45 - 7:00	47	179	48	67	186	32	27	221	38	29	244	20	1,138

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	157	714	121	284	912	85	116	830	146	149	952	268	4,734
4:15 - 5:15	154	716	119	268	946	75	127	818	149	140	1,002	269	4,783
4:30 - 5:30	167	728	109	254	891	70	124	848	144	113	978	255	4,681
4:45 - 5:45	189	731	118	274	914	71	133	898	141	117	999	262	4,847
5:00 - 6:00	194	739	133	267	873	73	130	888	155	121	1,003	248	4,824
5:15 - 6:15	211	781	157	286	865	77	139	996	163	137	983	252	5,047
5:30 - 6:30	202	809	195	297	913	98	138	935	171	138	952	239	5,087
5:45 - 6:45	185	827	207	283	917	127	147	923	163	133	974	239	5,125 *
6:00 - 7:00	179	802	210	275	878	138	139	917	157	126	970	196	4,987



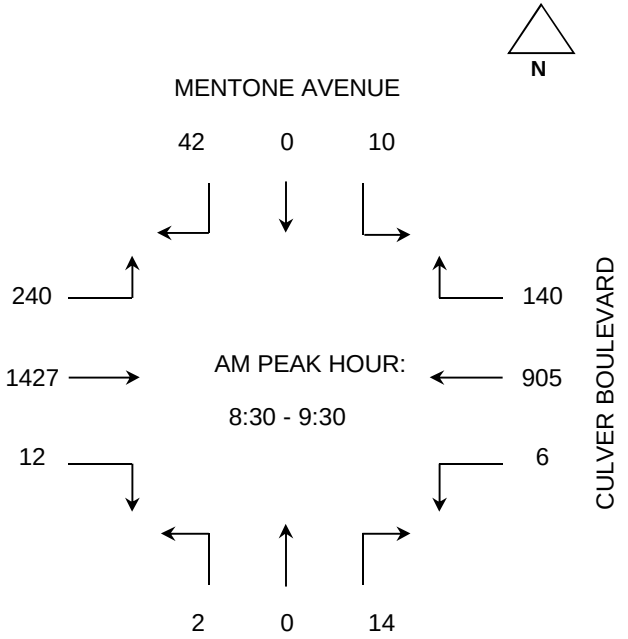
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: MENTONE AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** TUES December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	108	4	17	187	0	0	0	2	0	0	0	318
7:15 - 7:30	1	132	8	11	214	0	0	0	6	0	0	2	374
7:30 - 7:45	0	175	6	12	270	1	2	0	5	0	0	0	471
7:45 - 8:00	4	213	10	17	307	0	4	0	6	1	0	0	562
8:00 - 8:15	2	272	11	14	306	2	3	0	12	0	0	2	624
8:15 - 8:30	1	258	11	30	372	3	1	0	5	2	0	12	695
8:30 - 8:45	0	255	26	44	360	3	0	0	5	1	0	8	702
8:45 - 9:00	2	225	25	58	368	2	0	0	2	5	0	14	701
9:00 - 9:15	4	216	43	60	331	3	2	0	4	2	0	10	675
9:15 - 9:30	0	209	46	78	368	4	0	0	3	2	0	10	720
9:30 - 9:45	6	189	32	55	327	4	0	0	5	0	0	6	624
9:45 - 10:00	4	150	16	52	252	1	0	0	3	1	0	6	485

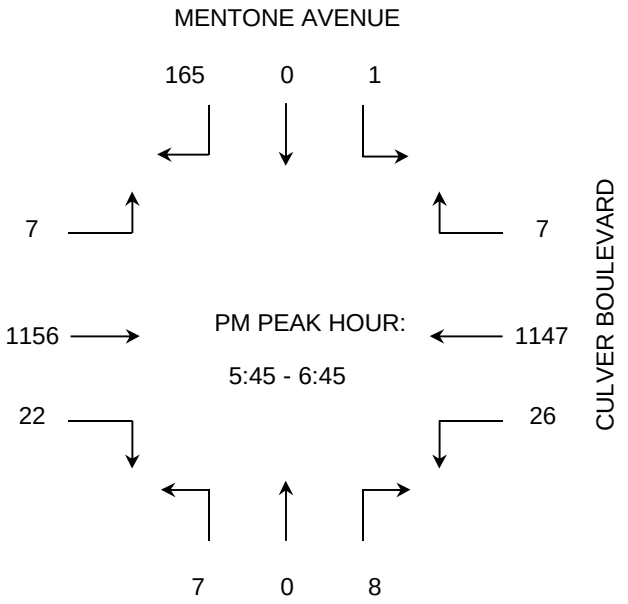
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	5	628	28	57	978	1	6	0	19	1	0	2	1,725
7:15 - 8:15	7	792	35	54	1,097	3	9	0	29	1	0	4	2,031
7:30 - 8:30	7	918	38	73	1,255	6	10	0	28	3	0	14	2,352
7:45 - 8:45	7	998	58	105	1,345	8	8	0	28	4	0	22	2,583
8:00 - 9:00	5	1,010	73	146	1,406	10	4	0	24	8	0	36	2,722
8:15 - 9:15	7	954	105	192	1,431	11	3	0	16	10	0	44	2,773
8:30 - 9:30	6	905	140	240	1,427	12	2	0	14	10	0	42	2,798 *
8:45 - 9:45	12	839	146	251	1,394	13	2	0	14	9	0	40	2,720
9:00 - 10:00	14	764	137	245	1,278	12	2	0	15	5	0	32	2,504



PERIOD: PM PEAK HOUR **DATE:** TUES December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	0	219	5	3	256	1	3	1	1	0	0	5	494
4:15 - 4:30	1	201	6	6	260	5	1	0	0	1	0	16	497
4:30 - 4:45	5	218	6	3	279	3	1	0	1	0	0	18	534
4:45 - 5:00	4	215	5	7	293	2	0	0	4	2	0	15	547
5:00 - 5:15	8	241	0	4	297	3	0	0	2	0	0	16	571
5:15 - 5:30	6	268	5	4	272	7	3	0	4	1	0	17	587
5:30 - 5:45	6	281	0	4	324	3	0	0	5	0	0	20	643
5:45 - 6:00	7	276	3	0	267	5	2	0	1	0	0	29	590
6:00 - 6:15	4	291	4	1	285	4	0	0	2	0	0	28	619
6:15 - 6:30	7	271	0	2	300	6	2	0	2	1	0	51	642
6:30 - 6:45	8	309	0	4	304	7	3	0	3	0	0	57	695
6:45 - 7:00	5	261	0	3	233	5	1	0	0	0	0	27	535

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	10	853	22	19	1,088	11	5	1	6	3	0	54	2,072
4:15 - 5:15	18	875	17	20	1,129	13	2	0	7	3	0	65	2,149
4:30 - 5:30	23	942	16	18	1,141	15	4	0	11	3	0	66	2,239
4:45 - 5:45	24	1,005	10	19	1,186	15	3	0	15	3	0	68	2,348
5:00 - 6:00	27	1,066	8	12	1,160	18	5	0	12	1	0	82	2,391
5:15 - 6:15	23	1,116	12	9	1,148	19	5	0	12	1	0	94	2,439
5:30 - 6:30	24	1,119	7	7	1,176	18	4	0	10	1	0	128	2,494
5:45 - 6:45	26	1,147	7	7	1,156	22	7	0	8	1	0	165	2,546 *
6:00 - 7:00	24	1,132	4	10	1,122	22	6	0	7	1	0	163	2,491



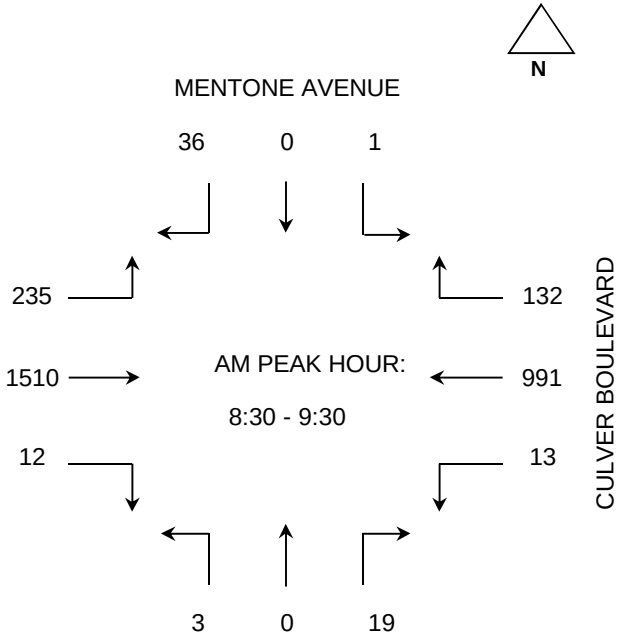
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: MENTONE AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** WED December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	123	0	13	198	0	0	0	0	0	0	0	334
7:15 - 7:30	2	153	3	14	247	1	1	0	3	1	0	1	426
7:30 - 7:45	3	165	6	12	270	0	2	0	5	0	0	2	465
7:45 - 8:00	4	222	12	21	341	0	3	0	7	0	0	0	610
8:00 - 8:15	5	232	11	23	330	3	3	1	5	0	0	2	615
8:15 - 8:30	0	229	26	44	362	4	0	0	9	1	0	3	678
8:30 - 8:45	3	271	20	59	392	1	0	0	9	0	0	7	762
8:45 - 9:00	4	252	36	69	387	5	1	0	7	1	0	11	773
9:00 - 9:15	5	244	49	64	352	3	1	0	2	0	0	11	731
9:15 - 9:30	1	224	27	43	379	3	1	0	1	0	0	7	686
9:30 - 9:45	1	220	20	37	334	4	1	0	2	1	0	5	625
9:45 - 10:00	1	193	15	36	275	2	1	0	1	0	0	3	527

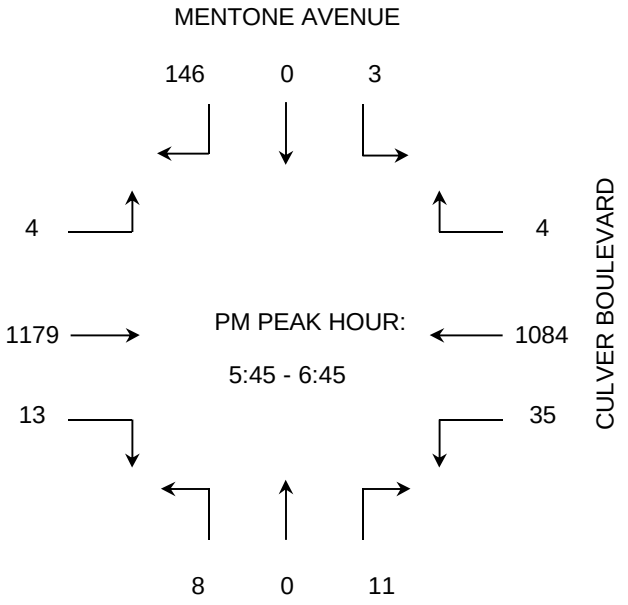
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	9	663	21	60	1,056	1	6	0	15	1	0	3	1,835
7:15 - 8:15	14	772	32	70	1,188	4	9	1	20	1	0	5	2,116
7:30 - 8:30	12	848	55	100	1,303	7	8	1	26	1	0	7	2,368
7:45 - 8:45	12	954	69	147	1,425	8	6	1	30	1	0	12	2,665
8:00 - 9:00	12	984	93	195	1,471	13	4	1	30	2	0	23	2,828
8:15 - 9:15	12	996	131	236	1,493	13	2	0	27	2	0	32	2,944
8:30 - 9:30	13	991	132	235	1,510	12	3	0	19	1	0	36	2,952 *
8:45 - 9:45	11	940	132	213	1,452	15	4	0	12	2	0	34	2,815
9:00 - 10:00	8	881	111	180	1,340	12	4	0	6	1	0	26	2,569



PERIOD: PM PEAK HOUR **DATE:** WED December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	1	191	2	3	251	2	1	0	0	0	0	10	461
4:15 - 4:30	1	249	6	2	326	4	0	0	0	0	0	18	606
4:30 - 4:45	2	235	4	6	282	1	1	0	1	1	0	17	550
4:45 - 5:00	8	315	3	2	290	7	1	1	5	1	0	15	648
5:00 - 5:15	9	292	6	4	303	5	1	0	2	0	0	28	650
5:15 - 5:30	7	273	2	2	315	4	0	0	6	0	0	23	632
5:30 - 5:45	9	227	2	5	252	7	0	0	3	0	0	26	531
5:45 - 6:00	10	306	3	1	295	8	2	0	1	0	0	38	664
6:00 - 6:15	11	253	0	0	275	2	1	0	2	1	0	31	576
6:15 - 6:30	7	263	0	2	318	2	3	0	4	2	0	46	647
6:30 - 6:45	7	262	1	1	291	1	2	0	4	0	0	31	600
6:45 - 7:00	6	255	0	0	270	1	1	0	4	0	0	22	559

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	12	990	15	13	1,149	14	3	1	6	2	0	60	2,265
4:15 - 5:15	20	1,091	19	14	1,201	17	3	1	8	2	0	78	2,454
4:30 - 5:30	26	1,115	15	14	1,190	17	3	1	14	2	0	83	2,480
4:45 - 5:45	33	1,107	13	13	1,160	23	2	1	16	1	0	92	2,461
5:00 - 6:00	35	1,098	13	12	1,165	24	3	0	12	0	0	115	2,477
5:15 - 6:15	37	1,059	7	8	1,137	21	3	0	12	1	0	118	2,403
5:30 - 6:30	37	1,049	5	8	1,140	19	6	0	10	3	0	141	2,418
5:45 - 6:45	35	1,084	4	4	1,179	13	8	0	11	3	0	146	2,487 *
6:00 - 7:00	31	1,033	1	3	1,154	6	7	0	14	3	0	130	2,382



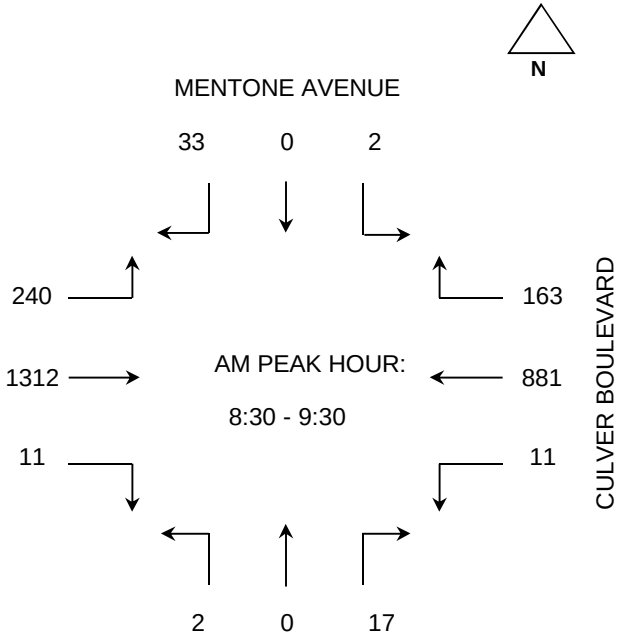
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: MENTONE AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** THUR December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	1	125	4	15	211	0	0	0	2	0	0	1	359
7:15 - 7:30	2	179	3	12	260	2	0	0	3	0	0	0	461
7:30 - 7:45	1	236	8	14	318	0	1	0	6	0	0	1	585
7:45 - 8:00	3	283	9	16	341	2	3	0	13	0	0	0	670
8:00 - 8:15	3	263	9	16	363	0	1	1	9	0	0	1	666
8:15 - 8:30	2	211	20	47	325	1	0	0	7	1	0	0	614
8:30 - 8:45	2	233	22	51	361	2	1	0	4	1	0	3	680
8:45 - 9:00	2	210	41	70	321	3	1	0	3	0	0	10	661
9:00 - 9:15	2	237	43	62	286	4	0	0	5	0	0	9	648
9:15 - 9:30	5	201	57	57	344	2	0	0	5	1	0	11	683
9:30 - 9:45	5	206	51	62	336	2	0	0	4	0	0	6	672
9:45 - 10:00	4	184	47	48	314	1	0	0	8	0	0	5	611

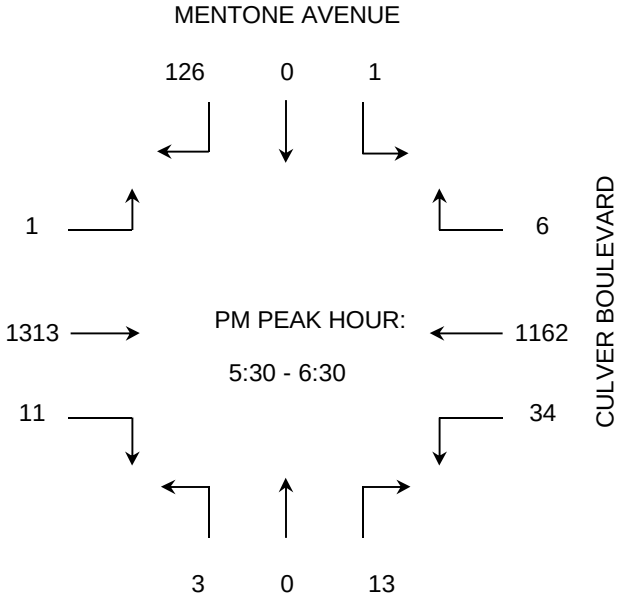
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	7	823	24	57	1,130	4	4	0	24	0	0	2	2,075
7:15 - 8:15	9	961	29	58	1,282	4	5	1	31	0	0	2	2,382
7:30 - 8:30	9	993	46	93	1,347	3	5	1	35	1	0	2	2,535
7:45 - 8:45	10	990	60	130	1,390	5	5	1	33	2	0	4	2,630
8:00 - 9:00	9	917	92	184	1,370	6	3	1	23	2	0	14	2,621
8:15 - 9:15	8	891	126	230	1,293	10	2	0	19	2	0	22	2,603
8:30 - 9:30	11	881	163	240	1,312	11	2	0	17	2	0	33	2,672 *
8:45 - 9:45	14	854	192	251	1,287	11	1	0	17	1	0	36	2,664
9:00 - 10:00	16	828	198	229	1,280	9	0	0	22	1	0	31	2,614



PERIOD: PM PEAK HOUR **DATE:** THUR December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	5	205	3	4	246	3	0	0	4	0	0	16	486
4:15 - 4:30	6	239	4	2	269	4	0	0	4	0	0	12	540
4:30 - 4:45	3	265	3	2	305	2	0	0	2	1	0	12	595
4:45 - 5:00	8	269	3	1	309	3	0	0	2	1	0	31	627
5:00 - 5:15	10	262	3	1	328	5	0	0	3	0	0	26	638
5:15 - 5:30	6	280	3	1	356	7	2	0	0	0	0	22	677
5:30 - 5:45	8	284	1	0	300	2	1	0	3	0	0	29	628
5:45 - 6:00	7	251	2	1	312	2	0	0	4	1	0	33	613
6:00 - 6:15	11	322	2	0	317	2	1	0	4	0	0	29	688
6:15 - 6:30	8	305	1	0	384	5	1	0	2	0	0	35	741
6:30 - 6:45	8	275	2	0	271	2	2	0	2	0	0	22	584
6:45 - 7:00	9	264	1	0	251	3	0	0	2	0	0	14	544

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	22	978	13	9	1,129	12	0	0	12	2	0	71	2,248
4:15 - 5:15	27	1,035	13	6	1,211	14	0	0	11	2	0	81	2,400
4:30 - 5:30	27	1,076	12	5	1,298	17	2	0	7	2	0	91	2,537
4:45 - 5:45	32	1,095	10	3	1,293	17	3	0	8	1	0	108	2,570
5:00 - 6:00	31	1,077	9	3	1,296	16	3	0	10	1	0	110	2,556
5:15 - 6:15	32	1,137	8	2	1,285	13	4	0	11	1	0	113	2,606
5:30 - 6:30	34	1,162	6	1	1,313	11	3	0	13	1	0	126	2,670 *
5:45 - 6:45	34	1,153	7	1	1,284	11	4	0	12	1	0	119	2,626
6:00 - 7:00	36	1,166	6	0	1,223	12	4	0	10	0	0	100	2,557



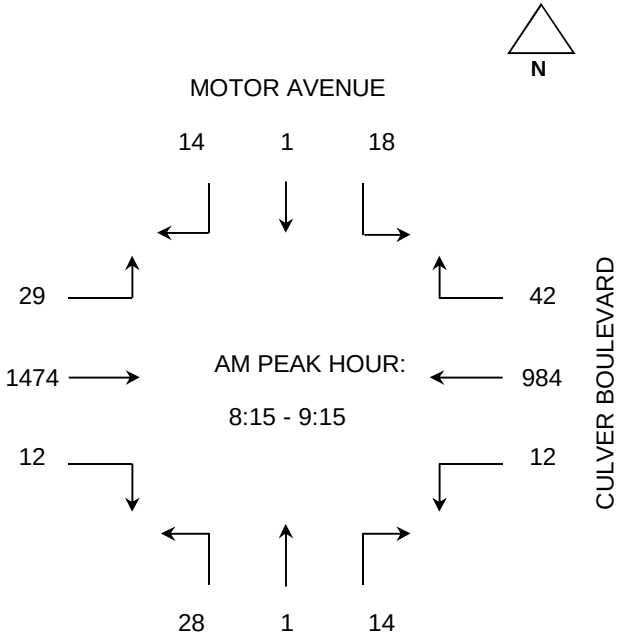
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: MOTOR AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** TUES December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	1	76	4	2	170	3	0	0	1	1	0	0	258
7:15 - 7:30	2	142	9	4	226	3	0	0	2	2	0	1	391
7:30 - 7:45	4	233	7	6	299	0	4	0	4	1	0	0	558
7:45 - 8:00	2	249	9	3	310	2	4	0	2	2	0	2	585
8:00 - 8:15	3	244	10	4	307	4	8	0	3	5	1	1	590
8:15 - 8:30	4	240	7	5	379	2	9	1	4	6	0	6	663
8:30 - 8:45	4	250	10	7	390	5	4	0	5	6	1	2	684
8:45 - 9:00	3	259	8	10	358	3	6	0	4	3	0	4	658
9:00 - 9:15	1	235	17	7	347	2	9	0	1	3	0	2	624
9:15 - 9:30	2	224	10	14	336	2	7	0	3	6	0	2	606
9:30 - 9:45	8	203	15	10	315	2	6	0	6	2	0	2	569
9:45 - 10:00	4	192	9	5	258	1	7	0	4	4	0	2	486

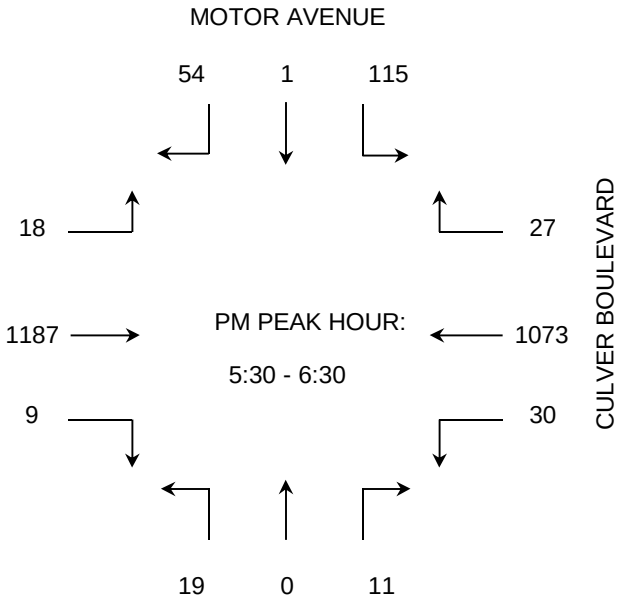
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	9	700	29	15	1,005	8	8	0	9	6	0	3	1,792
7:15 - 8:15	11	868	35	17	1,142	9	16	0	11	10	1	4	2,124
7:30 - 8:30	13	966	33	18	1,295	8	25	1	13	14	1	9	2,396
7:45 - 8:45	13	983	36	19	1,386	13	25	1	14	19	2	11	2,522
8:00 - 9:00	14	993	35	26	1,434	14	27	1	16	20	2	13	2,595
8:15 - 9:15	12	984	42	29	1,474	12	28	1	14	18	1	14	2,629 *
8:30 - 9:30	10	968	45	38	1,431	12	26	0	13	18	1	10	2,572
8:45 - 9:45	14	921	50	41	1,356	9	28	0	14	14	0	10	2,457
9:00 - 10:00	15	854	51	36	1,256	7	29	0	14	15	0	8	2,285



PERIOD: PM PEAK HOUR **DATE:** TUES December 3, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	6	191	5	7	251	3	11	0	2	3	1	10	490
4:15 - 4:30	9	214	4	3	277	2	5	0	1	6	0	6	527
4:30 - 4:45	5	231	3	2	312	3	2	0	1	11	1	5	576
4:45 - 5:00	5	242	2	2	264	2	3	0	1	11	1	2	535
5:00 - 5:15	7	247	4	0	296	1	4	0	4	24	2	3	592
5:15 - 5:30	10	256	11	3	299	0	9	0	3	17	0	8	616
5:30 - 5:45	12	261	8	5	300	1	4	0	3	28	0	13	635
5:45 - 6:00	5	251	6	2	283	4	8	0	2	21	0	10	592
6:00 - 6:15	6	277	7	5	287	2	5	0	3	39	1	18	650
6:15 - 6:30	7	284	6	6	317	2	2	0	3	27	0	13	667
6:30 - 6:45	11	269	8	4	276	4	6	0	2	26	1	12	619
6:45 - 7:00	7	235	12	9	249	5	9	0	4	21	0	10	561

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	25	878	14	14	1,104	10	21	0	5	31	3	23	2,128
4:15 - 5:15	26	934	13	7	1,149	8	14	0	7	52	4	16	2,230
4:30 - 5:30	27	976	20	7	1,171	6	18	0	9	63	4	18	2,319
4:45 - 5:45	34	1,006	25	10	1,159	4	20	0	11	80	3	26	2,378
5:00 - 6:00	34	1,015	29	10	1,178	6	25	0	12	90	2	34	2,435
5:15 - 6:15	33	1,045	32	15	1,169	7	26	0	11	105	1	49	2,493
5:30 - 6:30	30	1,073	27	18	1,187	9	19	0	11	115	1	54	2,544 *
5:45 - 6:45	29	1,081	27	17	1,163	12	21	0	10	113	2	53	2,528
6:00 - 7:00	31	1,065	33	24	1,129	13	22	0	12	113	2	53	2,497



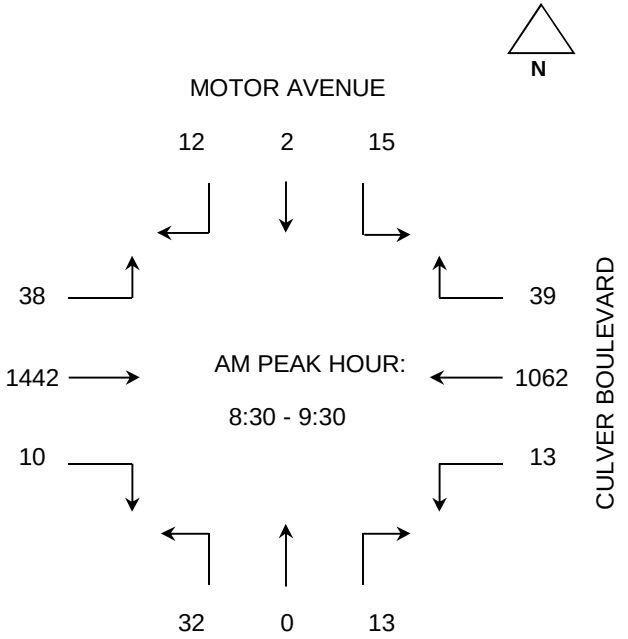
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: MOTOR AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** WED December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	7	124	4	5	182	2	3	0	2	0	0	1	330
7:15 - 7:30	3	146	5	2	281	0	6	0	3	1	0	0	447
7:30 - 7:45	3	198	7	5	284	6	3	0	4	4	0	1	515
7:45 - 8:00	6	241	6	2	353	2	4	0	4	5	0	4	627
8:00 - 8:15	4	229	9	2	348	4	8	0	8	2	0	0	614
8:15 - 8:30	2	247	8	5	371	3	5	0	5	4	0	2	652
8:30 - 8:45	4	258	7	6	389	3	10	0	2	5	0	2	686
8:45 - 9:00	2	281	8	7	343	3	5	0	4	6	2	2	663
9:00 - 9:15	2	288	14	16	336	3	8	0	3	0	0	4	674
9:15 - 9:30	5	235	10	9	374	1	9	0	4	4	0	4	655
9:30 - 9:45	6	217	18	9	322	3	5	0	6	8	0	5	599
9:45 - 10:00	5	236	20	7	284	1	2	0	3	3	0	2	563

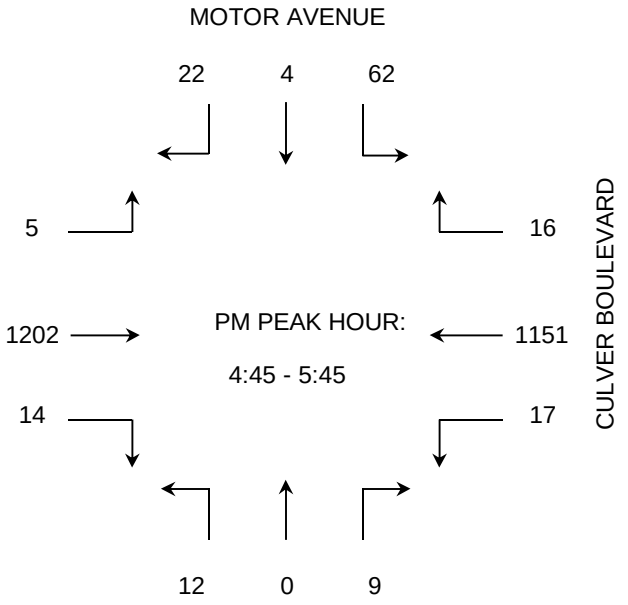
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	19	709	22	14	1,100	10	16	0	13	10	0	6	1,919
7:15 - 8:15	16	814	27	11	1,266	12	21	0	19	12	0	5	2,203
7:30 - 8:30	15	915	30	14	1,356	15	20	0	21	15	0	7	2,408
7:45 - 8:45	16	975	30	15	1,461	12	27	0	19	16	0	8	2,579
8:00 - 9:00	12	1,015	32	20	1,451	13	28	0	19	17	2	6	2,615
8:15 - 9:15	10	1,074	37	34	1,439	12	28	0	14	15	2	10	2,675
8:30 - 9:30	13	1,062	39	38	1,442	10	32	0	13	15	2	12	2,678 *
8:45 - 9:45	15	1,021	50	41	1,375	10	27	0	17	18	2	15	2,591
9:00 - 10:00	18	976	62	41	1,316	8	24	0	16	15	0	15	2,491



PERIOD: PM PEAK HOUR **DATE:** WED December 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	3	188	2	0	216	2	2	0	0	18	0	6	437
4:15 - 4:30	8	195	2	4	257	5	5	0	4	16	1	9	506
4:30 - 4:45	3	231	6	2	283	3	2	0	0	10	2	10	552
4:45 - 5:00	5	289	6	1	327	2	4	0	3	17	4	8	666
5:00 - 5:15	4	298	2	1	341	2	4	0	4	10	0	5	671
5:15 - 5:30	4	283	4	2	274	6	3	0	1	12	0	5	594
5:30 - 5:45	4	281	4	1	260	4	1	0	1	23	0	4	583
5:45 - 6:00	4	276	7	4	297	6	2	0	4	29	1	8	638
6:00 - 6:15	4	258	3	0	269	8	6	0	6	28	1	13	596
6:15 - 6:30	7	256	4	2	274	3	2	0	4	25	1	11	589
6:30 - 6:45	5	280	6	2	279	8	3	0	2	24	1	11	621
6:45 - 7:00	4	244	5	4	288	7	5	0	2	17	4	10	590

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	19	903	16	7	1,083	12	13	0	7	61	7	33	2,161
4:15 - 5:15	20	1,013	16	8	1,208	12	15	0	11	53	7	32	2,395
4:30 - 5:30	16	1,101	18	6	1,225	13	13	0	8	49	6	28	2,483
4:45 - 5:45	17	1,151	16	5	1,202	14	12	0	9	62	4	22	2,514 *
5:00 - 6:00	16	1,138	17	8	1,172	18	10	0	10	74	1	22	2,486
5:15 - 6:15	16	1,098	18	7	1,100	24	12	0	12	92	2	30	2,411
5:30 - 6:30	19	1,071	18	7	1,100	21	11	0	15	105	3	36	2,406
5:45 - 6:45	20	1,070	20	8	1,119	25	13	0	16	106	4	43	2,444
6:00 - 7:00	20	1,038	18	8	1,110	26	16	0	14	94	7	45	2,396



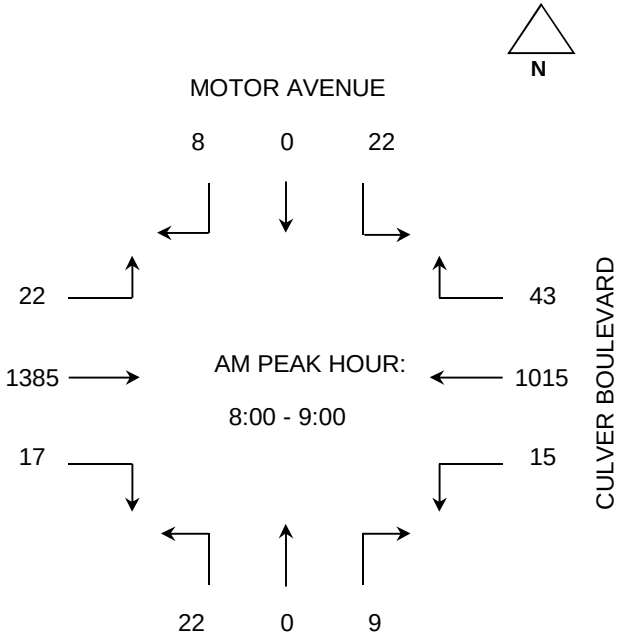
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

N/S STREET: MOTOR AVENUE **E/W STREET:** CULVER BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** THUR December 5, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	4	146	3	1	194	2	4	0	0	1	0	1	356
7:15 - 7:30	3	178	8	2	275	1	2	0	2	4	0	2	477
7:30 - 7:45	4	237	10	3	330	2	2	0	6	4	0	1	599
7:45 - 8:00	3	241	9	4	305	3	7	0	3	4	1	5	585
8:00 - 8:15	5	262	7	3	338	7	8	0	1	6	0	1	638
8:15 - 8:30	4	234	8	5	351	5	7	0	2	6	0	2	624
8:30 - 8:45	3	261	11	4	357	3	3	0	2	6	0	2	652
8:45 - 9:00	3	258	17	10	339	2	4	0	4	4	0	3	644
9:00 - 9:15	4	264	9	11	273	2	6	0	7	5	0	3	584
9:15 - 9:30	3	227	12	9	287	5	6	0	5	2	1	2	559
9:30 - 9:45	3	243	15	6	332	3	7	0	7	3	0	4	623
9:45 - 10:00	3	240	13	8	338	3	5	0	2	3	0	3	618

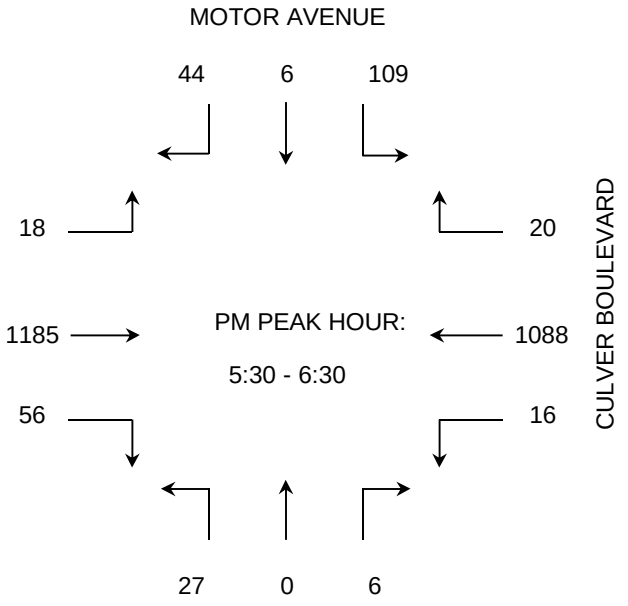
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	14	802	30	10	1,104	8	15	0	11	13	1	9	2,017
7:15 - 8:15	15	918	34	12	1,248	13	19	0	12	18	1	9	2,299
7:30 - 8:30	16	974	34	15	1,324	17	24	0	12	20	1	9	2,446
7:45 - 8:45	15	998	35	16	1,351	18	25	0	8	22	1	10	2,499
8:00 - 9:00	15	1,015	43	22	1,385	17	22	0	9	22	0	8	2,558 *
8:15 - 9:15	14	1,017	45	30	1,320	12	20	0	15	21	0	10	2,504
8:30 - 9:30	13	1,010	49	34	1,256	12	19	0	18	17	1	10	2,439
8:45 - 9:45	13	992	53	36	1,231	12	23	0	23	14	1	12	2,410
9:00 - 10:00	13	974	49	34	1,230	13	24	0	21	13	1	12	2,384



PERIOD: PM PEAK HOUR **DATE:** THUR December 5, 2013

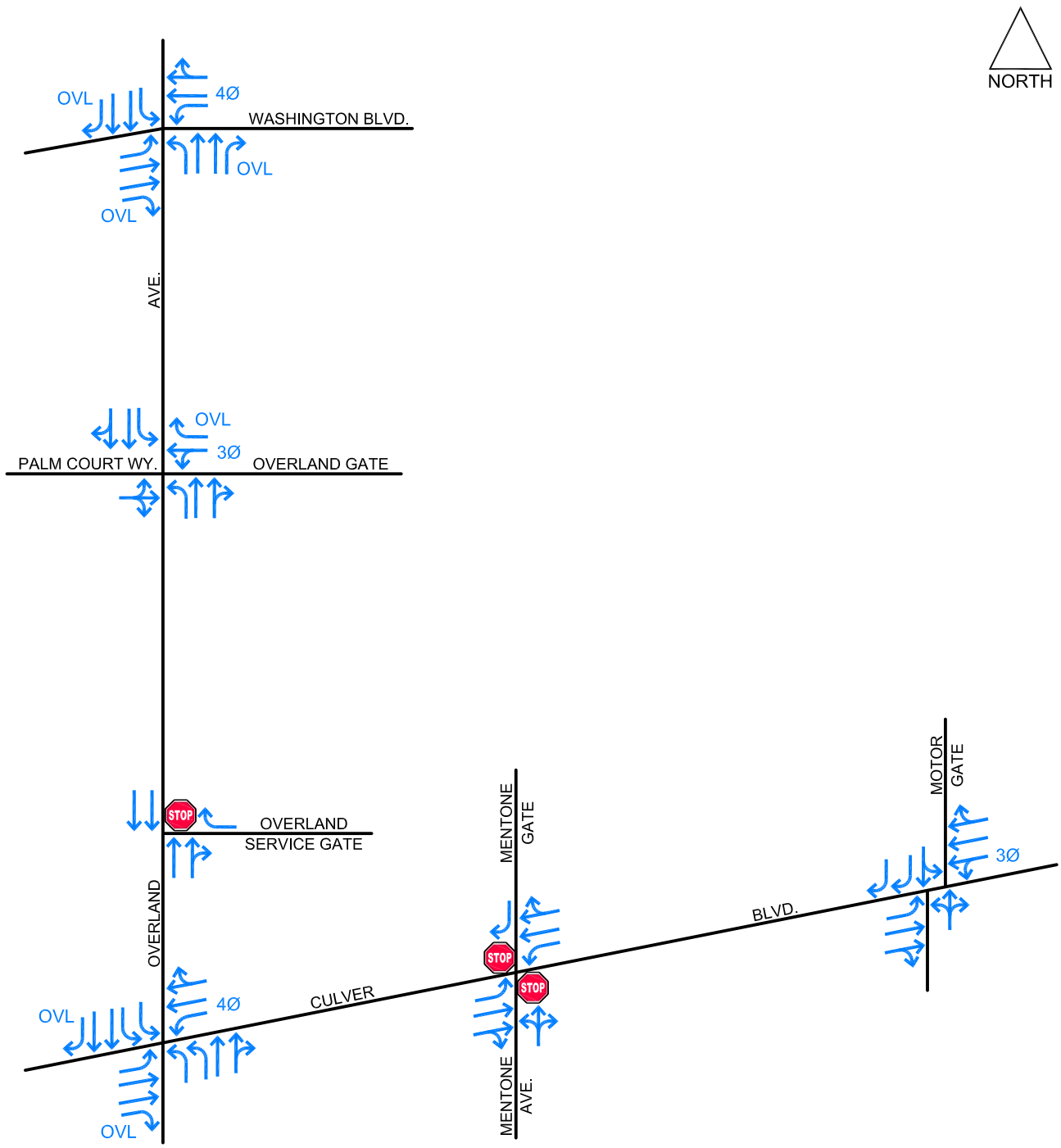
15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	5	220	4	1	219	8	5	0	1	17	1	5	486
4:15 - 4:30	6	228	5	3	271	6	6	0	2	11	1	6	545
4:30 - 4:45	4	242	3	4	331	3	7	0	3	11	1	12	621
4:45 - 5:00	2	239	7	1	321	4	3	0	0	10	0	6	593
5:00 - 5:15	3	284	4	1	315	2	6	0	3	20	3	5	646
5:15 - 5:30	3	280	4	2	295	5	6	1	1	15	0	6	618
5:30 - 5:45	3	252	2	4	321	14	5	0	1	18	0	5	625
5:45 - 6:00	3	275	3	3	291	12	8	0	2	22	1	10	630
6:00 - 6:15	4	282	7	4	291	11	5	0	1	28	2	15	650
6:15 - 6:30	6	279	8	7	282	19	9	0	2	41	3	14	670
6:30 - 6:45	4	263	7	5	270	13	6	0	0	22	1	9	600
6:45 - 7:00	6	268	5	2	253	5	10	0	5	25	1	11	591

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	17	929	19	9	1,142	21	21	0	6	49	3	29	2,245
4:15 - 5:15	15	993	19	9	1,238	15	22	0	8	52	5	29	2,405
4:30 - 5:30	12	1,045	18	8	1,262	14	22	1	7	56	4	29	2,478
4:45 - 5:45	11	1,055	17	8	1,252	25	20	1	5	63	3	22	2,482
5:00 - 6:00	12	1,091	13	10	1,222	33	25	1	7	75	4	26	2,519
5:15 - 6:15	13	1,089	16	13	1,198	42	24	1	5	83	3	36	2,523
5:30 - 6:30	16	1,088	20	18	1,185	56	27	0	6	109	6	44	2,575 *
5:45 - 6:45	17	1,099	25	19	1,134	55	28	0	5	113	7	48	2,550
6:00 - 7:00	20	1,092	27	18	1,096	48	30	0	8	116	7	49	2,511



ATTACHMENT D

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL INFORMATION



APPENDIX D

2/24/2014

FN: SONYSTUDIOSJIMMYSTEWART\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL OPERATIONS

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
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ATTACHMENT E
SYNCHRO ANALYSIS WORKSHEETS

With Project Conditions
With Conditions of Approval Assumptions

HCM Signalized Intersection Capacity Analysis

1: Washington Blvd & Overland Ave

2/21/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	93	610	167	255	806	166	210	1010	182	300	1110	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.95	1.00	1.00	0.92	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3269		1770	3539	1508	1770	3539	1462	1770	2787	1533
Flt Permitted	0.18	0.96		0.16	1.00	1.00	0.16	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	339	3269		298	3539	1508	298	3539	1462	1770	2787	1533
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	663	182	277	876	180	228	1098	198	326	1207	147
RTOR Reduction (vph)	0	119	0	0	0	34	0	0	74	0	0	95
Lane Group Flow (vph)	101	726	0	277	876	146	228	1098	124	326	1207	53
Confl. Peds. (#/hr)	20		37	44		38	38		44	37		20
Confl. Bikes (#/hr)			8			11			7			8
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	custom	pm+ov
Protected Phases	3	8		1	6	7	5	2	3	7		5
Permitted Phases	8			6		6	2		2		4	7
Actuated Green, G (s)	26.0	22.0		35.0	25.0	42.0	35.0	25.0	29.0	17.0	35.0	27.0
Effective Green, g (s)	26.0	22.0		35.0	25.0	42.0	35.0	25.0	29.0	17.0	35.0	27.0
Actuated g/C Ratio	0.29	0.24		0.39	0.28	0.47	0.39	0.28	0.32	0.19	0.39	0.30
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	161	799		279	983	770	279	983	536	334	1083	459
v/s Ratio Prot	0.03	0.22		c0.11	0.25	0.04	0.09	c0.31	0.01	c0.18		0.01
v/s Ratio Perm	0.15			0.28		0.06	0.23		0.07		c0.43	0.02
v/c Ratio	0.63	0.91		0.99	0.89	0.19	0.82	1.12	0.23	0.98	1.11	0.11
Uniform Delay, d1	25.8	33.0		23.1	31.2	14.0	21.6	32.5	22.3	36.3	27.5	22.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.83	0.68	0.75	1.00	1.00	1.00
Incremental Delay, d2	7.4	14.0		52.1	12.0	0.1	14.8	61.7	0.1	42.4	64.5	0.1
Delay (s)	33.3	47.0		75.2	43.2	14.2	32.9	83.9	16.9	78.7	92.0	22.9
Level of Service	C	D		E	D	B	C	F	B	E	F	C
Approach Delay (s)		45.5			45.9			67.5		83.3		
Approach LOS		D			D			E		F		

Intersection Summary			
HCM 2000 Control Delay	63.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/21/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	2	0	1	22	1	34	335	1209	9	10	1149	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.96	1.00	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.96		1.00	0.86	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.97		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1722		1770	1464	1500	1770	3534		1768	3362	
Flt Permitted		0.97		0.95	1.00	1.00	0.09	1.00		0.21	1.00	
Satd. Flow (perm)		1722		1770	1464	1500	171	3534		386	3362	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	1	24	1	37	364	1314	10	11	1249	338
RTOR Reduction (vph)	0	3	0	0	17	12	0	0	0	0	24	0
Lane Group Flow (vph)	0	0	0	24	2	7	364	1324	0	11	1563	0
Confl. Peds. (#/hr)	5					5	14		14	14		23
Confl. Bikes (#/hr)						4			5			6
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	1	6		5	2	
Permitted Phases						8	6			2		
Actuated Green, G (s)		1.1		4.5	4.5	33.3	72.4	67.2		40.8	39.6	
Effective Green, g (s)		1.1		4.5	4.5	33.3	72.4	67.2		40.8	39.6	
Actuated g/C Ratio		0.01		0.05	0.05	0.37	0.80	0.75		0.45	0.44	
Clearance Time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		21		88	73	621	649	2638		193	1479	
v/s Ratio Prot		c0.00		c0.01	0.00	0.00	c0.18	0.37		0.00	c0.46	
v/s Ratio Perm						0.00	0.27			0.03		
v/c Ratio		0.00		0.27	0.03	0.01	0.56	0.50		0.06	1.06	
Uniform Delay, d1		43.9		41.2	40.7	17.9	18.7	4.6		13.8	25.2	
Progression Factor		1.00		1.00	1.00	1.00	0.39	1.75		0.73	0.65	
Incremental Delay, d2		0.0		1.7	0.1	0.0	1.0	0.6		0.0	27.4	
Delay (s)		43.9		42.9	40.8	17.9	8.2	8.7		10.1	43.9	
Level of Service		D		D	D	B	A	A		B	D	
Approach Delay (s)		43.9			34.6			8.6			43.7	
Approach LOS		D			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Intersection Delay, s/veh	0

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	0	0	1344	1339	0
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1461	1455	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2185	728	1455	0	-	0
Stage 1	1455	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	39	366	461	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	39	366	461	-	-	-
Mov Capacity-2 Maneuver	39	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	0	461	-
HCM Lane V/C Ratio	-	-	+	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS			A	A	
HCM 95th %tile Q(veh)	-	-	+	0	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

4: Culver Blvd & Overland Ave

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	308	876	159	122	857	345	280	1001	119	222	979	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1474	3433	3349		1770	3539	1540	1770	3435	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.15	1.00	1.00	0.15	1.00	
Satd. Flow (perm)	3433	3539	1474	3433	3349		276	3539	1540	276	3435	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	335	952	173	133	932	375	304	1088	129	241	1064	218
RTOR Reduction (vph)	0	0	33	0	48	0	0	0	39	0	19	0
Lane Group Flow (vph)	335	952	140	133	1259	0	304	1088	90	241	1263	0
Confl. Peds. (#/hr)			42			15	6		10	10		6
Confl. Bikes (#/hr)			10			4			6			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	7.0	34.0	42.0	5.0	32.0		35.0	27.0	32.0	35.0	27.0	
Effective Green, g (s)	7.0	34.0	42.0	5.0	32.0		35.0	27.0	32.0	35.0	27.0	
Actuated g/C Ratio	0.08	0.38	0.47	0.06	0.36		0.39	0.30	0.36	0.39	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	267	1336	753	190	1190		240	1061	616	240	1030	
v/s Ratio Prot	c0.10	0.27	0.02	0.04	c0.38		c0.11	0.31	0.01	0.09	0.37	
v/s Ratio Perm			0.08				c0.38		0.05	0.30		
v/c Ratio	1.25	0.71	0.19	0.70	1.06		1.27	1.03	0.15	1.00	1.23	
Uniform Delay, d1	41.5	23.8	14.0	41.8	29.0		24.0	31.5	19.7	24.0	31.5	
Progression Factor	1.21	0.76	0.50	1.00	1.00		1.00	1.00	1.00	0.72	0.77	
Incremental Delay, d2	140.0	3.1	0.1	11.0	43.0		148.7	34.3	0.1	55.9	109.7	
Delay (s)	190.3	21.1	7.1	52.8	72.0		172.7	65.8	19.8	73.1	134.0	
Level of Service	F	C	A	D	E		F	E	B	E	F	
Approach Delay (s)		58.3			70.2			83.3			124.4	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	84.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Intersection Delay, s/veh	12.2

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	2	0	0	58	351	1589	12	10	945	145
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	63	382	1727	13	11	1027	158

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	3032	882	2755	600	1185	0	0	1740	0	0
Stage 1	2497	-	1128	-	-	-	-	-	-	-
Stage 2	535	-	1627	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	6	289	9	444	585	-	-	358	-	-
Stage 1	29	-	218	-	-	-	-	-	-	-
Stage 2	497	-	106	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	# 2	286	# 4	441	581	-	-	354	-	-
Mov Capacity-2 Maneuver	# 2	-	# 4	-	-	-	-	-	-	-
Stage 1	10	-	75	-	-	-	-	-	-	-
Stage 2	410	-	34	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	$ 561.2	$ 317.8	4	0.1
HCM LOS	F	F		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	581	-	-	18	55	354	-	-
HCM Lane V/C Ratio	0.657	-	-	1.147	1.225	0.031	-	-
HCM Control Delay (s)	22.255	-	-	$ 561.2	$ 317.8	15.491	-	-
HCM Lane LOS	C			F	F	C		
HCM 95th %tile Q(veh)	4.81	-	-	2.954	5.861	0.095	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	19	1	15	27	0	12	201	1436	13	13	1035	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1778	2710		1712		1770	3533			5027	
Flt Permitted		0.95	1.00		0.27		0.11	1.00			0.87	
Satd. Flow (perm)		1778	2710		470		204	3533			4353	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	1	16	29	0	13	218	1561	14	14	1125	65
RTOR Reduction (vph)	0	0	13	0	34	0	0	1	0	0	7	0
Lane Group Flow (vph)	0	22	3	0	8	0	218	1574	0	0	1197	0
Confl. Peds. (#/hr)	7		2	2		7	9		7	7		9
Confl. Bikes (#/hr)			1			2			5			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		17.4		44.6	44.6			32.6	
Effective Green, g (s)		16.0	16.0		17.4		44.6	44.6			32.6	
Actuated g/C Ratio		0.18	0.18		0.19		0.50	0.50			0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		316	481		90		240	1750			1576	
v/s Ratio Prot		c0.01					0.08	c0.45				
v/s Ratio Perm			0.00		c0.02		c0.37				0.27	
v/c Ratio		0.07	0.01		0.09		0.91	0.90			0.76	
Uniform Delay, d1		30.8	30.5		29.8		18.5	20.7			25.3	
Progression Factor		1.00	1.00		1.00		1.29	0.65			1.00	
Incremental Delay, d2		0.4	0.0		2.0		19.3	3.2			2.2	
Delay (s)		31.2	30.5		31.8		43.2	16.6			27.4	
Level of Service		C	C		C		D	B			C	
Approach Delay (s)		30.9			31.8			19.8			27.4	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: Washington Blvd & Overland Ave

2/21/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	188	837	180	132	1036	289	269	1083	157	247	859	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	3281		1770	3539	1461	1770	3539	1456	1770	2787	1513
Flt Permitted	0.17	0.96		0.15	1.00	1.00	0.13	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	317	3281		287	3539	1461	248	3539	1456	1770	2787	1513
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	910	196	143	1126	314	292	1177	171	268	934	138
RTOR Reduction (vph)	0	152	0	0	0	59	0	0	64	0	0	100
Lane Group Flow (vph)	204	954	0	143	1126	255	292	1177	107	268	934	38
Confl. Peds. (#/hr)	32		49	49		65	65		49	49		32
Confl. Bikes (#/hr)			7			11			6			7
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	custom	pm+ov
Protected Phases	3	8		1	6	7	5	2	3	7		5
Permitted Phases	8			6		6	2		2		4	7
Actuated Green, G (s)	29.5	23.5		30.0	26.0	41.5	39.0	31.0	37.0	15.5	33.0	24.5
Effective Green, g (s)	29.5	23.5		30.0	26.0	41.5	39.0	31.0	37.0	15.5	33.0	24.5
Actuated g/C Ratio	0.33	0.26		0.33	0.29	0.46	0.43	0.34	0.41	0.17	0.37	0.27
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	200	856		161	1022	738	259	1218	663	304	1021	411
v/s Ratio Prot	0.07	c0.29		0.04	0.32	0.06	c0.11	0.33	0.01	c0.15		0.01
v/s Ratio Perm	0.27			0.26		0.12	c0.37		0.06		0.34	0.02
v/c Ratio	1.02	1.11		0.89	1.10	0.35	1.13	0.97	0.16	0.88	0.91	0.09
Uniform Delay, d1	26.7	33.2		28.5	32.0	15.5	22.1	29.0	16.7	36.4	27.2	24.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	68.9	67.1		46.3	60.3	0.3	94.6	18.9	0.1	24.4	12.3	0.1
Delay (s)	95.6	100.4		74.8	92.3	15.8	116.7	47.9	16.8	60.8	39.4	24.5
Level of Service	F	F		E	F	B	F	D	B	E	D	C
Approach Delay (s)		99.6			75.5			56.9		42.2		
Approach LOS		F			E			E		D		

Intersection Summary			
HCM 2000 Control Delay	68.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/21/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	11	1	6	210	0	297	27	1519	12	5	1357	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.96	0.97	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.85	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1723		1770	1450	1463	1770	3532		1770	3518	
Flt Permitted		0.97		0.95	1.00	1.00	0.09	1.00		0.08	1.00	
Satd. Flow (perm)		1723		1770	1450	1463	160	3532		152	3518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1	7	228	0	323	29	1651	13	5	1475	29
RTOR Reduction (vph)	0	7	0	0	133	124	0	0	0	0	1	0
Lane Group Flow (vph)	0	13	0	228	29	37	29	1664	0	5	1503	0
Confl. Peds. (#/hr)	9					9	43		22	22		43
Confl. Bikes (#/hr)						5			7			6
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	1	6		5	2	
Permitted Phases						8	6			2		
Actuated Green, G (s)		3.1		19.9	19.9	25.4	75.0	70.2		66.3	65.5	
Effective Green, g (s)		3.1		19.9	19.9	25.4	75.0	70.2		66.3	65.5	
Actuated g/C Ratio		0.03		0.18	0.18	0.23	0.68	0.64		0.60	0.60	
Clearance Time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		48		320	262	391	189	2254		103	2094	
v/s Ratio Prot		c0.01		c0.13	0.02	c0.00	0.01	c0.47		0.00	0.43	
v/s Ratio Perm						0.02	0.10			0.03		
v/c Ratio		0.27		0.71	0.11	0.10	0.15	0.74		0.05	0.72	
Uniform Delay, d1		52.3		42.4	37.7	33.3	11.8	13.6		12.6	15.7	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.1		7.3	0.2	0.1	0.4	2.2		0.2	2.1	
Delay (s)		55.4		49.7	37.9	33.4	12.1	15.8		12.8	17.9	
Level of Service		E		D	D	C	B	B		B	B	
Approach Delay (s)		55.4			41.4			15.8			17.8	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Intersection Delay, s/veh	0

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	0	0	1508	1573	0
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1639	1710	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2530	855	1710	0	-	0
Stage 1	1710	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	23	302	367	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	23	302	367	-	-	-
Mov Capacity-2 Maneuver	23	-	-	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	393	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	0	367	-
HCM Lane V/C Ratio	-	-	+	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS			A	A	
HCM 95th %tile Q(veh)	-	-	+	0	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis

4: Culver Blvd & Overland Ave

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	136	1088	347	179	1007	304	170	886	141	239	919	331
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1467	3433	3384		1770	3539	1534	1770	3370	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.15	1.00	1.00	0.13	1.00	
Satd. Flow (perm)	3433	3539	1467	3433	3384		276	3539	1534	248	3370	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	1183	377	195	1095	330	185	963	153	260	999	360
RTOR Reduction (vph)	0	0	35	0	31	0	0	0	39	0	41	0
Lane Group Flow (vph)	148	1183	342	195	1394	0	185	963	114	260	1318	0
Confl. Peds. (#/hr)			40			15	11		14	14		11
Confl. Bikes (#/hr)			14			7			5			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	4.0	33.0	38.0	6.0	35.0		32.0	27.0	33.0	38.0	30.0	
Effective Green, g (s)	4.0	33.0	38.0	6.0	35.0		32.0	27.0	33.0	38.0	30.0	
Actuated g/C Ratio	0.04	0.37	0.42	0.07	0.39		0.36	0.30	0.37	0.42	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	1297	684	228	1316		181	1061	630	240	1123	
v/s Ratio Prot	0.04	0.33	0.03	c0.06	c0.41		0.06	0.27	0.01	c0.10	c0.39	
v/s Ratio Perm			0.21				0.31		0.06	0.36		
v/c Ratio	0.97	0.91	0.50	0.86	1.06		1.02	0.91	0.18	1.08	1.17	
Uniform Delay, d1	42.9	27.1	19.0	41.6	27.5		28.1	30.3	19.3	21.6	30.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.71	0.81	
Incremental Delay, d2	64.6	11.2	0.6	25.5	42.1		72.8	11.1	0.1	79.0	87.0	
Delay (s)	107.6	38.3	19.6	67.1	69.6		100.8	41.4	19.5	94.4	111.3	
Level of Service	F	D	B	E	E		F	D	B	F	F	
Approach Delay (s)		40.2			69.3			47.2			108.6	
Approach LOS		D			E			D			F	

Intersection Summary			
HCM 2000 Control Delay	66.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	39.3

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	6	0	0	365	17	1250	15	32	1170	6
Conflicting Peds, #/hr	0	0	0	0	11	0	14	14	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	0	397	18	1359	16	35	1272	7

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	2109	702	2061	653	1278	0	0	1375	0	0
Stage 1	1404	-	1345	-	-	-	-	-	-	-
Stage 2	705	-	716	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	29	381	32	410	539	-	-	495	-	-
Stage 1	147	-	160	-	-	-	-	-	-	-
Stage 2	393	-	387	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	# 1	377	28	405	533	-	-	489	-	-
Mov Capacity-2 Maneuver	# 1	-	28	-	-	-	-	-	-	-
Stage 1	142	-	155	-	-	-	-	-	-	-
Stage 2	7	-	358	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	$ 4527.7	96.3	0.2	0.3
HCM LOS	F	F		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	533	-	-	3	377	489	-	-
HCM Lane V/C Ratio	0.035	-	-	6.159	1.058	0.071	-	-
HCM Control Delay (s)	11.997	-	-	$ 4527.7	96.3	12.925	-	-
HCM Lane LOS	B			F	F	B		
HCM 95th %tile Q(veh)	0.108	-	-	3.772	13.677	0.229	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	107	4	79	19	0	9	31	1208	26	21	1104	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.96		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1777	2669		1699		1770	3523			5057	
Flt Permitted		0.95	1.00		0.34		0.12	1.00			0.88	
Satd. Flow (perm)		1777	2669		597		226	3523			4442	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	116	4	86	21	0	10	34	1313	28	23	1200	25
RTOR Reduction (vph)	0	0	71	0	25	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	120	15	0	6	0	34	1339	0	0	1246	0
Confl. Peds. (#/hr)	18		8	8		18	20		17	17		20
Confl. Bikes (#/hr)						2			10			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		17.9		44.1	44.1			37.7	
Effective Green, g (s)		16.0	16.0		17.9		44.1	44.1			37.7	
Actuated g/C Ratio		0.18	0.18		0.20		0.49	0.49			0.42	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		315	474		118		151	1726			1860	
v/s Ratio Prot		c0.07					0.01	c0.38				
v/s Ratio Perm			0.01		c0.01		0.10				0.28	
v/c Ratio		0.38	0.03		0.05		0.23	0.78			0.67	
Uniform Delay, d1		32.6	30.6		29.2		13.9	18.9			21.1	
Progression Factor		1.00	1.00		1.00		0.49	0.68			1.00	
Incremental Delay, d2		3.5	0.1		0.8		0.3	0.8			0.9	
Delay (s)		36.1	30.7		30.0		7.0	13.6			22.0	
Level of Service		D	C		C		A	B			C	
Approach Delay (s)		33.9			30.0			13.4			22.0	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: Washington Blvd & Overland Ave

2/21/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	110	652	175	261	825	171	216	1051	188	313	1155	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.95	1.00	1.00	0.92	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3272		1770	3539	1510	1770	3539	1462	1770	2787	1537
Flt Permitted	0.19	0.96		0.17	1.00	1.00	0.16	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	355	3272		310	3539	1510	298	3539	1462	1770	2787	1537
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	709	190	284	897	186	235	1142	204	340	1255	149
RTOR Reduction (vph)	0	121	0	0	0	41	0	0	74	0	0	92
Lane Group Flow (vph)	120	778	0	284	897	145	235	1142	130	340	1255	57
Confl. Peds. (#/hr)	20		37	44		38	38		44	37		20
Confl. Bikes (#/hr)			8			11			7			8
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	custom	pm+ov
Protected Phases	3	8		1	6	7	5	2	3	7		5
Permitted Phases	8			6		6	2		2		4	7
Actuated Green, G (s)	25.0	21.0		35.0	24.0	41.0	37.0	25.0	29.0	17.0	34.0	29.0
Effective Green, g (s)	25.0	21.0		35.0	24.0	41.0	37.0	25.0	29.0	17.0	34.0	29.0
Actuated g/C Ratio	0.28	0.23		0.39	0.27	0.46	0.41	0.28	0.32	0.19	0.38	0.32
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	161	763		299	943	755	318	983	536	334	1052	495
v/s Ratio Prot	0.03	0.24		c0.12	0.25	0.04	0.10	c0.32	0.01	c0.19		0.02
v/s Ratio Perm	0.17			0.25		0.06	0.20		0.08		c0.45	0.02
v/c Ratio	0.75	1.02		0.95	0.95	0.19	0.74	1.16	0.24	1.02	1.19	0.11
Uniform Delay, d1	28.9	34.5		22.6	32.4	14.6	20.7	32.5	22.4	36.5	28.0	21.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.79	0.70	0.79	1.00	1.00	1.00
Incremental Delay, d2	17.0	37.6		40.7	19.6	0.1	8.5	79.7	0.1	53.9	96.4	0.1
Delay (s)	45.9	72.1		63.3	52.1	14.7	24.9	102.3	17.8	90.4	124.4	21.6
Level of Service	D	E		E	D	B	C	F	B	F	F	C
Approach Delay (s)		69.0			49.3			79.9		109.0		
Approach LOS		E			D			E		F		

Intersection Summary			
HCM 2000 Control Delay	79.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/21/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	2	0	1	22	1	35	335	1254	9	10	1195	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.96	1.00	1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.96		1.00	0.86	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.97		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1722		1770	1463	1500	1770	3534		1768	3367	
Flt Permitted		0.97		0.95	1.00	1.00	0.09	1.00		0.20	1.00	
Satd. Flow (perm)		1722		1770	1463	1500	171	3534		367	3367	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	1	24	1	38	364	1363	10	11	1299	338
RTOR Reduction (vph)	0	3	0	0	18	12	0	0	0	0	23	0
Lane Group Flow (vph)	0	0	0	24	2	7	364	1373	0	11	1614	0
Confl. Peds. (#/hr)	5					5	14		14	14		23
Confl. Bikes (#/hr)						4			5			6
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	1	6		5	2	
Permitted Phases						8	6			2		
Actuated Green, G (s)		1.1		4.5	4.5	33.3	72.4	67.2		40.8	39.6	
Effective Green, g (s)		1.1		4.5	4.5	33.3	72.4	67.2		40.8	39.6	
Actuated g/C Ratio		0.01		0.05	0.05	0.37	0.80	0.75		0.45	0.44	
Clearance Time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		21		88	73	621	649	2638		185	1481	
v/s Ratio Prot		c0.00		c0.01	0.00	0.00	c0.18	0.39		0.00	c0.48	
v/s Ratio Perm						0.00	0.27			0.03		
v/c Ratio		0.00		0.27	0.03	0.01	0.56	0.52		0.06	1.09	
Uniform Delay, d1		43.9		41.2	40.7	17.9	18.7	4.7		13.9	25.2	
Progression Factor		1.00		1.00	1.00	1.00	0.37	1.60		0.74	0.65	
Incremental Delay, d2		0.0		1.7	0.1	0.0	0.9	0.6		0.0	41.7	
Delay (s)		43.9		42.9	40.8	17.9	8.0	8.2		10.2	58.0	
Level of Service		D		D	D	B	A	A		B	E	
Approach Delay (s)		43.9			34.7			8.1			57.7	
Approach LOS		D			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Intersection Delay, s/veh	0

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	0	0	1388	1393	0
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1509	1514	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2268	757	1514	0	-	0
Stage 1	1514	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	34	350	437	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	34	350	437	-	-	-
Mov Capacity-2 Maneuver	34	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	0	437	-
HCM Lane V/C Ratio	-	-	+	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS			A	A	
HCM 95th %tile Q(veh)	-	-	+	0	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
4: Culver Blvd & Overland Ave

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	312	913	168	126	893	354	289	1031	123	229	1014	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1474	3433	3351		1770	3539	1540	1770	3435	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.15	1.00	1.00	0.15	1.00	
Satd. Flow (perm)	3433	3539	1474	3433	3351		276	3539	1540	276	3435	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	339	992	183	137	971	385	314	1121	134	249	1102	224
RTOR Reduction (vph)	0	0	33	0	47	0	0	0	39	0	19	0
Lane Group Flow (vph)	339	992	150	137	1309	0	314	1121	95	249	1307	0
Confl. Peds. (#/hr)			42			15	6		10	10		6
Confl. Bikes (#/hr)			10			4			6			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	7.0	34.0	42.0	5.0	32.0		35.0	27.0	32.0	35.0	27.0	
Effective Green, g (s)	7.0	34.0	42.0	5.0	32.0		35.0	27.0	32.0	35.0	27.0	
Actuated g/C Ratio	0.08	0.38	0.47	0.06	0.36		0.39	0.30	0.36	0.39	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	267	1336	753	190	1191		240	1061	616	240	1030	
v/s Ratio Prot	c0.10	0.28	0.02	0.04	c0.39		c0.12	0.32	0.01	0.09	0.38	
v/s Ratio Perm			0.08				c0.39		0.05	0.31		
v/c Ratio	1.27	0.74	0.20	0.72	1.10		1.31	1.06	0.15	1.04	1.27	
Uniform Delay, d1	41.5	24.2	14.1	41.8	29.0		24.0	31.5	19.8	24.0	31.5	
Progression Factor	1.24	0.75	0.54	1.00	1.00		1.00	1.00	1.00	0.71	0.78	
Incremental Delay, d2	145.9	3.5	0.1	12.6	57.6		165.4	43.8	0.1	64.4	127.9	
Delay (s)	197.4	21.8	7.7	54.5	86.6		189.4	75.3	19.9	81.5	152.5	
Level of Service	F	C	A	D	F		F	E	B	F	F	
Approach Delay (s)		59.4			83.6			93.4			141.3	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	94.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Intersection Delay, s/veh	15.8

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	2	0	0	59	351	1633	12	10	979	145
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	64	382	1775	13	11	1064	158

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	3099	906	2816	619	1222	0	0	1788	0	0
Stage 1	2545	-	1165	-	-	-	-	-	-	-
Stage 2	554	-	1651	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	5	279	8	432	566	-	-	342	-	-
Stage 1	27	-	206	-	-	-	-	-	-	-
Stage 2	484	-	103	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	# 2	276	# 3	429	562	-	-	339	-	-
Mov Capacity-2 Maneuver	# 2	-	# 3	-	-	-	-	-	-	-
Stage 1	9	-	66	-	-	-	-	-	-	-
Stage 2	396	-	30	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	$ 540.9	$ 500.9	4.2	0.1
HCM LOS	F	F		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	562	-	-	19	43	339	-	-
HCM Lane V/C Ratio	0.679	-	-	1.144	1.593	0.032	-	-
HCM Control Delay (s)	23.872	-	-	$ 540.9	$ 500.9	15.971	-	-
HCM Lane LOS	C			F	F	C		
HCM 95th %tile Q(veh)	5.161	-	-	3.032	6.904	0.099	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	20	1	15	28	0	12	201	1481	13	13	1072	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1778	2710		1713		1770	3533			5029	
Flt Permitted		0.95	1.00		0.25		0.11	1.00			0.85	
Satd. Flow (perm)		1778	2710		450		202	3533			4281	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	1	16	30	0	13	218	1610	14	14	1165	65
RTOR Reduction (vph)	0	0	13	0	35	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	23	3	0	8	0	218	1623	0	0	1238	0
Confl. Peds. (#/hr)	7		2	2		7	9		7	7		9
Confl. Bikes (#/hr)			1			2			5			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		17.1		44.9	44.9			32.9	
Effective Green, g (s)		16.0	16.0		17.1		44.9	44.9			32.9	
Actuated g/C Ratio		0.18	0.18		0.19		0.50	0.50			0.37	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		316	481		85		240	1762			1564	
v/s Ratio Prot		c0.01					0.08	c0.46				
v/s Ratio Perm			0.00		c0.02		0.37				0.29	
v/c Ratio		0.07	0.01		0.10		0.91	0.92			0.79	
Uniform Delay, d1		30.8	30.5		30.1		18.7	20.9			25.5	
Progression Factor		1.00	1.00		1.00		1.35	0.63			1.00	
Incremental Delay, d2		0.4	0.0		2.2		17.8	3.8			2.8	
Delay (s)		31.3	30.5		32.3		42.9	17.1			28.3	
Level of Service		C	C		C		D	B			C	
Approach Delay (s)		30.9			32.3			20.2			28.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

1: Washington Blvd & Overland Ave

2/21/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	216	895	188	140	1067	298	273	1128	166	260	915	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1768	3284		1770	3539	1463	1770	3539	1461	1770	2787	1516
Flt Permitted	0.17	0.96		0.16	1.00	1.00	0.14	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	321	3284		298	3539	1463	257	3539	1461	1770	2787	1516
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	973	204	152	1160	324	297	1226	180	283	995	142
RTOR Reduction (vph)	0	117	0	0	0	33	0	0	65	0	0	101
Lane Group Flow (vph)	235	1060	0	152	1160	291	297	1226	115	283	995	41
Confl. Peds. (#/hr)	32		49	49		65	65		49	49		32
Confl. Bikes (#/hr)			7			11			6			7
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	custom	pm+ov
Protected Phases	3	8		1	6	7	5	2	3	7		5
Permitted Phases	8			6		6	2		2		4	7
Actuated Green, G (s)	30.2	23.2		31.0	25.0	40.8	39.0	29.0	36.0	15.8	32.0	25.8
Effective Green, g (s)	30.2	23.2		31.0	25.0	40.8	39.0	29.0	36.0	15.8	32.0	25.8
Actuated g/C Ratio	0.34	0.26		0.34	0.28	0.45	0.43	0.32	0.40	0.18	0.36	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	846		200	983	728	279	1140	649	310	990	434
v/s Ratio Prot	0.08	c0.32		0.05	0.33	0.07	c0.12	c0.35	0.01	c0.16		0.01
v/s Ratio Perm	0.28			0.21		0.13	0.34		0.06		0.36	0.02
v/c Ratio	1.07	1.25		0.76	1.18	0.40	1.06	1.08	0.18	0.91	1.01	0.09
Uniform Delay, d1	26.5	33.4		23.8	32.5	16.4	22.8	30.5	17.4	36.4	29.0	23.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.92	0.97	1.16	1.00	1.00	1.00
Incremental Delay, d2	79.9	123.4		23.4	91.6	0.4	63.3	45.7	0.1	29.7	29.8	0.1
Delay (s)	106.4	156.8		47.2	124.1	16.8	107.0	75.3	20.2	66.1	58.8	23.6
Level of Service	F	F		D	F	B	F	E	C	E	E	C
Approach Delay (s)		148.4			95.7			75.0		56.8		
Approach LOS		F			F			E		E		

Intersection Summary			
HCM 2000 Control Delay	93.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/21/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	11	1	6	213	0	302	27	1586	12	5	1415	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	0.95	0.95	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.97	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.85	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1723		1770	1455	1469	1770	3533		1770	3520	
Flt Permitted		0.97		0.95	1.00	1.00	0.08	1.00		0.08	1.00	
Satd. Flow (perm)		1723		1770	1455	1469	144	3533		156	3520	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1	7	232	0	328	29	1724	13	5	1538	29
RTOR Reduction (vph)	0	7	0	0	132	122	0	0	0	0	1	0
Lane Group Flow (vph)	0	13	0	232	32	42	29	1737	0	5	1566	0
Confl. Peds. (#/hr)	9					9	43		22	22		43
Confl. Bikes (#/hr)						5			7			6
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	1	6		5	2	
Permitted Phases						8	6			2		
Actuated Green, G (s)		3.0		17.6	17.6	23.2	57.4	52.5		48.7	47.8	
Effective Green, g (s)		3.0		17.6	17.6	23.2	57.4	52.5		48.7	47.8	
Actuated g/C Ratio		0.03		0.20	0.20	0.26	0.64	0.58		0.54	0.53	
Clearance Time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		57		346	284	443	193	2060		100	1869	
v/s Ratio Prot		c0.01		c0.13	0.02	c0.01	0.01	c0.49		0.00	0.44	
v/s Ratio Perm						0.02	0.09			0.03		
v/c Ratio		0.23		0.67	0.11	0.10	0.15	0.84		0.05	0.84	
Uniform Delay, d1		42.4		33.5	29.8	25.4	13.6	15.4		14.6	17.8	
Progression Factor		1.00		1.00	1.00	1.00	1.01	0.78		0.89	1.05	
Incremental Delay, d2		2.1		5.0	0.2	0.1	0.1	1.6		0.0	0.4	
Delay (s)		44.5		38.6	30.0	25.5	13.8	13.6		13.0	19.2	
Level of Service		D		D	C	C	B	B		B	B	
Approach Delay (s)		44.5			32.2			13.6			19.2	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	0

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	0	0	1638	1570	0
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1780	1707	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2597	853	1707	0	-	0
Stage 1	1707	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	20	302	368	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	20	302	368	-	-	-
Mov Capacity-2 Maneuver	20	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	361	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	0	368	-
HCM Lane V/C Ratio	-	-	+	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS			A	A	
HCM 95th %tile Q(veh)	-	-	+	0	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
4: Culver Blvd & Overland Ave

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	139	1136	361	184	1054	313	181	920	145	246	950	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	0.99		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1463	3433	3386		1770	3539	1533	1770	3372	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.15	1.00	1.00	0.13	1.00	
Satd. Flow (perm)	3433	3539	1463	3433	3386		287	3539	1533	248	3372	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	1235	392	200	1146	340	197	1000	158	267	1033	364
RTOR Reduction (vph)	0	0	35	0	31	0	0	0	40	0	39	0
Lane Group Flow (vph)	151	1235	357	200	1455	0	197	1000	118	267	1358	0
Confl. Peds. (#/hr)			40			15	11		14	14		11
Confl. Bikes (#/hr)			14			7			5			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	4.0	35.0	39.0	5.0	36.0		30.0	26.0	31.0	38.0	30.0	
Effective Green, g (s)	4.0	35.0	39.0	5.0	36.0		30.0	26.0	31.0	38.0	30.0	
Actuated g/C Ratio	0.04	0.39	0.43	0.06	0.40		0.33	0.29	0.34	0.42	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	1376	698	190	1354		161	1022	596	240	1124	
v/s Ratio Prot	0.04	0.35	0.02	c0.06	c0.43		0.05	0.28	0.01	c0.10	c0.40	
v/s Ratio Perm			0.22				0.35		0.07	0.37		
v/c Ratio	0.99	0.90	0.51	1.05	1.07		1.22	0.98	0.20	1.11	1.21	
Uniform Delay, d1	43.0	25.8	18.6	42.5	27.0		30.3	31.7	20.8	22.0	30.0	
Progression Factor	1.24	0.74	0.82	1.00	1.00		1.00	1.00	1.00	0.70	0.77	
Incremental Delay, d2	56.7	6.5	0.4	79.9	47.3		143.5	22.8	0.2	88.5	101.2	
Delay (s)	110.1	25.7	15.7	122.4	74.3		173.8	54.5	20.9	103.8	124.3	
Level of Service	F	C	B	F	E		F	D	C	F	F	
Approach Delay (s)		30.7			80.0			67.9			121.0	
Approach LOS		C			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	74.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Intersection Delay, s/veh	14.6

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	6	0	0	369	17	1294	15	33	1209	6
Conflicting Peds, #/hr	0	0	0	0	11	0	14	14	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	0	401	18	1407	16	36	1314	7

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	2181	725	2129	674	1321	0	0	1423	0	0
Stage 1	1452	-	1389	-	-	-	-	-	-	-
Stage 2	729	-	740	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	26	368	28	# 397	519	-	-	474	-	-
Stage 1	137	-	150	-	-	-	-	-	-	-
Stage 2	380	-	375	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	-	364	25	# 392	513	-	-	468	-	-
Mov Capacity-2 Maneuver	-	-	25	-	-	-	-	-	-	-
Stage 1	132	-	145	-	-	-	-	-	-	-
Stage 2	-	-	346	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	+	114.6	0.2	0.4
HCM LOS	-	F		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	513	-	-	+	363	468	-	-
HCM Lane V/C Ratio	0.036	-	-	+	1.111	0.077	-	-
HCM Control Delay (s)	12.28	-	-	+	114.6	13.33	-	-
HCM Lane LOS	B			+	F	B		
HCM 95th %tile Q(veh)	0.112	-	-	+	15.068	0.248	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/21/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	110	4	80	20	0	9	31	1252	27	22	1142	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.96		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1777	2669		1701		1770	3523			5058	
Flt Permitted		0.95	1.00		0.31		0.12	1.00			0.87	
Satd. Flow (perm)		1777	2669		551		218	3523			4409	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	4	87	22	0	10	34	1361	29	24	1241	25
RTOR Reduction (vph)	0	0	72	0	26	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	124	15	0	6	0	34	1389	0	0	1288	0
Confl. Peds. (#/hr)	18		8	8		18	20		17	17		20
Confl. Bikes (#/hr)						2			10			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		16.6		45.4	45.4			39.0	
Effective Green, g (s)		16.0	16.0		16.6		45.4	45.4			39.0	
Actuated g/C Ratio		0.18	0.18		0.18		0.50	0.50			0.43	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		315	474		101		151	1777			1910	
v/s Ratio Prot		c0.07					0.01	c0.39				
v/s Ratio Perm			0.01		c0.01		0.11				0.29	
v/c Ratio		0.39	0.03		0.06		0.23	0.78			0.67	
Uniform Delay, d1		32.7	30.6		30.3		13.3	18.2			20.4	
Progression Factor		1.00	1.00		1.00		0.47	0.68			1.00	
Incremental Delay, d2		3.7	0.1		1.1		0.2	0.6			1.0	
Delay (s)		36.4	30.7		31.4		6.4	13.0			21.4	
Level of Service		D	C		C		A	B			C	
Approach Delay (s)		34.0			31.4			12.9			21.4	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

With Project Conditions
Without Washington Gate

HCM Signalized Intersection Capacity Analysis

1: Washington Blvd & Overland Ave

2/13/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	93	610	167	161	900	166	210	1012	182	300	1047	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.92	1.00	1.00	0.91	1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1769	3270		1770	3539	1452	1770	3539	1442	1770	2787	1505
Flt Permitted	0.16	0.96		0.17	1.00	1.00	0.15	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	299	3270		310	3539	1452	287	3539	1442	1770	2787	1505
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	663	182	175	978	180	228	1100	198	326	1138	215
RTOR Reduction (vph)	0	114	0	0	0	116	0	0	112	0	0	129
Lane Group Flow (vph)	101	731	0	175	978	64	228	1100	86	326	1138	86
Confl. Peds. (#/hr)	20		37	44		38	38		44	37		20
Confl. Bikes (#/hr)			8			11			7			8
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	NA	custom	custom
Protected Phases	3	8		1	6		5	2		7		
Permitted Phases	8			6		6	2		2		4	4
Actuated Green, G (s)	31.9	24.9		29.2	24.0	24.0	33.2	26.0	26.0	17.9	35.8	35.8
Effective Green, g (s)	31.9	24.9		29.2	24.0	24.0	33.2	26.0	26.0	17.9	35.8	35.8
Actuated g/C Ratio	0.35	0.28		0.32	0.27	0.27	0.37	0.29	0.29	0.20	0.40	0.40
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	904		184	943	387	224	1022	416	352	1108	598
v/s Ratio Prot	0.04	0.22		0.05	0.28		c0.08	c0.31		c0.18		
v/s Ratio Perm	0.13			0.25		0.04	0.29		0.06		c0.41	0.06
v/c Ratio	0.46	0.81		0.95	1.04	0.17	1.02	1.08	0.21	0.93	1.03	0.14
Uniform Delay, d1	21.4	30.3		28.5	33.0	25.3	25.6	32.0	24.2	35.4	27.1	17.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.58	1.21	1.98	1.00	1.00	1.00
Incremental Delay, d2	1.5	5.4		54.6	39.3	0.9	58.6	48.5	0.9	29.6	34.2	0.1
Delay (s)	22.9	35.7		83.2	72.3	26.2	99.0	87.4	48.9	65.0	61.3	17.4
Level of Service	C	D		F	E	C	F	F	D	E	E	B
Approach Delay (s)		34.3			67.5			84.1		56.4		
Approach LOS		C			E			F		E		

Intersection Summary			
HCM 2000 Control Delay	63.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/13/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	2	0	1	22	1	36	492	1209	9	10	1149	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		0.99			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.96			1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1712			1777	1578	3433	3534		1770	3388	
Flt Permitted		0.98			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1735			1863	1578	3433	3534		1770	3388	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	1	24	1	39	535	1314	10	11	1249	338
RTOR Reduction (vph)	0	3	0	0	0	25	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	25	14	535	1324	0	11	1566	0
Confl. Peds. (#/hr)	5					5	14		14	14		23
Confl. Bikes (#/hr)						4			5			6
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4			8	1	1	6		5	2	
Permitted Phases	4			8		8						
Actuated Green, G (s)		3.4			3.4	22.7	19.3	73.1		1.5	55.3	
Effective Green, g (s)		3.4			3.4	22.7	19.3	73.1		1.5	55.3	
Actuated g/C Ratio		0.04			0.04	0.25	0.21	0.81		0.02	0.61	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		65			70	468	736	2870		29	2081	
v/s Ratio Prot						0.01	c0.16	0.37		0.01	c0.46	
v/s Ratio Perm		0.00			c0.01	0.00						
v/c Ratio		0.00			0.36	0.03	0.73	0.46		0.38	0.75	
Uniform Delay, d1		41.7			42.2	25.4	32.9	2.5		43.8	12.4	
Progression Factor		1.00			1.00	1.00	0.71	2.56		0.87	0.63	
Incremental Delay, d2		0.0			3.1	0.0	2.7	0.4		0.7	0.2	
Delay (s)		41.7			45.3	25.4	26.0	6.9		39.0	8.1	
Level of Service		D			D	C	C	A		D	A	
Approach Delay (s)		41.7			33.2			12.4			8.3	
Approach LOS		D			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues

2: Overland Ave & Palm Ct Wy/Overland Gate

2/13/2014

Lane Group	EBT	WBT	WBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	3	25	39	535	1324	11	1587
v/c Ratio	0.01	0.17	0.09	0.73	0.42	0.09	0.73
Control Delay	0.0	40.6	8.1	39.6	1.7	36.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	40.6	8.1	39.6	1.7	36.5	9.4
Queue Length 50th (ft)	0	14	3	161	0	0	142
Queue Length 95th (ft)	0	37	21	m167	m70	m7	m144
Internal Link Dist (ft)	117	221			514		410
Turn Bay Length (ft)				150		180	
Base Capacity (vph)	397	331	431	754	3185	121	2188
Starvation Cap Reductn	0	0	0	0	120	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.08	0.09	0.71	0.43	0.09	0.73

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Intersection Delay, s/veh	0.1

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	18	0	1344	1321	105
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	1461	1436	114

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2223	775	1550	0	-	0
Stage 1	1493	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	37	341	424	-	-	-
Stage 1	173	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	37	341	424	-	-	-
Mov Capacity-2 Maneuver	37	-	-	-	-	-
Stage 1	173	-	-	-	-	-
Stage 2	438	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	341	424	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	-	-	16.2	0	-
HCM Lane LOS			C	A	
HCM 95th %tile Q(veh)	-	-	0.182	0	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
4: Culver Blvd & Overland Ave

3/25/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	308	876	159	122	910	292	332	949	119	222	979	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1475	3433	3378		1770	3539	1540	1770	3443	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.14	1.00	1.00	0.14	1.00	
Satd. Flow (perm)	3433	3539	1475	3433	3378		257	3539	1540	257	3443	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	335	952	173	133	989	317	361	1032	129	241	1064	199
RTOR Reduction (vph)	0	0	34	0	35	0	0	0	38	0	17	0
Lane Group Flow (vph)	335	952	139	133	1271	0	361	1032	91	241	1246	0
Confl. Peds. (#/hr)			42			15	6		10	10		6
Confl. Bikes (#/hr)			10			4			6			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	8.0	32.0	40.0	5.0	29.0		37.0	29.0	34.0	37.0	29.0	
Effective Green, g (s)	8.0	32.0	40.0	5.0	29.0		37.0	29.0	34.0	37.0	29.0	
Actuated g/C Ratio	0.09	0.36	0.44	0.06	0.32		0.41	0.32	0.38	0.41	0.32	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	305	1258	721	190	1088		240	1140	650	240	1109	
v/s Ratio Prot	c0.10	c0.27	0.02	0.04	c0.38		c0.13	0.29	0.01	0.09	0.36	
v/s Ratio Perm			0.08				c0.48		0.05	0.32		
v/c Ratio	1.10	0.76	0.19	0.70	1.17		1.50	0.91	0.14	1.00	1.12	
Uniform Delay, d1	41.0	25.6	15.2	41.8	30.5		22.7	29.2	18.4	22.2	30.5	
Progression Factor	0.85	1.26	2.11	1.00	1.00		1.00	1.00	1.00	0.72	0.93	
Incremental Delay, d2	79.1	4.1	0.1	11.0	86.0		247.4	10.2	0.1	55.7	66.5	
Delay (s)	114.0	36.2	32.2	52.8	116.5		270.1	39.4	18.5	71.7	95.0	
Level of Service	F	D	C	D	F		F	D	B	E	F	
Approach Delay (s)		53.6			110.6			92.3			91.3	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	86.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 TWSC

5: Culver Blvd & Mentone Ave & Mentone Gate

3/25/2014

Intersection	
Intersection Delay, s/veh	3.4

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	2	0	0	44	298	1537	12	10	945	145
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	48	324	1671	13	11	1027	158

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	2860	854	2611	600	1185	0	0	1684	0	0
Stage 1	2325	-	1128	-	-	-	-	-	-	-
Stage 2	535	-	1483	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	8	302	12	444	585	-	-	376	-	-
Stage 1	38	-	218	-	-	-	-	-	-	-
Stage 2	497	-	131	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	4	299	6	441	581	-	-	372	-	-
Mov Capacity-2 Maneuver	4	-	6	-	-	-	-	-	-	-
Stage 1	17	-	96	-	-	-	-	-	-	-
Stage 2	427	-	54	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	214.2	14.2	3	0.1
HCM LOS	F	B		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	581	-	-	34	441	372	-	-
HCM Lane V/C Ratio	0.558	-	-	0.607	0.108	0.029	-	-
HCM Control Delay (s)	18.719	-	-	214.2	14.2	14.969	-	-
HCM Lane LOS	C			F	B	B		
HCM 95th %tile Q(veh)	3.417	-	-	2.071	0.362	0.09	-	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/13/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	19	1	15	27	0	12	149	1436	13	13	1035	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1778	2710		1711		1770	3533			5027	
Flt Permitted		0.95	1.00		0.25		0.11	1.00			0.88	
Satd. Flow (perm)		1778	2710		450		205	3533			4417	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	1	16	29	0	13	162	1561	14	14	1125	65
RTOR Reduction (vph)	0	0	13	0	34	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	22	3	0	8	0	162	1575	0	0	1197	0
Confl. Peds. (#/hr)	7		2	2		7	9		7	7		9
Confl. Bikes (#/hr)			1			2			5			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		16.6		45.4	45.4			32.3	
Effective Green, g (s)		16.0	16.0		16.6		45.4	45.4			32.3	
Actuated g/C Ratio		0.18	0.18		0.18		0.50	0.50			0.36	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		316	481		83		261	1782			1585	
v/s Ratio Prot		c0.01					0.06	c0.45				
v/s Ratio Perm			0.00		c0.02		0.25				0.27	
v/c Ratio		0.07	0.01		0.09		0.62	0.88			0.76	
Uniform Delay, d1		30.8	30.5		30.5		15.3	19.9			25.4	
Progression Factor		1.00	1.00		1.00		1.45	0.48			1.00	
Incremental Delay, d2		0.4	0.0		2.2		2.4	3.0			2.1	
Delay (s)		31.2	30.5		32.7		24.6	12.5			27.5	
Level of Service		C	C		C		C	B			C	
Approach Delay (s)		30.9			32.7			13.7			27.5	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues

6: Culver Blvd & Gas Station Dwy/Motor Gate

2/13/2014

Lane Group	SET	SER	NWT	NEL	NET	SWT
Lane Group Flow (vph)	22	16	42	162	1575	1204
v/c Ratio	0.07	0.03	0.25	0.62	0.88	0.76
Control Delay	31.6	0.1	3.4	27.8	13.8	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	0.1	3.4	27.8	13.8	28.9
Queue Length 50th (ft)	11	0	0	42	132	216
Queue Length 95th (ft)	31	0	0	m52	m135	271
Internal Link Dist (ft)	151		56		606	315
Turn Bay Length (ft)				142		
Base Capacity (vph)	315	571	171	277	1806	1592
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.03	0.25	0.58	0.87	0.76

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

1: Washington Blvd & Overland Ave

2/13/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	188	837	180	125	1043	289	269	1111	157	247	854	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1768	3281		1770	3539	1452	1770	3539	1457	1770	2787	1517
Flt Permitted	0.15	0.96		0.15	1.00	1.00	0.14	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	286	3281		287	3539	1452	257	3539	1457	1770	2787	1517
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	910	196	136	1134	314	292	1208	171	268	928	143
RTOR Reduction (vph)	0	112	0	0	0	35	0	0	67	0	0	108
Lane Group Flow (vph)	204	994	0	136	1134	279	292	1208	104	268	928	35
Confl. Peds. (#/hr)	32		49	49		65	65		49	49		32
Confl. Bikes (#/hr)			7			11			6			7
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	custom	pm+ov
Protected Phases	3	8		1	6	7	5	2	3	7		5
Permitted Phases	8			6		6	2		2		4	7
Actuated Green, G (s)	32.0	26.0		32.0	26.0	39.0	38.0	29.0	35.0	13.0	33.0	22.0
Effective Green, g (s)	32.0	26.0		32.0	26.0	39.0	38.0	29.0	35.0	13.0	33.0	22.0
Actuated g/C Ratio	0.36	0.29		0.36	0.29	0.43	0.42	0.32	0.39	0.14	0.37	0.24
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	200	947		200	1022	693	259	1140	631	255	1021	370
v/s Ratio Prot	0.07	c0.30		0.05	0.32	0.06	c0.11	0.34	0.01	c0.15		0.01
v/s Ratio Perm	0.29			0.20		0.13	c0.36		0.06		0.33	0.01
v/c Ratio	1.02	1.05		0.68	1.11	0.40	1.13	1.06	0.17	1.05	0.91	0.09
Uniform Delay, d1	25.1	32.0		23.1	32.0	17.5	21.8	30.5	18.0	38.5	27.1	26.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.65	0.94	0.74	1.00	1.00	1.00
Incremental Delay, d2	68.9	43.0		17.1	63.2	0.4	85.4	39.7	0.1	70.4	11.5	0.1
Delay (s)	94.1	75.0		40.2	95.2	17.9	121.2	68.3	13.4	108.9	38.6	26.4
Level of Service	F	E		D	F	B	F	E	B	F	D	C
Approach Delay (s)		78.0			75.2			71.9		51.4		
Approach LOS		E			E			E		D		

Intersection Summary			
HCM 2000 Control Delay	69.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/13/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	11	1	6	210	0	325	39	1519	12	5	1357	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00	1.00	1.00	1.00		0.99	1.00	
Frt		0.95			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1714			1770	1549	3433	3533		1759	3523	
Flt Permitted		0.83			0.74	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1465			1386	1549	3433	3533		1759	3523	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1	7	228	0	353	42	1651	13	5	1475	29
RTOR Reduction (vph)	0	6	0	0	0	11	0	0	0	0	1	0
Lane Group Flow (vph)	0	14	0	0	228	342	42	1664	0	5	1503	0
Confl. Peds. (#/hr)	9					9	43		22	22		43
Confl. Bikes (#/hr)						5			7			6
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4			8	1	1	6		5	2	
Permitted Phases	4			8		8						
Actuated Green, G (s)		18.4			18.4	26.0	7.6	58.8		0.8	52.0	
Effective Green, g (s)		18.4			18.4	26.0	7.6	58.8		0.8	52.0	
Actuated g/C Ratio		0.20			0.20	0.29	0.08	0.65		0.01	0.58	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		299			283	516	289	2308		15	2035	
v/s Ratio Prot						c0.06	0.01	c0.47		0.00	0.43	
v/s Ratio Perm		0.01			c0.16	0.17						
v/c Ratio		0.05			0.81	0.66	0.15	0.72		0.33	0.74	
Uniform Delay, d1		28.8			34.1	28.2	38.2	10.2		44.3	14.0	
Progression Factor		1.00			1.00	1.00	1.05	1.21		1.15	0.44	
Incremental Delay, d2		0.1			15.3	3.2	0.1	0.8		5.6	1.1	
Delay (s)		28.8			49.4	31.4	40.4	13.2		56.4	7.2	
Level of Service		C			D	C	D	B		E	A	
Approach Delay (s)		28.8			38.4			13.9			7.4	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

2: Overland Ave & Palm Ct Wy/Overland Gate

2/13/2014

Lane Group	EBT	WBT	WBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	20	228	353	42	1664	5	1504
v/c Ratio	0.07	0.81	0.77	0.14	0.68	0.05	0.74
Control Delay	21.5	55.6	36.1	39.5	12.4	47.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	55.6	36.1	39.5	12.4	47.8	8.2
Queue Length 50th (ft)	6	121	160	13	178	3	101
Queue Length 95th (ft)	24	#221	226	m15	m161	m4	m224
Internal Link Dist (ft)	117	221			514		410
Turn Bay Length (ft)				150		180	
Base Capacity (vph)	347	323	534	457	2434	93	2035
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.71	0.66	0.09	0.68	0.05	0.74

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Intersection Delay, s/veh	1.7

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	193	0	1573	1315	13
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	210	0	1710	1429	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2291	722	1443	0	-	0
Stage 1	1436	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	33	369	466	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	33	369	466	-	-	-
Mov Capacity-2 Maneuver	33	-	-	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	26.9	0	0
HCM LOS	D		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	369	466	-
HCM Lane V/C Ratio	-	-	0.569	-	-
HCM Control Delay (s)	-	-	26.9	0	-
HCM Lane LOS			D	A	
HCM 95th %tile Q(veh)	-	-	3.379	0	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
4: Culver Blvd & Overland Ave

2/13/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	136	1088	347	179	1014	297	176	880	141	239	919	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1470	3433	3387		1770	3539	1534	1770	3455	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.15	1.00	1.00	0.14	1.00	
Satd. Flow (perm)	3433	3539	1470	3433	3387		287	3539	1534	266	3455	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	1183	377	195	1102	323	191	957	153	260	999	150
RTOR Reduction (vph)	0	0	34	0	30	0	0	0	39	0	13	0
Lane Group Flow (vph)	148	1183	343	195	1395	0	191	957	114	260	1136	0
Confl. Peds. (#/hr)			40			15	11		14	14		11
Confl. Bikes (#/hr)			14			7			5			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	4.0	34.0	40.0	6.0	36.0		32.0	26.0	32.0	36.0	28.0	
Effective Green, g (s)	4.0	34.0	40.0	6.0	36.0		32.0	26.0	32.0	36.0	28.0	
Actuated g/C Ratio	0.04	0.38	0.44	0.07	0.40		0.36	0.29	0.36	0.40	0.31	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	1336	718	228	1354		200	1022	613	240	1074	
v/s Ratio Prot	0.04	0.33	0.03	c0.06	c0.41		0.06	0.27	0.01	c0.10	0.33	
v/s Ratio Perm			0.20				0.28		0.06	c0.34		
v/c Ratio	0.97	0.89	0.48	0.86	1.03		0.96	0.94	0.19	1.08	1.06	
Uniform Delay, d1	42.9	26.2	17.6	41.6	27.0		26.2	31.2	20.0	23.1	31.0	
Progression Factor	0.84	1.01	1.21	1.00	1.00		1.00	1.00	1.00	0.91	0.56	
Incremental Delay, d2	54.0	6.6	0.4	25.5	32.6		50.4	15.1	0.1	78.1	42.3	
Delay (s)	89.9	33.2	21.7	67.1	59.6		76.6	46.3	20.2	99.2	59.6	
Level of Service	F	C	C	E	E		E	D	C	F	E	
Approach Delay (s)		35.5			60.5			47.7			66.9	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 2010 TWSC

5: Culver Blvd & Mentone Ave & Mentone Gate

3/25/2014

Intersection	
Intersection Delay, s/veh	2.6

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	6	0	0	174	10	1244	15	32	1170	6
Conflicting Peds, #/hr	0	0	0	0	11	0	14	14	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	0	189	11	1352	16	35	1272	7

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	2087	698	2043	653	1278	0	0	1368	0	0
Stage 1	1382	-	1345	-	-	-	-	-	-	-
Stage 2	705	-	698	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	30	383	33	410	539	-	-	498	-	-
Stage 1	151	-	160	-	-	-	-	-	-	-
Stage 2	393	-	397	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	15	379	29	405	533	-	-	492	-	-
Mov Capacity-2 Maneuver	15	-	29	-	-	-	-	-	-	-
Stage 1	148	-	157	-	-	-	-	-	-	-
Stage 2	192	-	372	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	156.6	21.4	0.1	0.3
HCM LOS	F	C		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	533	-	-	40	405	492	-	-
HCM Lane V/C Ratio	0.02	-	-	0.462	0.467	0.071	-	-
HCM Control Delay (s)	11.895	-	-	156.6	21.4	12.873	-	-
HCM Lane LOS	B			F	C	B		
HCM 95th %tile Q(veh)	0.062	-	-	1.611	2.413	0.227	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/13/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	107	4	79	19	0	9	25	1208	26	21	1104	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.96		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1777	2669		1699		1770	3523			5057	
Flt Permitted		0.95	1.00		0.33		0.13	1.00			0.88	
Satd. Flow (perm)		1777	2669		579		237	3523			4467	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	116	4	86	21	0	10	27	1313	28	23	1200	25
RTOR Reduction (vph)	0	0	71	0	25	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	120	15	0	6	0	27	1339	0	0	1246	0
Confl. Peds. (#/hr)	18		8	8		18	20		17	17		20
Confl. Bikes (#/hr)						2			10			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		17.1		44.9	44.9			39.3	
Effective Green, g (s)		16.0	16.0		17.1		44.9	44.9			39.3	
Actuated g/C Ratio		0.18	0.18		0.19		0.50	0.50			0.44	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		315	474		110		145	1757			1950	
v/s Ratio Prot		c0.07					0.00	c0.38				
v/s Ratio Perm			0.01		c0.01		0.09				0.28	
v/c Ratio		0.38	0.03		0.05		0.19	0.76			0.64	
Uniform Delay, d1		32.6	30.6		29.8		13.3	18.2			19.8	
Progression Factor		1.00	1.00		1.00		0.56	0.86			1.00	
Incremental Delay, d2		3.5	0.1		0.9		0.2	0.7			0.7	
Delay (s)		36.1	30.7		30.8		7.6	16.3			20.5	
Level of Service		D	C		C		A	B			C	
Approach Delay (s)		33.9			30.8			16.1			20.5	
Approach LOS		C			C			B			C	

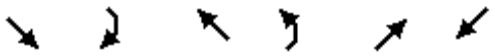
Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Culver Blvd & Gas Station Dwy/Motor Gate

2/13/2014



Lane Group	SET	SER	NWT	NEL	NET	SWT
Lane Group Flow (vph)	120	86	31	27	1341	1248
v/c Ratio	0.38	0.15	0.15	0.15	0.81	0.64
Control Delay	36.7	4.9	1.5	7.2	18.7	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	4.9	1.5	7.2	18.7	21.8
Queue Length 50th (ft)	61	0	0	5	385	173
Queue Length 95th (ft)	113	15	0	m6	m404	257
Internal Link Dist (ft)	151		56		606	315
Turn Bay Length (ft)				142		
Base Capacity (vph)	315	564	210	180	1763	1955
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.15	0.15	0.15	0.76	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
1: Washington Blvd & Overland Ave

2/13/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	110	652	175	167	919	171	216	1053	188	313	1092	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.95	1.00	1.00	0.92	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1769	3272		1770	3539	1510	1770	3539	1461	1770	2787	1530
Flt Permitted	0.18	0.96		0.16	1.00	1.00	0.15	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	339	3272		298	3539	1510	276	3539	1461	1770	2787	1530
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	709	190	182	999	186	235	1145	204	340	1187	217
RTOR Reduction (vph)	0	119	0	0	0	32	0	0	71	0	0	141
Lane Group Flow (vph)	120	780	0	182	999	154	235	1145	133	340	1187	76
Confl. Peds. (#/hr)	20		37	44		38	38		44	37		20
Confl. Bikes (#/hr)			8			11			7			8
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	custom	pm+ov
Protected Phases	3	8		1	6	7	5	2	3	7		5
Permitted Phases	8			6		6	2		2		4	7
Actuated Green, G (s)	26.0	22.0		32.0	25.0	43.0	36.0	27.0	31.0	18.0	36.0	27.0
Effective Green, g (s)	26.0	22.0		32.0	25.0	43.0	36.0	27.0	31.0	18.0	36.0	27.0
Actuated g/C Ratio	0.29	0.24		0.36	0.28	0.48	0.40	0.30	0.34	0.20	0.40	0.30
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	161	799		220	983	788	259	1061	568	354	1114	459
v/s Ratio Prot	0.03	0.24		0.06	0.28	0.04	c0.09	c0.32	0.01	c0.19		0.02
v/s Ratio Perm	0.18			0.23		0.06	0.27		0.08		c0.43	0.03
v/c Ratio	0.75	0.98		0.83	1.02	0.20	0.91	1.08	0.23	0.96	1.07	0.16
Uniform Delay, d1	27.4	33.7		23.5	32.5	13.5	22.0	31.5	21.0	35.6	27.0	23.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.96	0.61	0.48	1.00	1.00	1.00
Incremental Delay, d2	17.0	25.7		28.6	32.8	0.1	30.8	48.9	0.2	37.3	46.2	0.2
Delay (s)	44.4	59.4		52.2	65.3	13.7	52.1	68.0	10.3	73.0	73.2	23.4
Level of Service	D	E		D	E	B	D	E	B	E	E	C
Approach Delay (s)		57.7			56.6			58.2		67.0		
Approach LOS		E			E			E		E		

Intersection Summary			
HCM 2000 Control Delay	60.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/13/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	2	0	1	22	1	37	492	1254	9	10	1195	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		0.99			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.96			1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1712			1777	1578	3433	3534		1770	3393	
Flt Permitted		0.98			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1735			1863	1578	3433	3534		1770	3393	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	1	24	1	40	535	1363	10	11	1299	338
RTOR Reduction (vph)	0	3	0	0	0	23	0	0	0	0	21	0
Lane Group Flow (vph)	0	0	0	0	25	17	535	1373	0	11	1616	0
Confl. Peds. (#/hr)	5					5	14		14	14		23
Confl. Bikes (#/hr)						4			5			6
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4			8	1	1	6		5	2	
Permitted Phases	4			8		8						
Actuated Green, G (s)		3.4			3.4	22.9	19.5	73.1		1.5	55.1	
Effective Green, g (s)		3.4			3.4	22.9	19.5	73.1		1.5	55.1	
Actuated g/C Ratio		0.04			0.04	0.25	0.22	0.81		0.02	0.61	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		65			70	471	743	2870		29	2077	
v/s Ratio Prot						0.01	c0.16	0.39		0.01	c0.48	
v/s Ratio Perm		0.00			c0.01	0.00						
v/c Ratio		0.00			0.36	0.04	0.72	0.48		0.38	0.78	
Uniform Delay, d1		41.7			42.2	25.2	32.7	2.6		43.8	12.9	
Progression Factor		1.00			1.00	1.00	0.63	2.85		0.98	0.51	
Incremental Delay, d2		0.0			3.1	0.0	2.7	0.4		0.7	0.3	
Delay (s)		41.7			45.3	25.3	23.4	7.8		43.5	6.8	
Level of Service		D			D	C	C	A		D	A	
Approach Delay (s)		41.7			33.0			12.2			7.1	
Approach LOS		D			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues

2: Overland Ave & Palm Ct Wy/Overland Gate

2/20/2014

Lane Group	EBT	WBT	WBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	3	25	40	535	1373	11	1637
v/c Ratio	0.01	0.17	0.09	0.72	0.43	0.09	0.75
Control Delay	0.0	40.6	9.0	25.3	7.8	38.2	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.0	40.6	9.0	25.3	7.8	38.2	7.9
Queue Length 50th (ft)	0	14	4	91	0	6	112
Queue Length 95th (ft)	0	37	22	m167	m381	m7	m142
Internal Link Dist (ft)	117	221			514		410
Turn Bay Length (ft)				150		180	
Base Capacity (vph)	397	331	427	748	3185	121	2185
Starvation Cap Reductn	0	0	0	0	204	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.08	0.09	0.72	0.46	0.09	0.75

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Intersection Delay, s/veh	0.1

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	18	0	1393	1370	105
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	1514	1489	114

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2303	802	1603	0	-	0
Stage 1	1546	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	32	327	404	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	32	327	404	-	-	-
Mov Capacity-2 Maneuver	32	-	-	-	-	-
Stage 1	162	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	16.7	0	0
HCM LOS	C		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	327	404	-
HCM Lane V/C Ratio	-	-	0.06	-	-
HCM Control Delay (s)	-	-	16.7	0	-
HCM Lane LOS			C	A	
HCM 95th %tile Q(veh)	-	-	0.19	0	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
4: Culver Blvd & Overland Ave

3/25/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	312	913	168	126	946	301	341	979	123	229	1014	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1477	3433	3379		1770	3539	1540	1770	3443	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.14	1.00	1.00	0.15	1.00	
Satd. Flow (perm)	3433	3539	1477	3433	3379		266	3539	1540	276	3443	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	339	992	183	137	1028	327	371	1064	134	249	1102	204
RTOR Reduction (vph)	0	0	33	0	34	0	0	0	39	0	17	0
Lane Group Flow (vph)	339	992	150	137	1321	0	371	1064	95	249	1289	0
Confl. Peds. (#/hr)			42			15	6		10	10		6
Confl. Bikes (#/hr)			10			4			6			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	7.0	33.0	42.0	5.0	31.0		37.0	28.0	33.0	35.0	27.0	
Effective Green, g (s)	7.0	33.0	42.0	5.0	31.0		37.0	28.0	33.0	35.0	27.0	
Actuated g/C Ratio	0.08	0.37	0.47	0.06	0.34		0.41	0.31	0.37	0.39	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	267	1297	754	190	1163		259	1101	633	240	1032	
v/s Ratio Prot	c0.10	0.28	0.02	0.04	c0.39		c0.14	0.30	0.01	0.09	0.37	
v/s Ratio Perm			0.08				c0.44		0.05	0.31		
v/c Ratio	1.27	0.76	0.20	0.72	1.14		1.43	0.97	0.15	1.04	1.25	
Uniform Delay, d1	41.5	25.1	14.1	41.8	29.5		22.2	30.5	19.1	24.0	31.5	
Progression Factor	1.20	0.81	0.67	1.00	1.00		1.00	1.00	1.00	0.70	0.80	
Incremental Delay, d2	146.1	4.1	0.1	12.6	72.1		215.4	19.3	0.1	65.2	119.5	
Delay (s)	196.0	24.5	9.5	54.5	101.6		237.5	49.9	19.2	81.9	144.6	
Level of Service	F	C	A	D	F		F	D	B	F	F	
Approach Delay (s)		61.1			97.2			91.6			134.6	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	96.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	111.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM 2010 TWSC

5: Culver Blvd & Mentone Ave & Mentone Gate

3/25/2014

Intersection	
Intersection Delay, s/veh	4.2

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	2	0	0	45	298	1581	12	10	979	145
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	0	12
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	49	324	1718	13	11	1064	158

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	2927	878	2672	619	1222	0	0	1732	0	0
Stage 1	2373	-	1165	-	-	-	-	-	-	-
Stage 2	554	-	1507	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	7	291	11	432	566	-	-	360	-	-
Stage 1	35	-	206	-	-	-	-	-	-	-
Stage 2	484	-	127	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	3	288	5	429	562	-	-	356	-	-
Mov Capacity-2 Maneuver	3	-	5	-	-	-	-	-	-	-
Stage 1	15	-	87	-	-	-	-	-	-	-
Stage 2	413	-	50	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	$ 318.6	14.5	3.1	0.1
HCM LOS	F	B		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	562	-	-	27	429	356	-	-
HCM Lane V/C Ratio	0.576	-	-	0.805	0.114	0.031	-	-
HCM Control Delay (s)	19.755	-	-	$ 318.6	14.5	15.431	-	-
HCM Lane LOS	C			F	B	C		
HCM 95th %tile Q(veh)	3.637	-	-	2.545	0.383	0.094	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/13/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	20	1	15	28	0	12	149	1481	13	13	1072	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			0.99	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1778	2710		1713		1770	3533			5029	
Flt Permitted		0.95	1.00		0.24		0.11	1.00			0.86	
Satd. Flow (perm)		1778	2710		430		212	3533			4328	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	1	16	30	0	13	162	1610	14	14	1165	65
RTOR Reduction (vph)	0	0	13	0	35	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	23	3	0	8	0	162	1624	0	0	1237	0
Confl. Peds. (#/hr)	7		2	2		7	9		7	7		9
Confl. Bikes (#/hr)			1			2			5			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		16.3		45.7	45.7			35.7	
Effective Green, g (s)		16.0	16.0		16.3		45.7	45.7			35.7	
Actuated g/C Ratio		0.18	0.18		0.18		0.51	0.51			0.40	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		316	481		77		211	1793			1716	
v/s Ratio Prot		c0.01					0.05	c0.46				
v/s Ratio Perm			0.00		c0.02		0.34				0.29	
v/c Ratio		0.07	0.01		0.10		0.77	0.91			0.72	
Uniform Delay, d1		30.8	30.5		30.7		15.2	20.2			22.9	
Progression Factor		1.00	1.00		1.00		1.22	0.65			1.00	
Incremental Delay, d2		0.4	0.0		2.6		8.0	3.6			1.5	
Delay (s)		31.3	30.5		33.4		26.4	16.8			24.5	
Level of Service		C	C		C		C	B			C	
Approach Delay (s)		30.9			33.4			17.6			24.5	
Approach LOS		C			C			B			C	

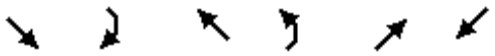
Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Culver Blvd & Gas Station Dwy/Motor Gate

2/20/2014



Lane Group	SET	SER	NWT	NEL	NET	SWT
Lane Group Flow (vph)	23	16	43	162	1624	1244
v/c Ratio	0.07	0.03	0.26	0.77	0.91	0.72
Control Delay	31.6	0.1	3.8	29.8	18.2	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	0.1	3.8	29.8	18.2	25.7
Queue Length 50th (ft)	11	0	0	24	411	210
Queue Length 95th (ft)	32	0	0	m31	m407	264
Internal Link Dist (ft)	151		56		606	315
Turn Bay Length (ft)				142		
Base Capacity (vph)	315	571	166	211	1806	1737
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.03	0.26	0.77	0.90	0.72

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

1: Washington Blvd & Overland Ave

2/13/2014

Movement	WBL2	WBL	WBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER	NER2
Lane Configurations												
Volume (vph)	216	895	188	133	1074	298	273	1156	166	260	910	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.97		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85
Flt Protected	0.95	0.96		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1768	3284		1770	3539	1463	1770	3539	1461	1770	2787	1516
Flt Permitted	0.17	0.96		0.16	1.00	1.00	0.14	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	321	3284		298	3539	1463	257	3539	1461	1770	2787	1516
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	235	973	204	145	1167	324	297	1257	180	283	989	148
RTOR Reduction (vph)	0	117	0	0	0	33	0	0	65	0	0	106
Lane Group Flow (vph)	235	1060	0	145	1167	291	297	1257	115	283	989	42
Confl. Peds. (#/hr)	32		49	49		65	65		49	49		32
Confl. Bikes (#/hr)			7			11			6			7
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	NA	custom	pm+ov
Protected Phases	3	8		1	6	7	5	2	3	7		5
Permitted Phases	8			6		6	2		2		4	7
Actuated Green, G (s)	30.2	23.2		31.0	25.0	40.8	39.0	29.0	36.0	15.8	32.0	25.8
Effective Green, g (s)	30.2	23.2		31.0	25.0	40.8	39.0	29.0	36.0	15.8	32.0	25.8
Actuated g/C Ratio	0.34	0.26		0.34	0.28	0.45	0.43	0.32	0.40	0.18	0.36	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	846		200	983	728	279	1140	649	310	990	434
v/s Ratio Prot	0.08	c0.32		0.05	0.33	0.07	c0.12	c0.36	0.01	c0.16		0.01
v/s Ratio Perm	0.28			0.20		0.13	0.34		0.06		0.35	0.02
v/c Ratio	1.07	1.25		0.72	1.19	0.40	1.06	1.10	0.18	0.91	1.00	0.10
Uniform Delay, d1	26.5	33.4		23.7	32.5	16.4	22.8	30.5	17.4	36.4	29.0	23.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.65	0.99	0.89	1.00	1.00	1.00
Incremental Delay, d2	79.9	123.4		20.4	94.6	0.4	61.4	55.3	0.1	29.7	28.1	0.1
Delay (s)	106.4	156.8		44.1	127.1	16.8	98.9	85.6	15.6	66.1	57.1	23.7
Level of Service	F	F		D	F	B	F	F	B	E	E	C
Approach Delay (s)		148.4			97.9			80.6		55.4		
Approach LOS		F			F			F		E		

Intersection Summary			
HCM 2000 Control Delay	94.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: Overland Ave & Palm Ct Wy/Overland Gate

2/13/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	11	1	6	213	0	330	39	1586	12	5	1415	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	0.97	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00	1.00	1.00	1.00		0.99	1.00	
Frt		0.95			1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1714			1770	1550	3433	3533		1760	3524	
Flt Permitted		0.83			0.74	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1461			1386	1550	3433	3533		1760	3524	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	1	7	232	0	359	42	1724	13	5	1538	29
RTOR Reduction (vph)	0	6	0	0	0	10	0	0	0	0	1	0
Lane Group Flow (vph)	0	14	0	0	232	349	42	1737	0	5	1566	0
Confl. Peds. (#/hr)	9					9	43		22	22		43
Confl. Bikes (#/hr)						5			7			6
Turn Type	Perm	NA		Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4			8	1	1	6		5	2	
Permitted Phases	4			8		8						
Actuated Green, G (s)		18.1			18.1	26.1	8.0	59.1		0.8	51.9	
Effective Green, g (s)		18.1			18.1	26.1	8.0	59.1		0.8	51.9	
Actuated g/C Ratio		0.20			0.20	0.29	0.09	0.66		0.01	0.58	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		293			278	518	305	2320		15	2032	
v/s Ratio Prot						c0.06	0.01	c0.49		0.00	0.44	
v/s Ratio Perm		0.01			c0.17	0.17						
v/c Ratio		0.05			0.83	0.67	0.14	0.75		0.33	0.77	
Uniform Delay, d1		29.0			34.5	28.2	37.8	10.4		44.3	14.5	
Progression Factor		1.00			1.00	1.00	1.10	1.14		1.17	0.45	
Incremental Delay, d2		0.1			19.0	3.5	0.1	0.8		4.8	1.1	
Delay (s)		29.1			53.5	31.6	41.8	12.7		56.5	7.6	
Level of Service		C			D	C	D	B		E	A	
Approach Delay (s)		29.1			40.2			13.3			7.8	
Approach LOS		C			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues

2: Overland Ave & Palm Ct Wy/Overland Gate

2/13/2014

Lane Group	EBT	WBT	WBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	20	232	359	42	1737	5	1567
v/c Ratio	0.07	0.83	0.78	0.14	0.71	0.06	0.77
Control Delay	22.1	59.2	37.1	40.7	11.7	48.8	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	22.1	59.2	37.1	40.7	11.8	48.8	8.7
Queue Length 50th (ft)	6	124	165	12	168	3	100
Queue Length 95th (ft)	24	#235	236	m14	m132	m4	m216
Internal Link Dist (ft)	117	221			514		410
Turn Bay Length (ft)				150		180	
Base Capacity (vph)	330	308	529	457	2444	90	2031
Starvation Cap Reductn	0	0	0	0	89	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.75	0.68	0.09	0.74	0.06	0.77

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Intersection Delay, s/veh	1.8

Movement	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	0	193	0	1638	1377	13
Conflicting Peds, #/hr	0	0	0	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	210	0	1780	1497	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2394	755	1511	0	-	0
Stage 1	1504	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	28	351	439	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	28	351	439	-	-	-
Mov Capacity-2 Maneuver	28	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	361	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	29.4	0	0
HCM LOS	D		

Minor Lane / Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	351	439	-
HCM Lane V/C Ratio	-	-	0.598	-	-
HCM Control Delay (s)	-	-	29.4	0	-
HCM Lane LOS			D	A	
HCM 95th %tile Q(veh)	-	-	3.687	0	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
4: Culver Blvd & Overland Ave

2/13/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	139	1136	361	184	1061	306	187	914	145	246	950	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1473	3433	3389		1770	3539	1534	1770	3456	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.15	1.00	1.00	0.15	1.00	
Satd. Flow (perm)	3433	3539	1473	3433	3389		287	3539	1534	276	3456	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	1235	392	200	1153	333	203	993	158	267	1033	154
RTOR Reduction (vph)	0	0	33	0	29	0	0	0	39	0	13	0
Lane Group Flow (vph)	151	1235	359	200	1457	0	203	993	119	267	1174	0
Confl. Peds. (#/hr)			40			15	11		14	14		11
Confl. Bikes (#/hr)			14			7			5			3
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	4.0	34.0	41.0	6.0	36.0		33.0	26.0	32.0	35.0	27.0	
Effective Green, g (s)	4.0	34.0	41.0	6.0	36.0		33.0	26.0	32.0	35.0	27.0	
Actuated g/C Ratio	0.04	0.38	0.46	0.07	0.40		0.37	0.29	0.36	0.39	0.30	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	1336	736	228	1355		220	1022	613	240	1036	
v/s Ratio Prot	0.04	0.35	0.04	c0.06	c0.43		0.07	0.28	0.01	c0.10	c0.34	
v/s Ratio Perm			0.21				0.27		0.06	0.33		
v/c Ratio	0.99	0.92	0.49	0.88	1.07		0.92	0.97	0.19	1.11	1.13	
Uniform Delay, d1	43.0	26.8	17.1	41.6	27.0		24.2	31.6	20.1	24.0	31.5	
Progression Factor	0.81	1.03	1.30	1.00	1.00		1.00	1.00	1.00	0.87	0.58	
Incremental Delay, d2	58.3	8.9	0.4	29.2	47.3		39.8	21.4	0.2	87.6	70.6	
Delay (s)	93.3	36.5	22.7	70.9	74.3		64.0	53.1	20.2	108.4	88.8	
Level of Service	F	D	C	E	E		E	D	C	F	F	
Approach Delay (s)		38.3			73.9			50.9			92.4	
Approach LOS		D			E			D			F	

Intersection Summary			
HCM 2000 Control Delay	63.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM 2010 TWSC

5: Culver Blvd & Mentone Ave & Mentone Gate

3/25/2014

Intersection	
Intersection Delay, s/veh	2.9

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	6	0	0	178	10	1288	15	33	1209	6
Conflicting Peds, #/hr	0	0	0	0	11	0	14	14	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	55	-	-	92	-	-
Veh in Median Storage, #	0	-	0	-	-	0	-	-	0	-
Grade, %	0	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	0	193	11	1400	16	36	1314	7

Major/Minor	Minor1		Minor2		Major1			Major2		
Conflicting Flow All	2159	722	2111	674	1321	0	0	1416	0	0
Stage 1	1430	-	1389	-	-	-	-	-	-	-
Stage 2	729	-	722	-	-	-	-	-	-	-
Follow-up Headway	3.52	3.32	3.52	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	27	369	29	397	519	-	-	477	-	-
Stage 1	141	-	150	-	-	-	-	-	-	-
Stage 2	380	-	384	-	-	-	-	-	-	-
Time blocked-Platoon, %						-	-		-	-
Mov Capacity-1 Maneuver	13	365	26	392	513	-	-	471	-	-
Mov Capacity-2 Maneuver	13	-	26	-	-	-	-	-	-	-
Stage 1	138	-	147	-	-	-	-	-	-	-
Stage 2	176	-	359	-	-	-	-	-	-	-

Approach	WB	SE	NE	SW
HCM Control Delay, s	190.6	22.8	0.1	0.4
HCM LOS	F	C		

Minor Lane / Major Mvmt	NEL	NET	NER	WBLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	513	-	-	35	392	471	-	-
HCM Lane V/C Ratio	0.021	-	-	0.528	0.494	0.076	-	-
HCM Control Delay (s)	12.169	-	-	190.6	22.8	13.272	-	-
HCM Lane LOS	B			F	C	B		
HCM 95th %tile Q(veh)	0.065	-	-	1.795	2.642	0.246	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM Signalized Intersection Capacity Analysis
6: Culver Blvd & Gas Station Dwy/Motor Gate

2/13/2014

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	110	4	80	20	0	9	25	1252	27	22	1142	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.88		1.00		1.00	0.95			0.91	
Frpb, ped/bikes		1.00	0.96		0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	
Frt		1.00	0.85		0.96		1.00	1.00			1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00			1.00	
Satd. Flow (prot)		1777	2669		1694		1770	3523			5058	
Flt Permitted		0.95	1.00		0.30		0.12	1.00			0.88	
Satd. Flow (perm)		1777	2669		527		228	3523			4434	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	4	87	22	0	10	27	1361	29	24	1241	25
RTOR Reduction (vph)	0	0	72	0	26	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	124	15	0	6	0	27	1389	0	0	1288	0
Confl. Peds. (#/hr)	18		8	8		18	20		17	17		20
Confl. Bikes (#/hr)						2			10			6
Turn Type	Split	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	6	6			2		7	4			8	
Permitted Phases			6	2			4			8		
Actuated Green, G (s)		16.0	16.0		15.8		46.2	46.2			40.6	
Effective Green, g (s)		16.0	16.0		15.8		46.2	46.2			40.6	
Actuated g/C Ratio		0.18	0.18		0.18		0.51	0.51			0.45	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		315	474		92		144	1808			2000	
v/s Ratio Prot		c0.07					0.00	c0.39				
v/s Ratio Perm			0.01		c0.01		0.09				0.29	
v/c Ratio		0.39	0.03		0.06		0.19	0.77			0.64	
Uniform Delay, d1		32.7	30.6		30.9		12.7	17.6			19.1	
Progression Factor		1.00	1.00		1.00		0.54	0.86			1.00	
Incremental Delay, d2		3.7	0.1		1.3		0.2	0.5			0.7	
Delay (s)		36.4	30.7		32.2		7.0	15.6			19.8	
Level of Service		D	C		C		A	B			B	
Approach Delay (s)		34.0			32.2			15.4			19.8	
Approach LOS		C			C			B			B	

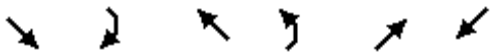
Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues

6: Culver Blvd & Gas Station Dwy/Motor Gate

2/13/2014



Lane Group	SET	SER	NWT	NEL	NET	SWT
Lane Group Flow (vph)	124	87	32	27	1390	1290
v/c Ratio	0.39	0.15	0.17	0.15	0.81	0.64
Control Delay	37.0	5.1	1.8	6.5	17.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	5.1	1.8	6.5	17.9	21.1
Queue Length 50th (ft)	63	0	0	5	398	175
Queue Length 95th (ft)	116	15	0	m5	m401	264
Internal Link Dist (ft)	151		56		606	315
Turn Bay Length (ft)				142		
Base Capacity (vph)	315	564	193	179	1802	2002
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.15	0.17	0.15	0.77	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

ATTACHMENT F
IMPROVEMENT CONCEPTUAL PLAN

8-STORY BUILDING

STUDIO ACCESS CONTROLLED

GATES TO REMAIN OPEN 7-9:30AM

JIMMY STEWART PARKING ENTRY

201

Overland

Ave.

REMOVE 4 PARKING SPACES

R/C

R3-7 d R/C

CR=1000'

CR=990'

JOIN

90'

90'

60'

R6-1(RT)

175'

205' 150' LTL

10' 10' 10'

SUPPORT BUILDING

STOP R1-1

R=15'

R=25'

10'

12'

EMPLOYEES ONLY ENTRANCE LANE

Culver Blvd.

PMZ

R/C

CONSTRUCT RIGHT-TURN RESTRICTED ISLAND

CR=25'

REMOVE 1 PARKING SPACE

WB-67 AASHTO 2011 (US)

JOIN

90'

85'

2 HR. PMZ 8AM – 6PM X-SUN

2 HR. PKG. 8AM – 6PM X-SUN

R4-7

Mentone Ave.

Le Bourget Ave.

NORTH

SCALE: 1" = 40'

ATTACHMENT G
GATE CHECK POINT DELAY SURVEY

Mentone Gate Delay Counts
Thursday, January 30, 2014

15-MINUTE TOTALS	VISITORS (seconds)	NUMBER OF VEHICLES VISITORS	EMPLOYEES *	TOTAL
7:00 - 7:15 AM	5	1	15	16
7:15 - 7:30 AM		0	21	21
7:30 - 7:45 AM		0	25	25
7:45 - 8:00 AM		0	34	34
8:00 - 8:15 AM		0	46	46
8:15 - 8:30 AM	40 29 32	3	50	53
8:30 - 8:45 AM	41	1	94	95
8:45 - 9:00 AM		0	116	116
9:00 - 9:15 AM	20	1	134	135
9:15 - 9:30 AM		0	81	81
9:30 - 9:45 AM	10 36 29 34	4	45	49
9:45 - 10:00 AM	30	1	40	41
10:00 - 10:15 AM		0	24	24
10:15 - 10:30 AM	10	1	14	15
10:30 - 10:45 AM	14 30	2	8	10
10:45 - 11:00 AM		0	12	12
11:00 - 11:15 AM		0	10	10
11:15 - 11:30 AM	42 20	2	7	9
11:30 - 11:45 AM	45 34 36	3	4	7
11:45 - 12:00 AM	36	1	7	8
	Peak Hour (8:45-9:45 AM)	**2**	**425**	**427**
	Peak Hour Visitor Delay:	**31 seconds**		

Overland Gate Delay Counts
Thursday, January 30, 2014

15-MINUTE TOTALS	VISITORS (seconds)	NUMBER OF VEHICLES VISITORS	EMPLOYEES *	TOTAL
7:00 - 7:15 AM	63 55 56 38 3 38 53	7	44	51
7:15 - 7:30 AM	68 4 4 27 5 1	6	35	41
7:30 - 7:45 AM	6 82 70 12 25 11 70 22	8	55	63
7:45 - 8:00 AM	13 15 34 24 20 22 8	7	69	76
8:00 - 8:15 AM	39 32 32 3 24	5	72	77
8:15 - 8:30 AM	36 5 3 36 23 60	6	55	61
8:30 - 8:45 AM	6 24 24 5 18 30 20	7	70	77
8:45 - 9:00 AM	20 3 3 3 35 2 57 5 19 10 2 3 5 4 20 15	16	121	137
9:00 - 9:15 AM	6 18 38 8 3 18 20 22 35 22 10 20 5 1	14	134	148
9:15 - 9:30 AM	12 18 110 28 26 22	6	73	79
9:30 - 9:45 AM	26 31 13 10 20 2 3 3 32 13 3 18 6	13	88	101
9:45 - 10:00 AM	31 33 5 5 6 12 7 19	8	68	76
10:00 - 10:15 AM	5 30 12 24 6 15 13 8 30 67 10 8 26 66 45 68 7 8 27 10	20	59	79
10:15 - 10:30 AM	5 6 6 5 10 5 9 8 4 8 20 5 5 6 56 20 6 55 8 5 8 37 7	23	28	51
10:30 - 10:45 AM	2 5 48 15 111 3 3 2 10 3 8 5 5 39 4 11 50 5 59 39 3 9 12 4 36 5 78 81 5 38 10 3 27 53	34	50	84
10:45 - 11:00 AM	3 3 4 5 4 3 3 10 6 1 20 23 23 31 6 6 2 6 11 6 41 5 28 46	24	45	69
11:00 - 11:15 AM	27 5 2 7 77 10 30 3 4 16 8 2 3 22 6 2 4 10 1 2 5 3 2 3 2	25	20	45
11:15 - 11:30 AM	2 7 5 2 9 5 26 3 16 3 9 11	12	15	27
11:30 - 11:45 AM	18 16 8 88 4 28 12 4 16 8 15 55	12	20	32
11:45 - 12:00 AM	36 25 4 10 99 4	6	18	24
	Peak Hour (8:45-9:45 AM)	**49**	**416**	**465**
	Peak Hour Visitor Delay:	**17 seconds**		

* On average, employee vehicle spent approximately 1 second entering the gate check point.

ATTACHMENT H
ON-STREET PARKING OCCUPANCY SURVEY

On Street Parking Survey - February 4, 2014

	East Side of Overland Avenue N/O Palm Court Way							East Side of Overland Avenue S/O Palm Court Way														North Side of Culver Boulevard W/O Mentone Avenue							
	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	Occupancy %	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	Occupancy %	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	Occupancy %
7:00 - 7:15					X		17%														0%							0%
7:15 - 7:30					X		17%														0%							0%
7:30 - 7:45							0%														0%							0%
7:45 - 8:00							0%														0%							0%
8:00 - 8:15							0%														0%						X	14%
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3:45 - 4:00		X	X				33%	X													8%							0%
4:00 - 4:15		X	X				33%														0%							0%
4:15 - 4:30		X			X	X	50%			X	X										15%							0%
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6:00 - 6:15		X	X	X			50%														0%							0%
6:15 - 6:30		X	X	X			50%														0%							0%
6:30 - 6:45		X	X	X			50%														0%							0%
6:45 - 7:00		X	X	X			50%														0%							0%
Average Occupancy:							**19%**														**2%**							**2%**

ATTACHMENT 4

OPERATING MEMORANDUM

The Sony Pictures Entertainment Comprehensive Plan (CP No. 90-01) (the "Comprehensive Plan"), adopted August 9, 1993 by the City of Culver City ("City"), and the Development Agreement by and among the City, Sony Pictures Entertainment Inc. ("SPE") and Lot, Inc. (collectively Lot, Inc. and SPE will be referred to in this Operating Memorandum as "Owner") dated September 15, 1993 (the "1993 Development Agreement"), as amended by that certain "First Amendment to Development Agreement by and among the City of Culver City, Sony Pictures Entertainment Inc. and Lot, Inc." dated May 10, 2006 (the "First Amendment") (collectively, the 1993 Development Agreement and the First Amendment will be referred to in this Operating Memorandum as the "Development Agreement"), provide that compliance with the requirements of the conditions in the Comprehensive Plan and provisions of the Development Agreement requires a close degree of cooperation between the City and Owner and refinements and further development of the studio may demonstrate that clarifications are appropriate with respect to the details of performance. The Development Agrement and Comprehensive Plan further provide that if and when City and Owner agree that such clarifications are necessary or appropriate, they may effect such clarifications through operating memoranda approved by the City and Owner.

RECITALS

With this Operating Memorandum, City and Owner wish to clarify certain conditions in the Comprehensive Plan in order to carry out the intent of the City and the Owner with respect to the design and development of the studio. Capitalized terms used in this Operating Memorandum shall carry the same definitions as those set forth in the Comprehensive Plan.

1. Setback Requirements

Section V.G.2.d of the Comprehensive Plan provides for building setbacks from public streets (the "Setback Requirements") in substantially all of the Comprehensive Plan Design Areas ("CPDA"). At the inception of the Comprehensive Plan in 1993, the Setback Requirements were established to ensure that buildings within each CPDA that abutted a public street would be designed and constructed so that the façade of each building abutting a public street would not create a walled or fortress effect, but rather would create a design that would "vary in form, mass, color and materials to allow a diversity of complementary architectural styles" (quoting from Section V.G.3.a.(1).(a) of the Comprehensive Plan) (the "Public Street/Office Building Design Standard"). As the development of the studio has evolved, City and Owner have determined that requiring a strict adherence to the Setback Requirements can be limiting from both a design as well as a practical standpoint. City and Owner have also determined that a strict adherence to the Setback Requirements could adversely affect project design in unintended ways, including a loss of useable space and structural changes that could adversely affect the interior and exterior design of buildings, including ceiling heights and acoustics. Therefore, in order to permit flexibility in the Setback Requirements while preserving the Public Street/Office Building Design Standard, City and Owner have clarified that so long as the

design of any proposed building that varies from the Setback Requirements within a CPDA continues to (a) adhere to the setbacks from the property line at the street level specified in the Setback Requirements and (b) maintain the Public Street/Office Building Design Standard, the design shall be approved in accordance with the conformance review approval process set forth in Section IX.D of the Comprehensive Plan (the "Conformance Review Process").

2. **Overland Gate Driveway Widening Condition/Washington/Mentone Gate Driveway Condition**

Condition XII.E.2 of the Comprehensive Plan provides as follows:

> "2. Prior to the issuance of any certificate of occupancy for net new development within Comprehensive Plan Design Areas 5 and 6 exceeding one hundred thousand (100,000) square feet, Sony Pictures Entertainment shall widen the exit roadway at the main driveway on Overland Avenue to provide three (3) lanes – one (1) for left turns, one (1) for optional through/right-turn movements, one (1) for right turns."

In this Operating Memorandum, the provisions of Condition XII.E.2 will be referred to as the "Overland Gate Driveway Widening Condition."

Condition XII.E.5 of the Comprehensive Plan provides as follows:

> "5. On Washington Boulevard, provide two (2) major driveways, one (1) west of Mentone Avenue and one (1) east of Jasmine Avenue. At both driveways, allow all turns by entering and leaving traffic. At the eastern driveway, provide ingress/egress for the subterranean parking in the eastern part of the Site; that connection would be in addition to the executive/visitor motor court that has been proposed. The eastern driveway shall be provided prior to the issuance of any certificate of occupancy for net new development within Comprehensive Plan Design Area 1 exceeding one hundred thousand (100,000) square feet. The western driveway shall be provided prior to the issuance of any certificate of occupancy for net new development in Comprehensive Plan Design Area 6 exceeding one hundred thousand (100,000) square feet."

In this Operating Memorandum, the provisions of Condition XII.E.5 that relate to the western driveway will be referred to as the "Washington/Mentone Gate Driveway Condition."

City and Owner have had extensive discussions regarding the concept of Owner developing an additional office building project in CPDA 6 that would be comprised of approximately 235,000 square feet (the "8-Story Building"), a new Production Services Building in CPDA 5 that would be comprised of

approximately 51,700 square feet, with approximately 50,000 square feet devoted to support (warehouse) space and an expansion of the Culver Parking Structure in CPDA 4 (the "Project"). The 8-Story Building, if approved, would trigger the Overland Gate Driveway Widening Condition and the Washington/Mentone Gate Driveway Condition.

During City's and Owner's discussions, City and Owner have considered the following facts and circumstances:

a. When the Comprehensive Plan was originally adopted, it was contemplated that development within CPDAs 5 and 6 would include operations and additional parking, including an additional parking structure within, under or adjacent to CPDA 6, that would increase traffic flow at the western end of the studio. As the studio has developed since the adoption of the Comprehensive Plan, the development currently contemplated for CPDAs 5 and 6, including the development of the 8-Story Building, no longer projects the increased traffic demands at the western end of the studio that were originally anticipated when the Comprehensive Plan was adopted. In addition, since the adoption of the Comprehensive Plan, additional parking for the studio has been created in the Culver Parking Structure in CPDA 4 that, along with the expanded Culver Parking Structure and other existing parking on the site, is able to accommodate current development and operations at the studio as well as the proposed development of the 8-Story Building. Finally, Owner has prepared and City has reviewed and approved, a traffic engineering report that analyzes the Project's potential impacts at the four main access gates on the west end of the studio, the Overland Main Gate, the Overland Service Gate, and the Mentone and Motor Gates on Culver Boulevard, as well as the intersections at Washington Boulevard and Overland Avenue and Culver Boulevard and Overland Avenue. The traffic engineering report confirms that a clarification of the Overland Gate Driveway Widening Condition and the Washington/ Mentone Gate Driveway Condition to allow alternative access improvements as part of the Project will better reflect the Project's traffic flow and parking requirements.

b. In addition, the 8-Story Building will not include construction of new parking in, under or adjacent to the 8-Story Building structure (as was originally anticipated when the Comprehensive Plan was adopted), thereby further lessening the demands on the Overland Gate Driveway and eliminating a need for the Washington/Mentone Gate Driveway.

c. Parking for employees of the 8-Story Building will be handled by the Overland Parking Structure. Visitors and guests will be directed to either the Overland Parking Structure or the Culver Parking Structure and some of the current Overland Parking Structure users will have their parking location shifted to the expanded Culver Parking Structure.

d. While it is anticipated that traffic generated by the 8-Story Building may have a significant impact on traffic during the 7-9:30 AM employee peak arrival period, Owner has proposed measures both on Overland Avenue and within the Overland Gate that are projected to mitigate the increased AM peak hour traffic, including the following:

- Opening the Overland Service Gate located north of Culver Boulevard during the employee peak arrival period.
- Keeping gate arms at the kiosks at the Overland Main Gate raised during the employee peak arrival period (to allow vehicles to queue in the Overland Parking Structure).
- Adding dual left-turn lanes (south bound) along Overland Avenue including required modifications to the traffic signal such as new mast arms, signal indications, signing and striping, controller upgrades and new timing charts.

In addition, the Overland Gate Driveway has consistently, over the years, shown a lesser volume of trips during peak hours than any other gate at the studio and Owner projects a similar traffic experience following the construction of the 8-Story Building.

e. In addition to the improvements to Overland Avenue and within the Overland Gate, to better serve the morning flow of vehicles to the expanded Culver Parking Structure, the Motor Gate on Culver Boulevard will be internally modified so that the left entrance lane will be used to access the parking structure and the right entrance lane will be used to access other areas on the studio lot. In addition, the left turn pocket on east bound Culver Boulevard at the Mentone Gate will be lengthened.

f. Shortly after September 11, 2001, Owner was advised by the Office of Homeland Security that all major movie studios in the United States, and particularly studios in Southern California, had become a target for terrorist attacks. Even prior to receiving Homeland Security's warning, Owner's security operations ("Security") had adopted heightened security measures around the studio lot. City representatives and Owner recognize that the creation of a new studio driveway located at Washington Boulevard and Mentone Avenue would provide a heightened security risk and would violate Security's post 9/11 mandate that the number of access points to the studio be limited.

g. In reviewing and analyzing the pros and cons of requiring an Overland Gate Driveway Expansion and a Washington/Mentone Gate Driveway, it is recognized by City and Owner that the adverse impacts on studio operations associated with adding the Overland Gate Driveway Expansion and/or the Washington/Mentone Gate Driveway could preclude Owner from proceeding with the development of the 8-Story Building.

Based on the foregoing and following careful review and analysis of the existing site conditions, the existing and projected traffic impacts, existing and projected parking at the studio and the pros and cons of an Overland Gate Driveway Expansion and a Washington/Mentone Gate Driveway, in the context of further development in CPDAs 5 and/or 6, including the proposed addition of the 8-Story Building, City and Owner have concluded that the location and design of the existing studio gates and driveways (the "Existing Gates") will (1) continue to satisfactorily serve the studio's operations; (2) satisfactorily provide for traffic movements in and about the studio pursuant to and in accordance with the Comprehensive Plan; and (3) adequately address traffic related impacts on intersections affected by studio operations. Therefore, City and Owner have concluded that the Overland Gate Driveway Expansion and the Washington/Mentone Gate Driveway should not be required for the currently proposed development within CPDA 5 or 6, including the development of the 8-Story Building.

City and Owner have also concluded that the provisions in Condition XII.E.5 of the Comprehensive Plan relating to the eastern driveway (the driveway east of Jasmine Avenue) shall remain in full force and effect.

CLARIFICATIONS

I. Setback Requirements

Based on the Recitals set forth in Recital 1 above, City and Owner hereby clarify that, to the extent the proposed design of one or more buildings in a CPDA varies from the Setback Requirements, the Community Development Director or the Planning Commission, whichever shall be appropriate, shall, as part of the Conformance Review Process, approve the proposed design so long as the proposed design adheres to the setbacks from the property line at the street level specified in the Setback Requirements and meets the Public Street/Office Building Design Standard, and upon making such determination, the proposed design shall become part of the approved addition, expansion or new construction that is the subject of the Conformance Review Process.

II. Washington/Mentone Gate Driveway/ Overland Gate Driveway Widening Conditions

Based on the Recitals set forth in Recital 2 above, City and Owner hereby clarify that the Overland Gate Driveway Widening condition and the Washington/Mentone Gate Driveway Condition shall not be required as conditions to the currently proposed development within CPDA 5 or 6, including the development of the 8-Story Building. However, the provisions in Condition XII.E.5 relating to the eastern driveway (the driveway east of Jasmine Avenue) shall remain in full force and effect. In addition, within three to six months of occupancy of the 8-Story Building, Owner shall prepare and submit to City a traffic engineering study to analyze the effectiveness of the dual left-turn lanes (south bound) along Overland Avenue on street queuing. If that study shows, to the reasonable satisfaction of City's Public Works Director/City Engineer, the traffic mitigation measures completed as described in this Operating Memorandum are not effective, as anticipated by this Operating Memorandum, then Owner shall implement additional

mitigation measures, as approved by the City's Public Works Director/City Engineer, to ensure the effectiveness of such traffic mitigation is achieved, as anticipated by this Operating Memorandum (the "Additional Mitigations"). Prior to occupancy of the 8-Story Building, Owner shall develop a plan of potential Additional Mitigations for review by the City's Public Work's Director/City Engineer, which may be required to be implemented in accordance with this Operating Memorandum.

OWNER:

Dated

5/12/14

SONY PICTURES ENTERTAINMENT INC., a Delaware corporation

By: Leah Weil
Its: Senior Executive Vice President & General Counsel

Dated

5/12/14

LOT, INC., a Delaware corporation

By: Leah Weil
Its: Senior Executive Vice President & General Counsel

CITY:

Dated

5/15/14

CITY OF CULVER CITY

John Nachbar
City Manager

APPROVED AS TO FORM

Carol A. Schwab
City Attorney

ATTACHMENT 5

Yun, Susan

From: Adam Snyder <leafytrail@hotmail.com>
Sent: May 21, 2014 6:26 PM
To: Yun, Susan
Cc: jennifer maharry; leafytrail@hotmail.com
Subject: Culver Blvd Parking Structure -- suggestion

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Susan Yun,

This is Adam Snyder writing to you. My wife and I own a house on Le Bourget and can see the existing SONY parking structure on Culver from our living room window.

Firstly, we love living here, and think it's probably a good sign for Culver City that SONY is moving to expand. We are not against the expansion, but we have some input about the appearance of the parking lot which we think would be a benefit for everyone.

If you have a look at the current structure from the eastern side, I believe you will see that they have incorporated some kind of steel mesh that allows for ivy-type vines to spread out along that wall of the parking garage.

This is a great feature for many reasons. Firstly, it softens the appearance, makes it easier to look at, as well as more contemporary. Secondly, it likely adds some measure of oxygen to the situation. And thirdly, it strengthens the image of both SONY and Culver City as a "green" community.

We hope that the Planning Commission will strenuously suggest to SONY that this feature be added to the Culver Boulevard wall of the parking structure, both as a good will gesture to the residents, and as a good idea in general that makes the boulevard more appealing as people walk, bike, or drive along.

Thank you, Susan, and please keep us posted about how things are going.

Yours truly,
Adam (Snyder) and Jen MaHarry
4139 Le Bourget Ave.

424-298-8104

ATTACHMENT 6

SONY PICTURES

8-Story Building, Production Services Building & Culver Parking Expansion

Comprehensive Plan Conformance Review

June 11, 2014

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Project Descriptions

Located at 10202 West Washington Boulevard, Culver City, California 90232, the 3 project sites together are approximately 9.3 acres and they are located within the Washington-Culver Redevelopment Project Areas No. 4, Project Areas No. 5, and Project Areas No. 6.

The following components are included as part of this project:

8-Story Building
The 8-Story Building is a 218,450 GSF office building with a lobby at the Southeast Main Entrance. The Main Entry Lobby implements a Sony museum and Sony Tech Displays to create an interactive experience. A Commissary alongside a Coffee Bar with Café Seating will extend onto the Park to create indoor/ outdoor amenity space for Sony employees.

The commissary and coffee shop will be for Sony employee use only.

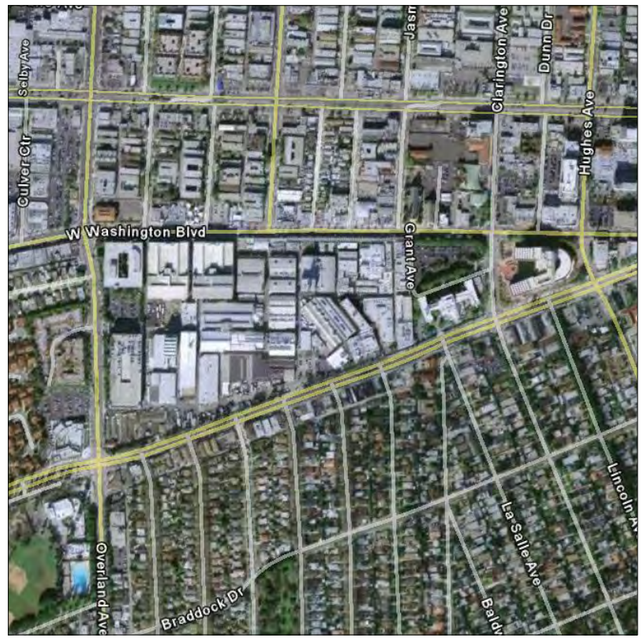
Production Services Building
The Production Services Building is a 51,716 gross square foot, four-story support building with an adjacent stage support truck parking area.

Culver Parking Expansion
The East Parking Expansion will be six levels and contain approximately 362 parking stalls. A basketball court with perimeter screen wall will be placed at the northeast corner on the uppermost level of the new East Parking Expansion.

The existing Culver Parking Structure will be restriped and expanded at the east side of the sixth level. A net gain of 112 stalls will be added to the existing Culver Parking Structure due to the expansion of the 6th level and restriping.

The West Parking Expansion will be six levels and contain approximately 854 parking stalls.

There will be abatement and demolition of existing structures within the project site.



Building Demolition

CPDA/ Building		GSF	Type			
		Total	Office	Support	Stage	Post
CPDA 5						
Grip Storage & Paint		14,039		14,039		
Set Lighting		22,458	826	21,632		
Scene Dock 5		18,280	11,421	6,859		
Engineering Trailer		1,346		1,346		
Total Demo CPDA 5		**56,123**	**12,247**	**43,876**		
CPDA 6						
Restrooms Under Trap Storage		844		844		
Mechanical/ Pump room		675		675		
Total Demo CPDA 6		**1,519**		**1,519**		
Total Project Demo		**57,642**	**12,247**	**45,395**		

New Construction

CPDA/ Building		GSF	Type			
	Floor	Total	Office	Support	Stage	Post
CPDA 5						
Production Services Building	1	12,929	636	12,293		
	2	12,929	862	12,067		
	3	12,929		12,929		
	4	12,929	100	12,829		
Production Services Building Total CPDA 5		**51,716**	**1,598**	**50,118**		
Total Construction CPDA 5		**51,716**	**1,598**	**50,118**		
CPDA 6						
8-Story Building	1	33,560	22,320	11,240		
	2	33,660	30,428	3,232		
	3	33,660	30,428	3,232		
	4	24,650	21,418	3,232		
	5	24,650	21,418	3,232		
	6	24,650	21,418	3,232		
	7	24,650	21,418	3,232		
	8	18,970	15,738	3,232		
8_Story Building Total CPDA 6		**218,450**	**184,586**	**33,864**		
Total Construction CPDA 6		**218,450**	**184,586**	**33,864**		
Total Project Construction		**270,166**	**186,184**	**83,982**		

Parking Demolition

CPDA/ Type		Total Stalls
CPDA 4		
Surface Parking adjacent to the Basketball Court		15
Total Parking Demo CPDA 4		**15**
CPDA 6		
Surface Parking Lot adjacent to Jimmy Stewart		86
Total Parking CPDA 6		**86**
Total Parking Demolition		**101**

Parking Construction

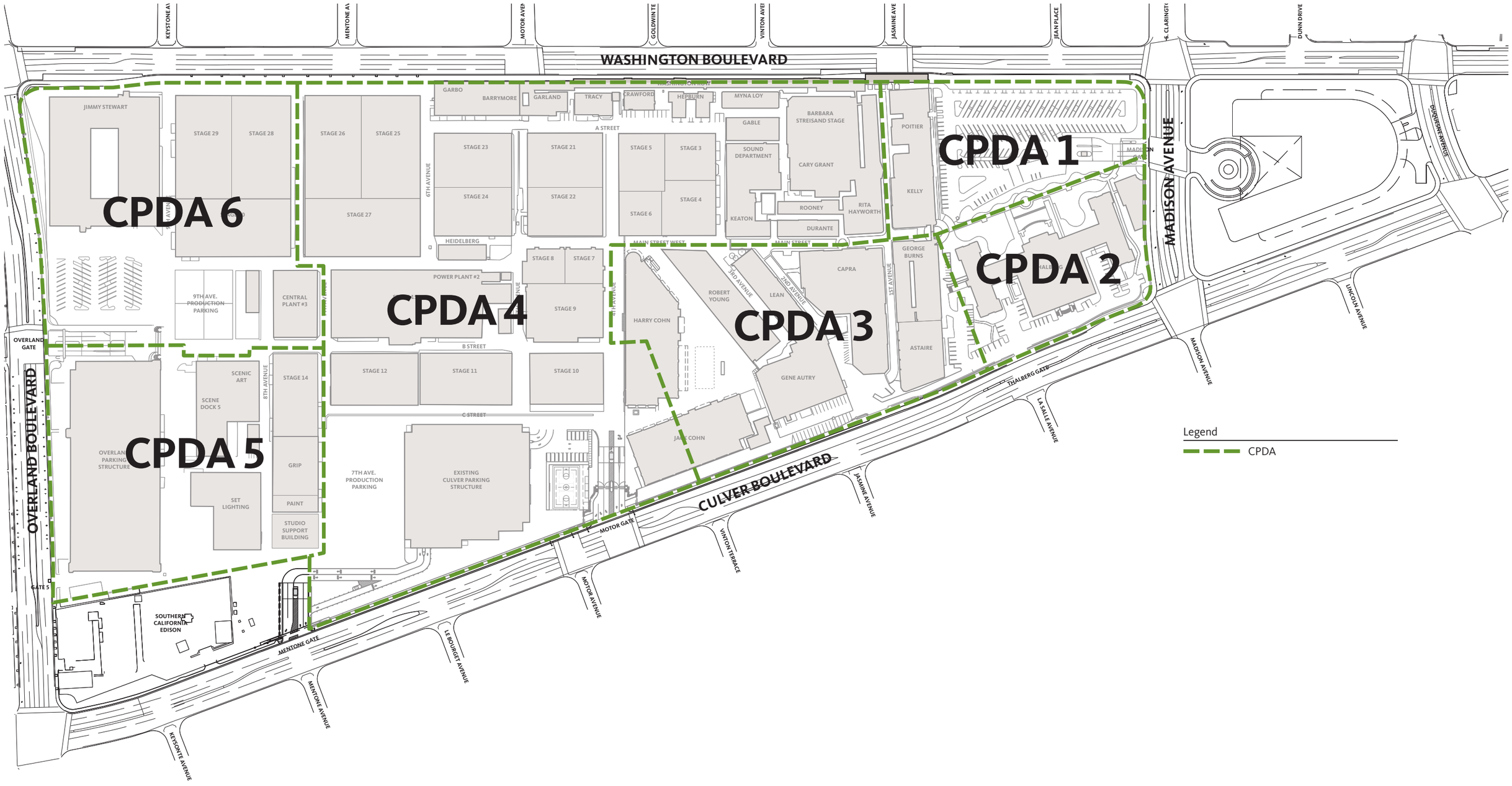
CPDA/ Type		Total Stalls
CPDA 4		
East Parking Expansion		362
West Parking Expansion		854
Existing Culver Parking Structure Restriping & 6th Level Expansion. (Net		112
Total Parking Construction		**1,328**

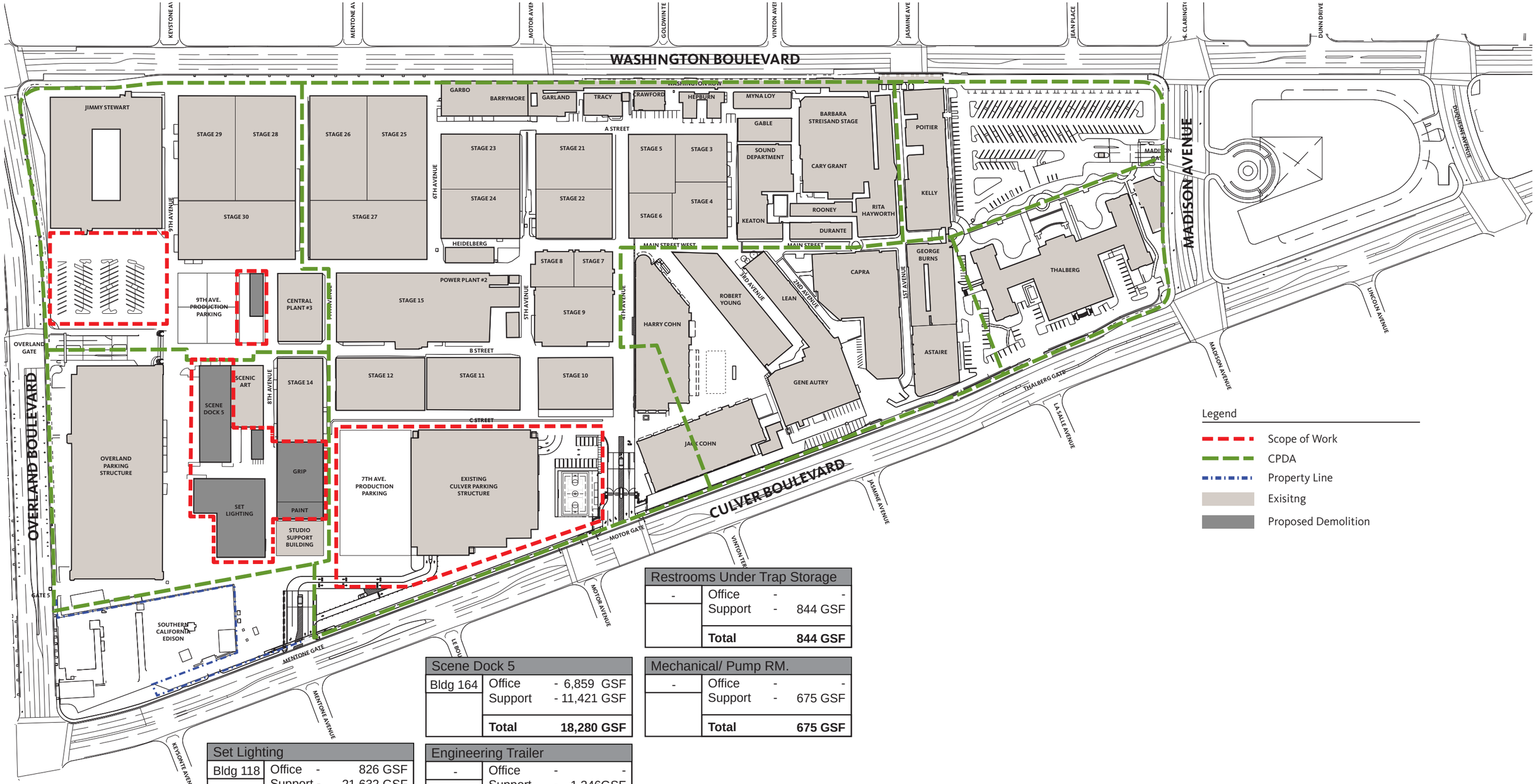
Parking Spaces added for the proposed Expanded Culver Parking Structure (Total Parking Construction).	**1,328**
Parking spaces removed at the Jimmy Stewart surface lot and surface parking around basketball court (Total .	**-102**
Parking Spaces currently on the Lot.	**3,750**
Total future Parking Spaces on the Lot including those proposed in the Expansions.	**4,976**
Current Compact Parking Spaces on the Lot.	**576**
Compact stalls added from the East and West Culver Parking Expansions.	**368**
New compact stalls in Culver Parking Structure.	**488**
***Total future Compact Spaces on the Lot including those proposed in the Expansions.**	**1,432**
% Compact Spaces on the Lot including those proposed in the Expansions.	**29%**

*** Up to 30% of the total stalls can be compact spaces per development agreement.**

Comprehensive Plan Site Parking Requirements							
CPDAs Affected by This Project		**4,5,6**					
			Building Area (Square Feet)				
Use		**Pre-Project**	**Service Bldg.**	**8-Story Bldg**	**Post -Project**	**Parking Ratio**	**Parking Spaces Req.**
Office		741,717	-10,649	184,586	915,654	1/549 SF	**1668**
Post Production		125,445	0	0	125,445	1/420 SF	**299**
Stage		329,653	0	0	329,653	1/556 SF	**593**
Support		400,825	6,242	32,345	439,412	1/730 SF	**602**
Public Restaurant		N/A	N/A	N/A		1/77 SF	**0**
Public Retail							
First (300 ksf)		N/A	N/A	N/A		1/263 SF	**0**
(Remainder)		N/A	N/A	N/A		1/294 SF	**0**
Studio Site Base Requirements Subtotal							**3,162**
Additional Requirement							
On Demand Live Audience							**42**
Bowman Trust Covenant							**25**
Additional Space Subtotal							**67**
Total Studios Private Automobile Space Req.							**3,229**

Spaces to be Provided	
Private Vehicle Spaces	
Existing Private Vehicle (As-built) prepared in September 2010)	3,750
Existing Spaces to be demolished for Backlot Project	-3
New Spaces to be provided by Backlot Project	4
Private Parking Spaces Before Project	3,751
Jimmy Stewart Lot to be demolished	-86
Service Bldg. and Culver Parking Structure Expansion Lots to be demolished	-15
Culver Parking Structure Expansion added	1,328
Project Private Parking Space Change	1,227
Total Private Vehicle Supply With Project	4,978
Surplus Spaces	1,749


WASHINGTON BOULEVARD
KEYSTONE AVENUE
MENTONE AVENUE
MOTOR AVENUE
GOLDWIN TERRACE
VINTON AVENUE
JASMINE AVENUE
JEAN PLACE
CLARINGTON
DUNN DRIVE
CPDA 1
CPDA 2
CPDA 3
CPDA 4
CPDA 5
CPDA 6
JIMMY STEWART
STAGE 29
STAGE 28
STAGE 27
STAGE 26
STAGE 25
GARBO
BARRYMORE
GARLAND
TRACY
CRAWFORD
HEPBURN
MYNA LOY
A STREET
STAGE 23
STAGE 24
STAGE 21
STAGE 22
6TH AVENUE
STAGE 5
STAGE 3
STAGE 4
STAGE 6
GABLE
SOUND DEPARTMENT
BARBARA STREISAND STAGE
CARY GRANT
ROONEY
DURANTE
KEATON
RITA HAYWORTH
POITIER
KELLY
MADISON AVENUE
DEFENSE AVENUE
HEIDELBERG
MAIN STREET WEST
MAIN STREET
GEORGE BURNS
STAGE 8
STAGE 7
POWER PLANT #2
STAGE 9
4TH AVENUE
CAPRA
ROBERT YOUNG
3RD AVENUE
LEAN
2ND AVENUE
1ST AVENUE
HARRY COHN
ASTAIRE
9TH AVE. PRODUCTION PARKING
CENTRAL PLANT #3
OVERLAND GATE
B STREET
STAGE 12
STAGE 11
STAGE 10
GENE AUTRY
THALBERG GATE
LA SALLE AVENUE
LINCOLN AVENUE
SCENIC ART
SCENE DOCK 5
8TH AVENUE
STAGE 14
OVERLAND PARKING STRUCTURE
OVERLAND BOULEVARD
GRIP
SET LIGHTING
PAINT
STUDIO SUPPORT BUILDING
7TH AVE. PRODUCTION PARKING
EXISTING CULVER PARKING STRUCTURE
C STREET
JACK COHN
CULVER BOULEVARD
JASMINE AVENUE
MOTOR GATE
VINTON TERRACE
MOTOR AVENUE
GATE 5
SOUTHERN CALIFORNIA EDISON
MENTONE GATE
LE BOURGET AVENUE
MENTONE AVENUE
KEYSTONE AVENUE
Legend
CPDA



Restrooms Under Trap Storage		
-	Office	- -
	Support	- 844 GSF
	Total	**844 GSF**

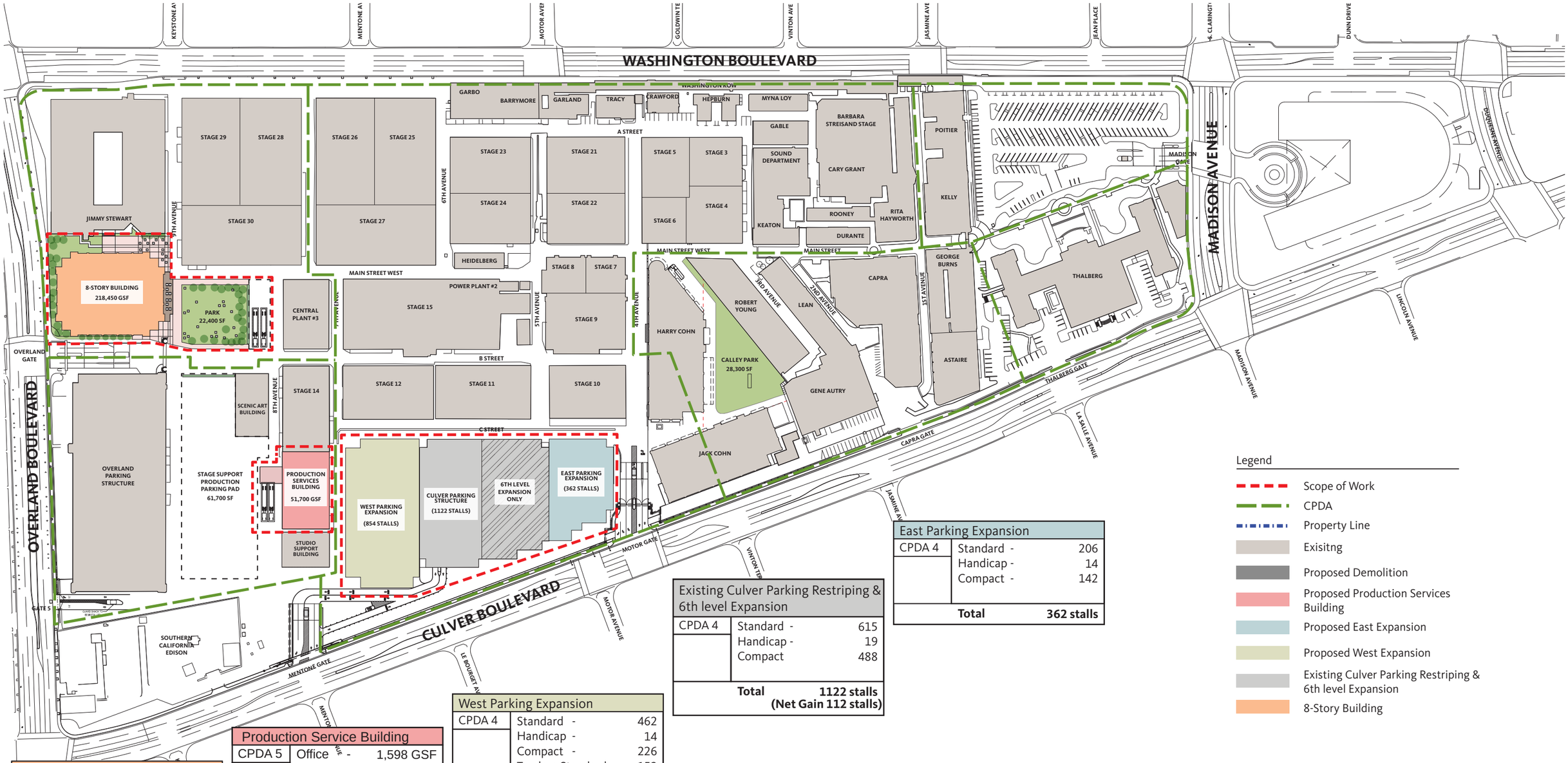
Scene Dock 5		
Bldg 164	Office	- 6,859 GSF
	Support	- 11,421 GSF
	Total	**18,280 GSF**

Mechanical/ Pump RM.		
-	Office	- -
	Support	- 675 GSF
	Total	**675 GSF**

Set Lighting		
Bldg 118	Office	- 826 GSF
	Support	- 21,632 GSF
	Total	**22,458 GSF**

Engineering Trailer		
-	Office	- -
	Support	- 1,346GSF
	Total	**1,346 GSF**

Grip Storage and Paint		
Bldg 81	Office	- - GSF
	Support	- 14,039 GSF
	Total	**14,039 GSF**



Legend

- Scope of Work
- CPDA
- Property Line
- Exisitng
- Proposed Demolition
- Proposed Production Services Building
- Proposed East Expansion
- Proposed West Expansion
- Existing Culver Parking Restriping & 6th level Expansion
- 8-Story Building

8-Story Building		
CPDA 6	Office -	184,585 GSF
	Support -	33,864 GSF
	Total	**218,450 GSF**

Production Service Building		
CPDA 5	Office -	1,598 GSF
	Support -	50,118 GSF
	Total	**51,716 GSF**

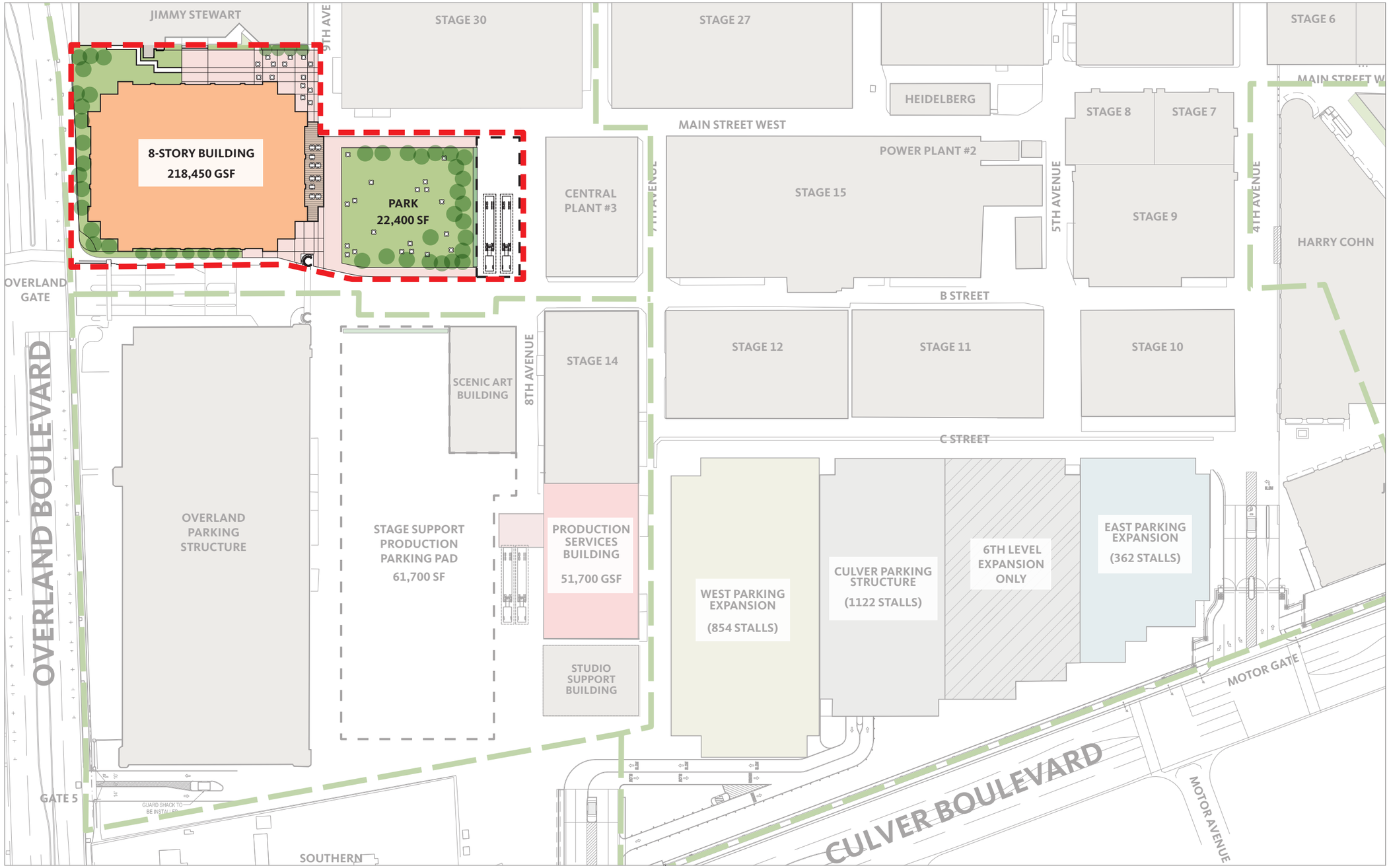
West Parking Expansion		
CPDA 4	Standard -	462
	Handicap -	14
	Compact -	226
	Tandem Standard -	152
	Total	**854 stalls**

Existing Culver Parking Restriping & 6th level Expansion		
CPDA 4	Standard -	615
	Handicap -	19
	Compact	488
	Total	**1122 stalls (Net Gain 112 stalls)**

East Parking Expansion		
CPDA 4	Standard -	206
	Handicap -	14
	Compact -	142
	Total	**362 stalls**

* 30% of the future expansion parking structure stalls can be compact per development agreement.

8-Story Building



Legend

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- CPDA
- Property Line
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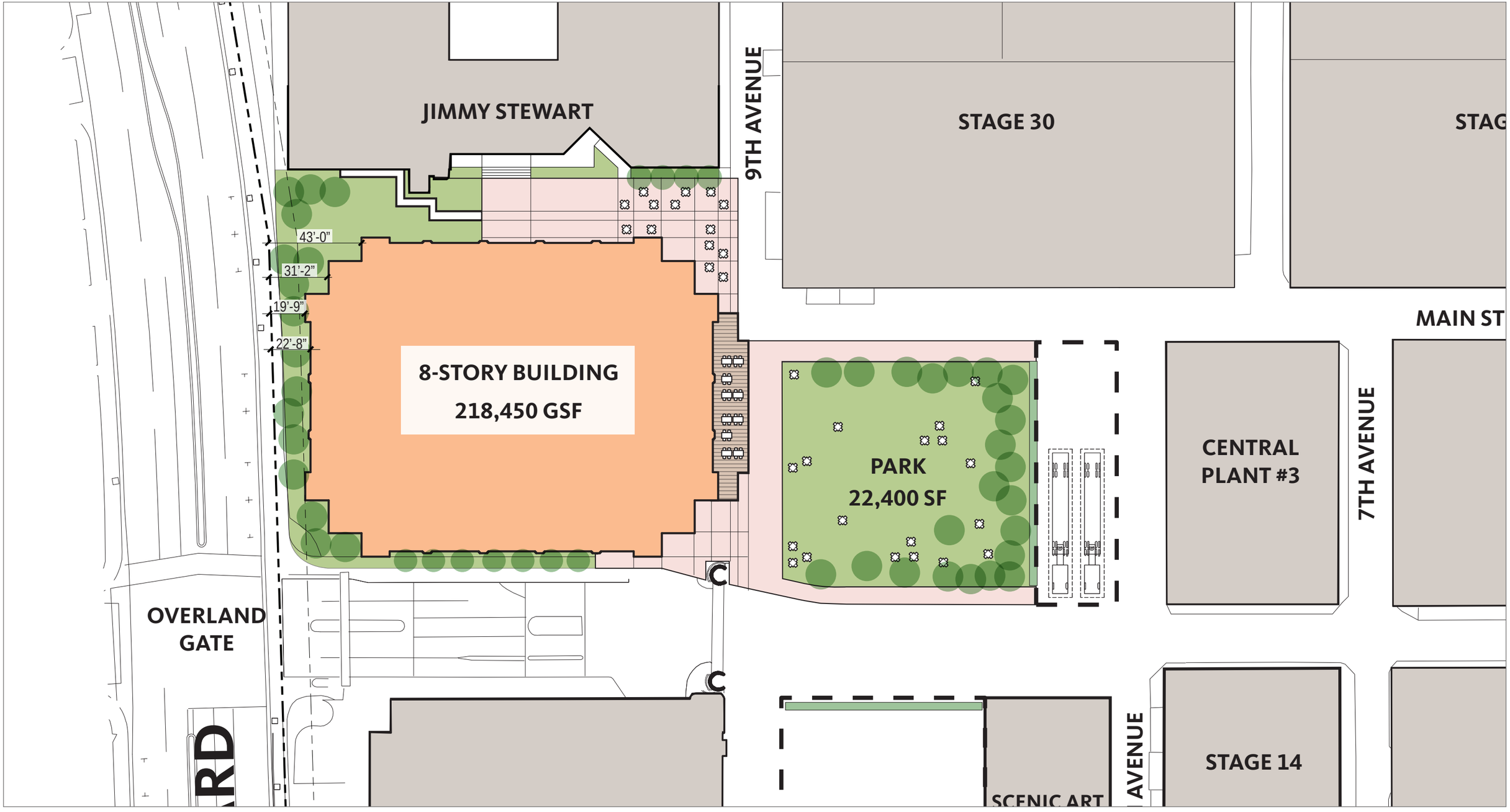

JIMMY STEWART
9TH AVENUE
STAGE 30
STAG
MAIN ST
43'-0"
31'-2"
19'-9"
22'-8"
8-STORY BUILDING
218,450 GSF
PARK
22,400 SF
CENTRAL
PLANT #3
7TH AVENUE
OVERLAND
GATE
C
C
STAGE 14
SCENIC ART

Tree #	Tree Key	Assessment Notes
1	B	TO BE REMOVED
2	E	TO BE REMOVED
3	D	TO BE REMOVED
4	E	TO BE REMOVED
5	D	TO BE REMOVED
6	D	TO BE REMOVED
7	A	TO BE REMOVED
8	D	TO BE REMOVED
9	D	TO BE REMOVED
10	A	TO BE REMOVED

Tree #	Tree Key	Assessment Notes
11	D	TO BE REMOVED
12	D	TO BE REMOVED
13	D	TO BE REMOVED
14	E	TO BE REMOVED
15	D	TO BE REMOVED
16	D	BOX & TRANSPLANT
17	D	TO REMAIN
18	D	TO REMAIN
19	A	TO REMAIN
20	D	TO REMAIN

Tree #	Tree Key	Assessment Notes
21	C	TO REMAIN
22	D	TO REMAIN
23	C	TO REMAIN
24	E	TO BE REMOVED
25	B	TO BE REMOVED
26	D	TO BE REMOVED
27	D	TO BE REMOVED
28	D	BOX & TRANSPLANT
29	D	TO BE REMOVED
30	D	BOX & TRANSPLANT
31	D	TO BE REMOVED

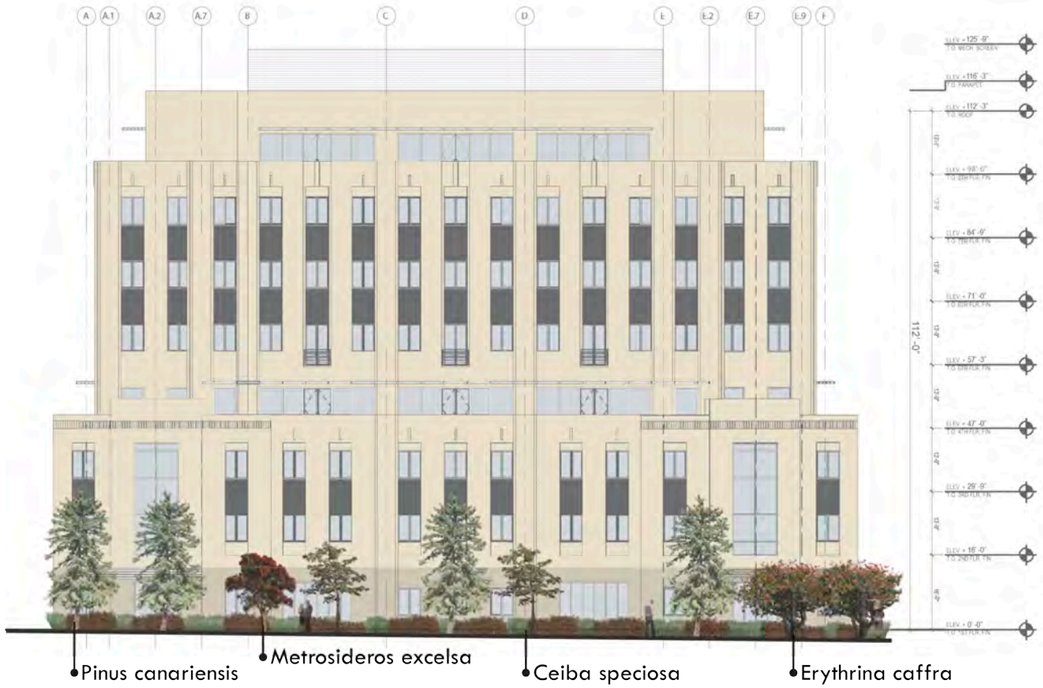
UNNUMBERED EXISTING TREES WITHIN SITE TO BE REMOVED UNLESS OTHERWISE NOTED

Tree Key	Genus/Species
A	Cinnamomum camphora
B	Erythrina caffra
C	Metrosideros excelsa
D	Pinus canariensis
E	Schinus terebinthifolius

Landscape Feature Legend

1. Overhead Structure
2. Ipe Wood Deck
3. Streetscape Benches And Planters
4. Cafe Tables + Chairs
5. Special Paving - Pedestrian Zone
6. Banner Graphics On Building Walls
7. Turf
8. Water Feature
9. Free Standing Planters
10. Projection Screen
11. Gardens
12. Hedge Or Greenscreen Panels
13. Raised Planter w/ Bench Seating
14. Cafe Patio
15. Open Space For Event Tent

SCALE: 1/16" = 1'-0"
0 5' 10' 20' 40' 60'



West Elevation - 0 Year

West Elevation - 5 Year

West Elevation - 10 Year

South Elevation - 0 year

South Elevation - 5 Year

South Elevation - 10 Year

9TH AVENUE & PARK SPACE

PLATANUS RACEMOSA

LOROPETALUM CHINESE 'SIZZLING PINK'

ANIGOZANTHOS ' BUSH GOLD'

DIETES ' ORANGE DROP'

LEYMUS CONDENSATUS ' CANYON PRINCE'

LOMONDRA LONGIFOLIA ' BREEZE'

AEONIUM ' SUNBURST'

AEONIUM ARBOREUM ' ZWARTKOP'

BOUGANVILLEA

AEONIUM ' CAROL'

AGAVE ATTENUATA

ALOE STRIATA

ECHEVERIA ' AFTERGLOW'

HARDENBERGIA VIOLACEA ' HAPPY WANDERER'

HEUCHERA MAXIMA

HEUCHERA ' CANYON PINK'

CEANOTHUS ' YANKEE POINT'

STREETSCAPE AT OVERLAND

PINUS CANARIENSIS

METROSIDEROS EXCELSA

ARBUTUS UNEDO ' COMPACTA'

RHAMNUS ' MOUND SAN BRUNO'

JUNCUS PATENS

MUHLENBERGIA RIGENS

CEANOTHUS ' YANKEE POINT'

RIBES VIBURNIFOLIUM

ENTRY DRIVE

MELALEUCA QUINQUENERVIA

ARBUTUS UNEDO ' COMPACTA'

CHONDROPETALUM TECTORUM

DIETES ' ORANGE DROP'

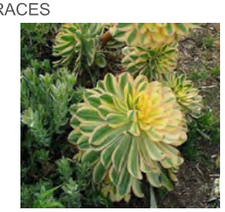
JUNCUS PATENS

MISCANTHUS TRANSMORRISONENSIS

CEANOTHUS ' YANKEE POINT'

BUILDING ENTRY & TERRACES

ANIGOZANTHOS 'BUSH GOLD'


AEONIUM ' SUNBURST'

AEONIUM ARBOREUM ' ZWARTKOP'

AEONIUM ' CAROL'

ALOE STRIATA

CRASSULA CAPITELLA 'CAMPFIRE'

ECHEVERIA ' AFTERGLOW'

HARDENBERGIA VIOLACEA ' HAPPY WANDERER'

BOUGANVILLEA

CAFE PATIO

ULMUS PARVIFOLIA 'DRAKE'

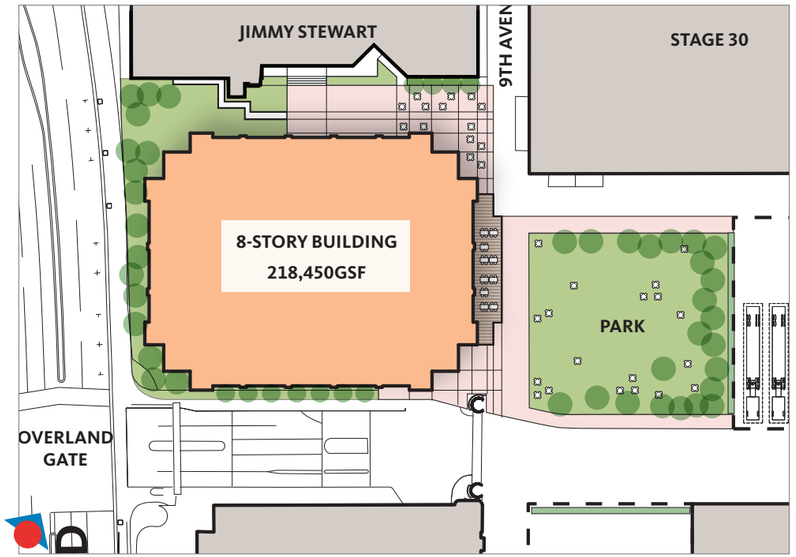
ANIGOZANTHOS 'BUSH GOLD'

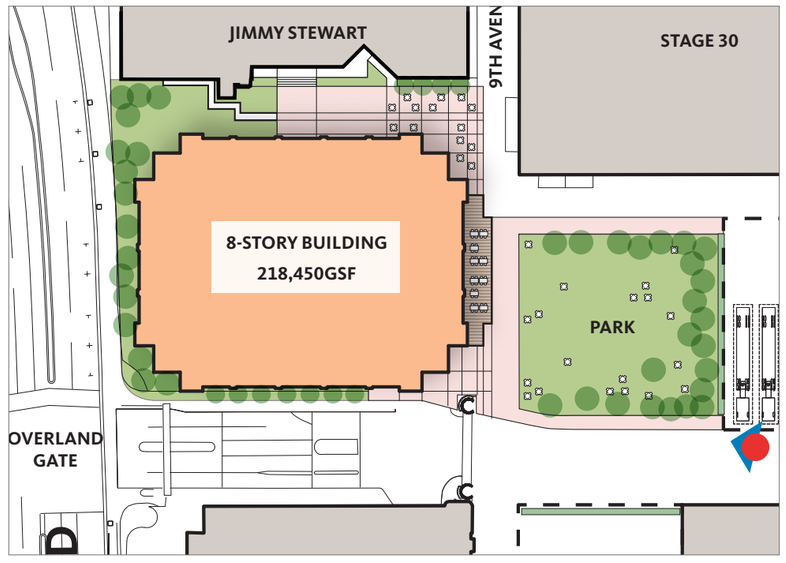
WESTRINGIA FRUTICOSA 'MORNING LIGHT'

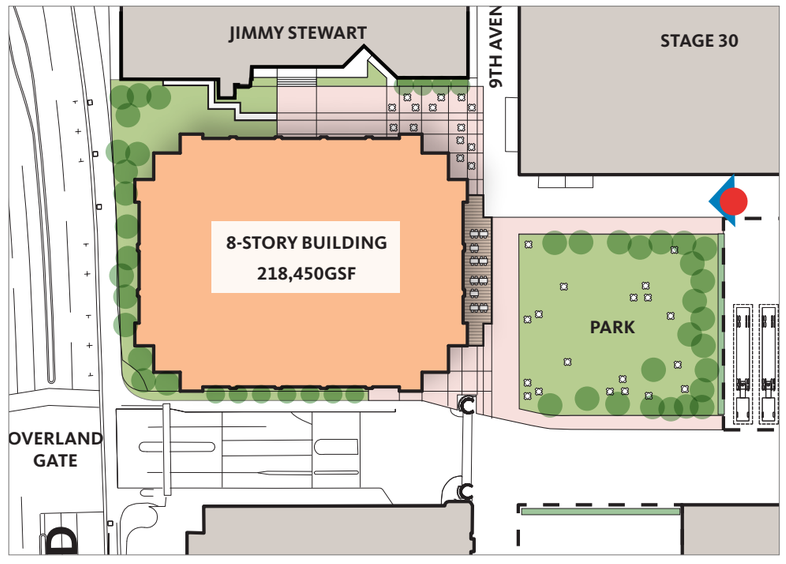
LEYMUS CONDENSATUS ' CANYON PRINCE'

LOMONDRA LONGIFOLIA ' BREEZE'

SONY PICTURES ENTERTAINMENT

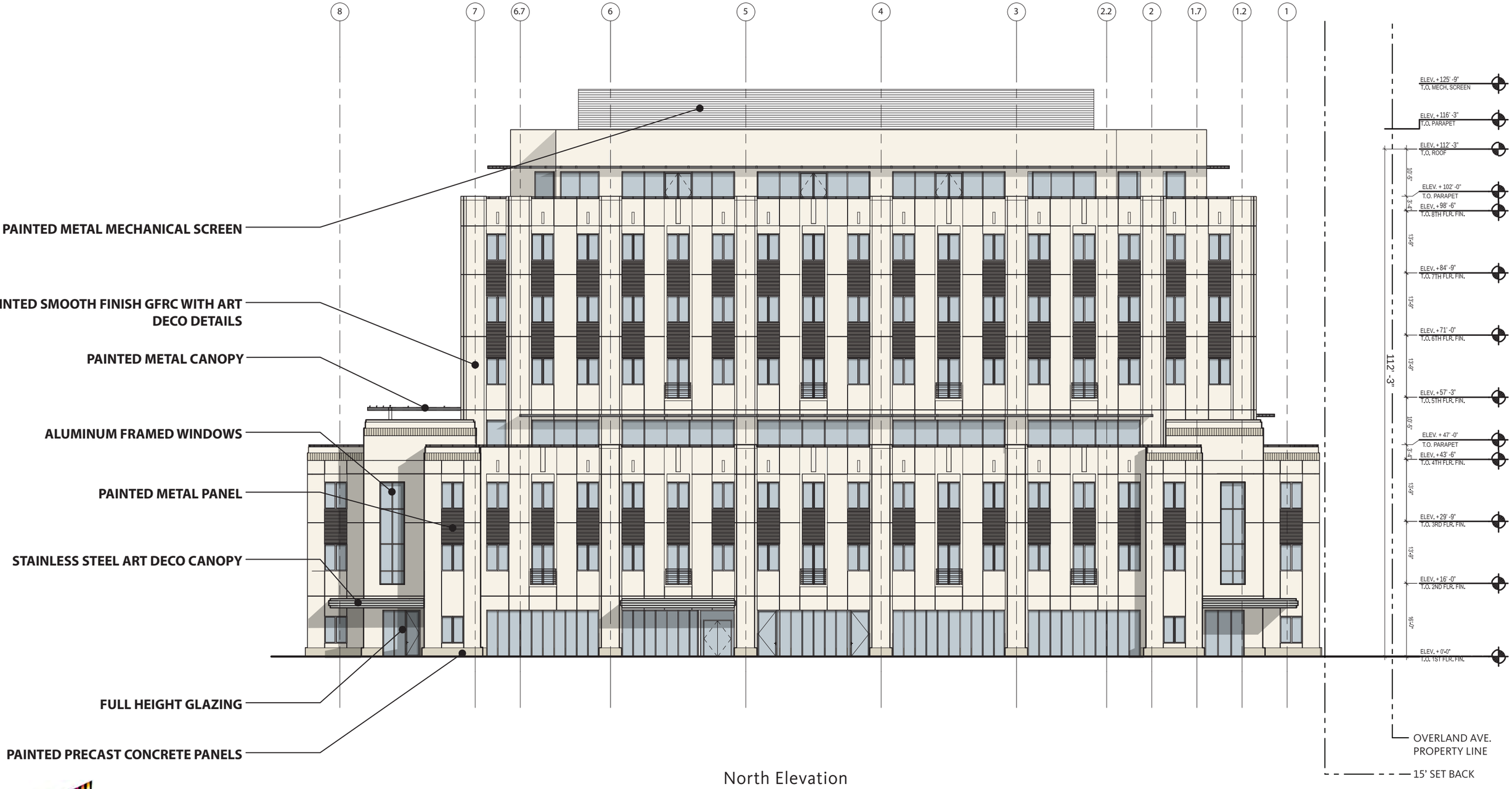

JIMMY STEWART
9TH AVEN
STAGE 30
8-STORY BUILDING
218,450GSF
PARK
OVERLAND
GATE


JIMMY STEWART
9TH AVENUE
STAGE 30
8-STORY BUILDING
218,450GSF
PARK
OVERLAND
GATE

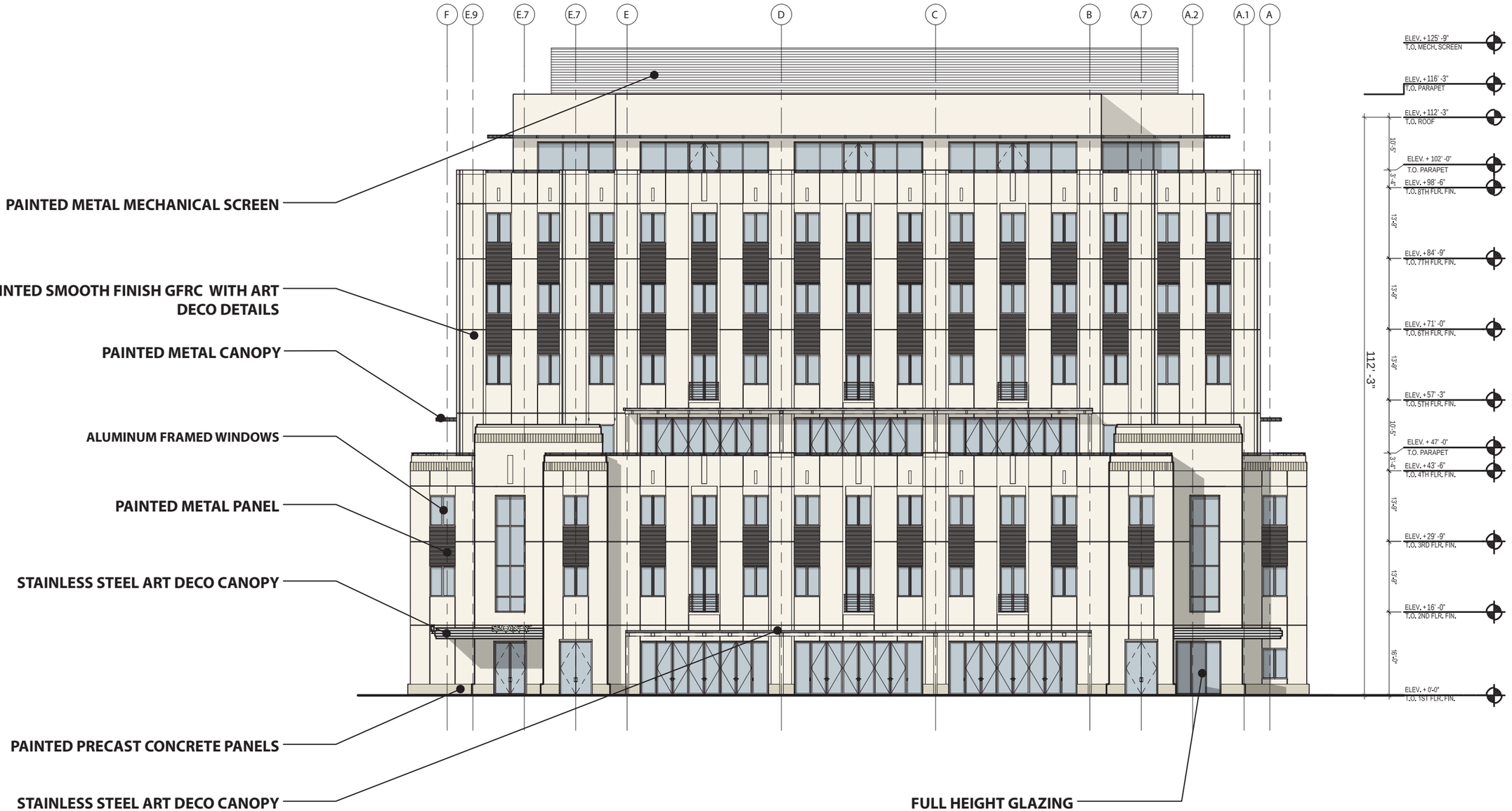

JIMMY STEWART
9TH AVEN
STAGE 30
8-STORY BUILDING
218,450GSF
PARK
OVERLAND
GATE

The Coffee Bean

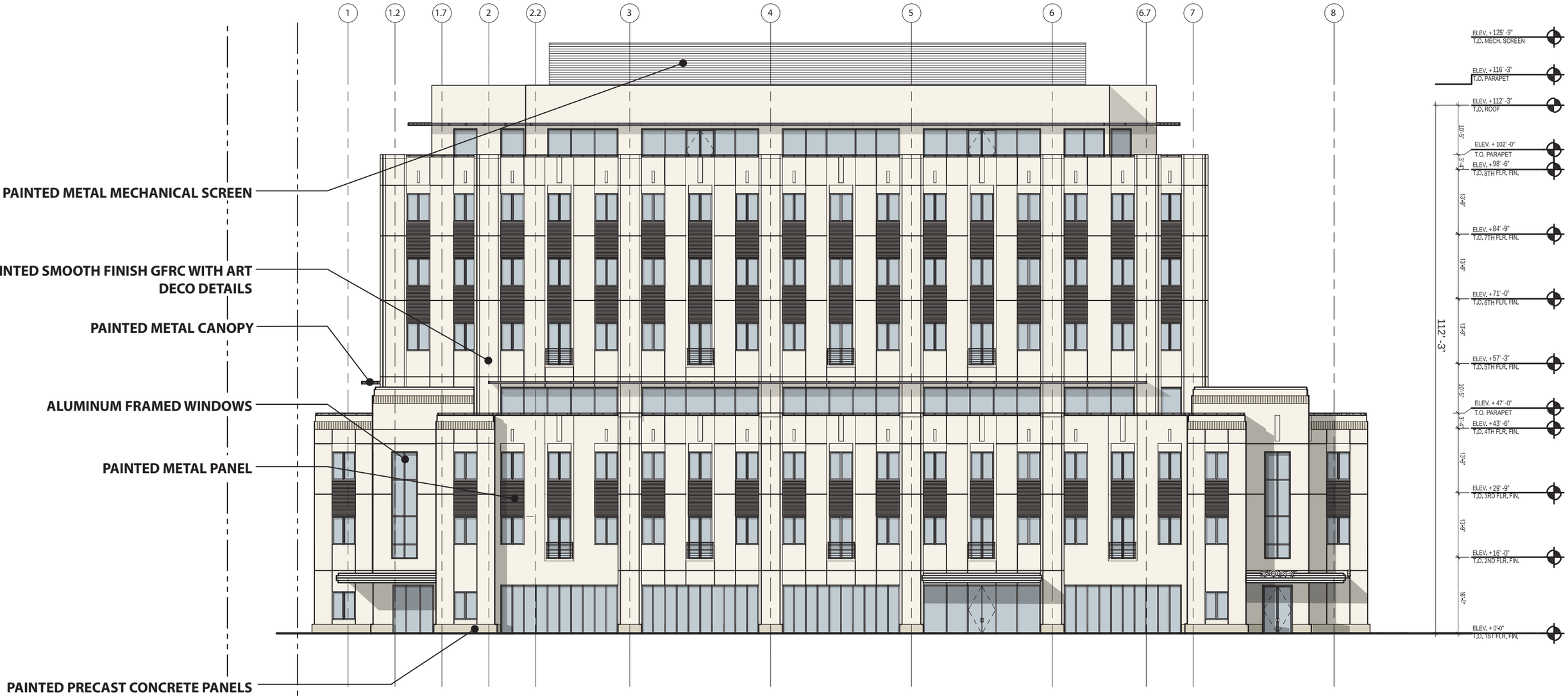
JIMMY STEWART
9TH AVEN
STAGE 30
8-STORY BUILDING
218,450GSF
PARK
OVERLAND
GATE



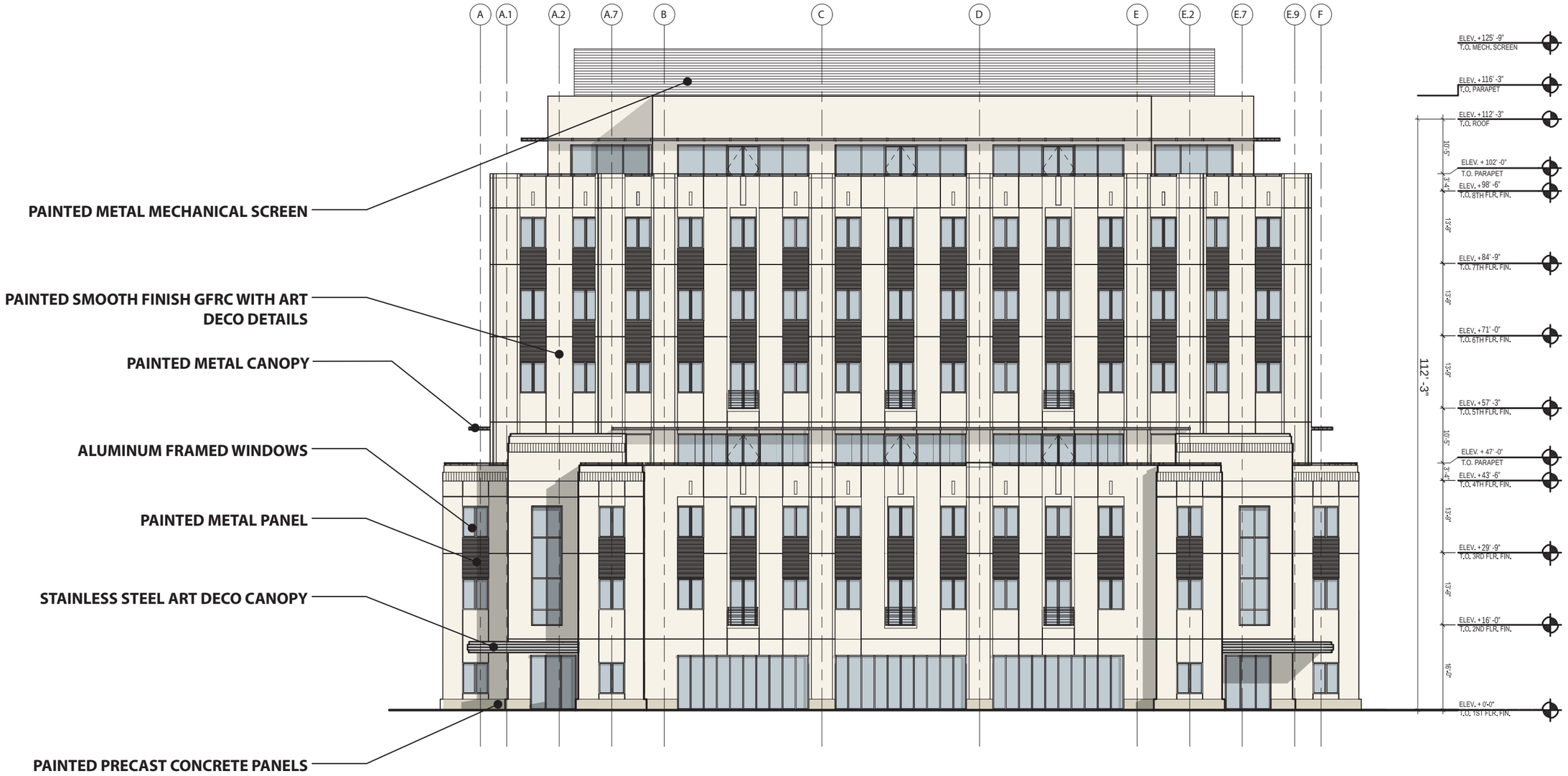
North Elevation



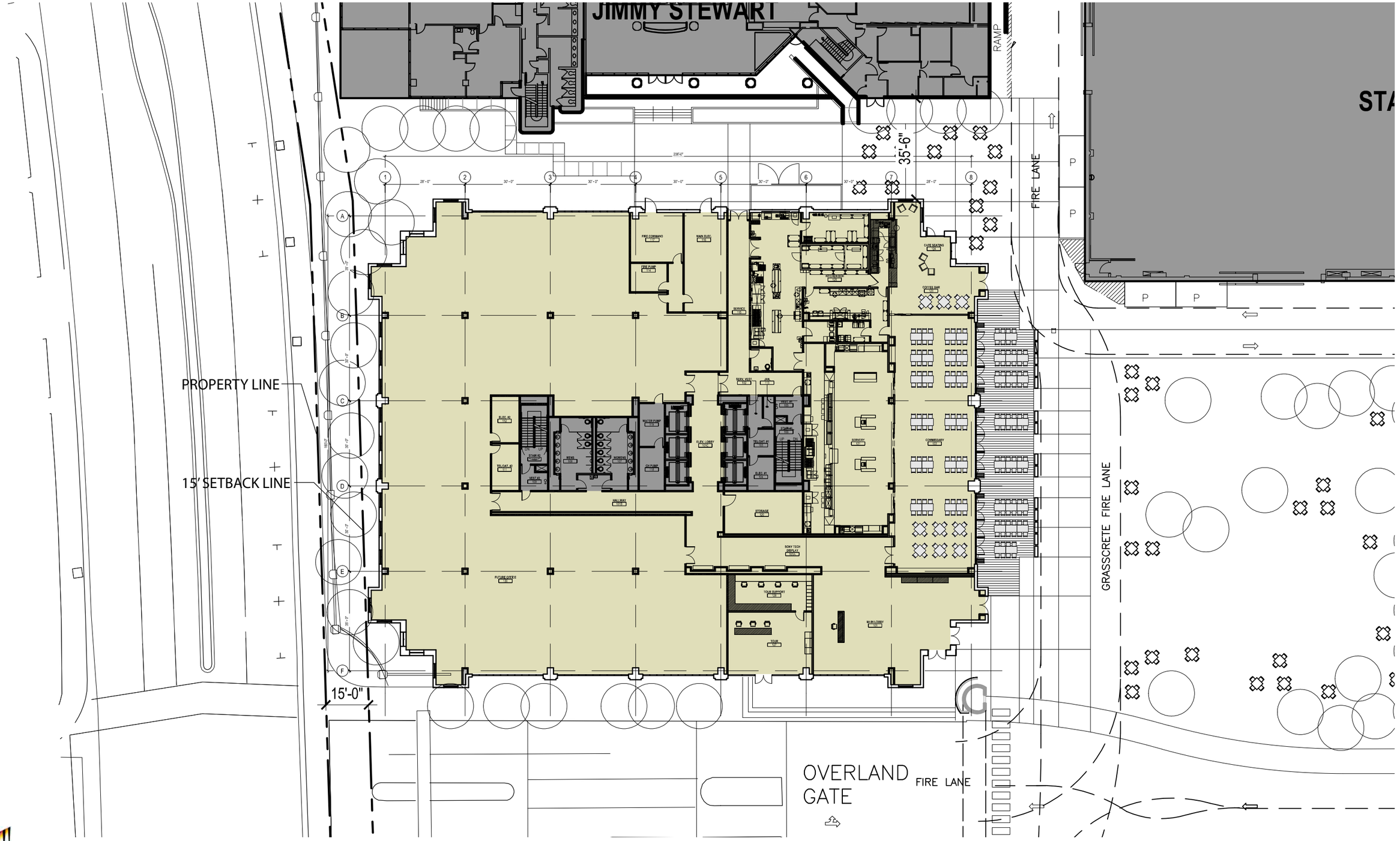
East Elevation

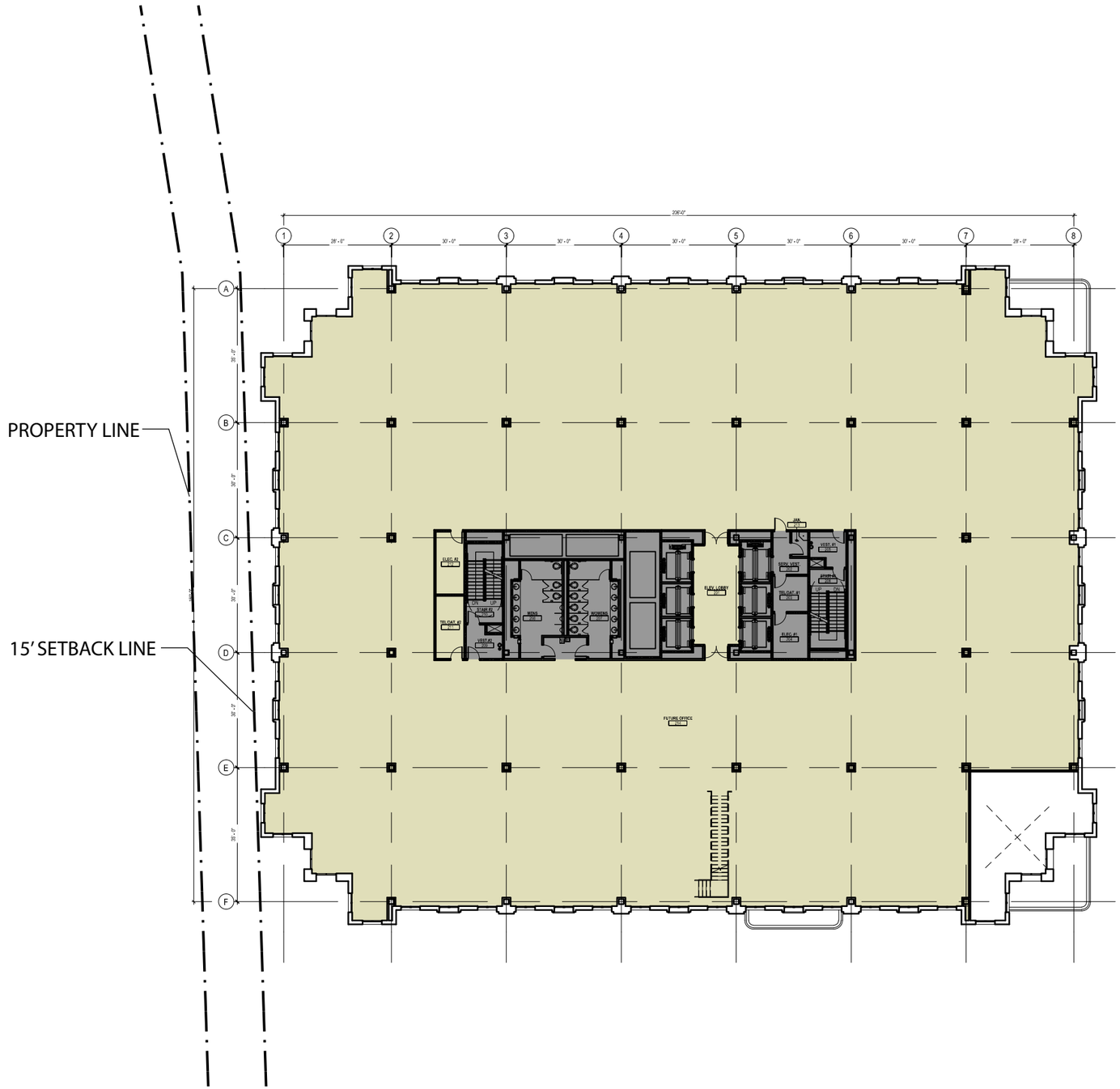


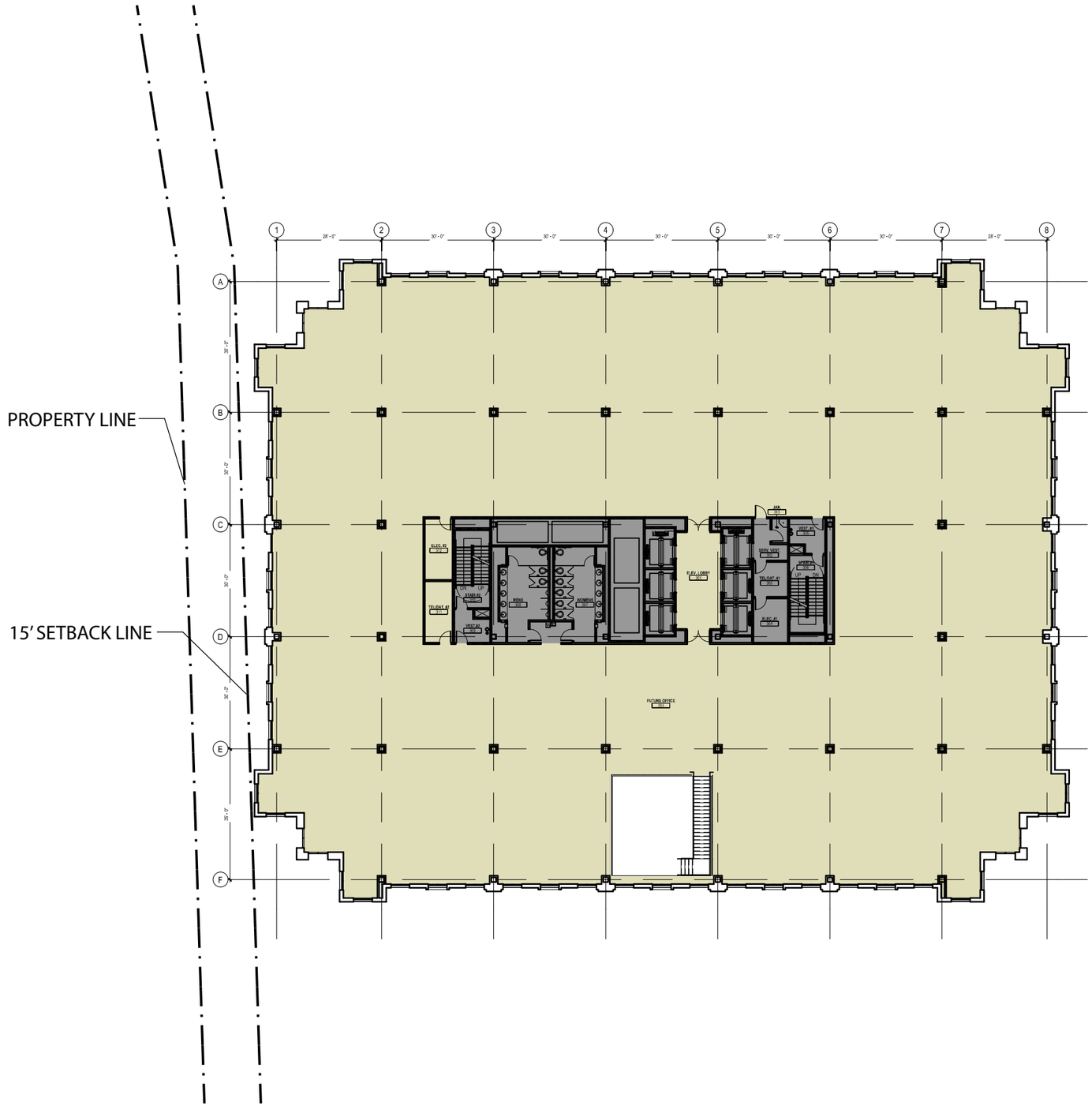
South Elevation

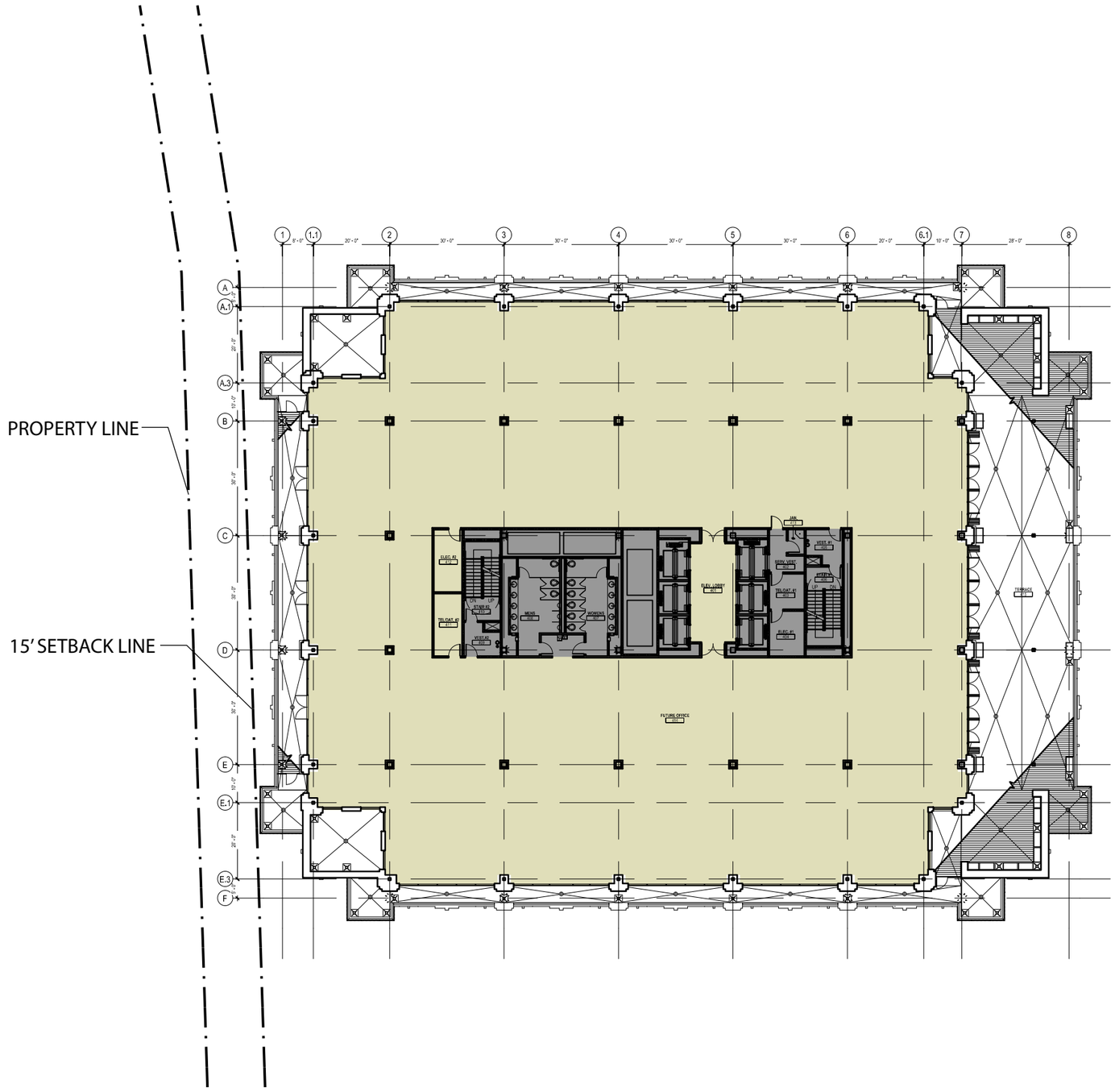


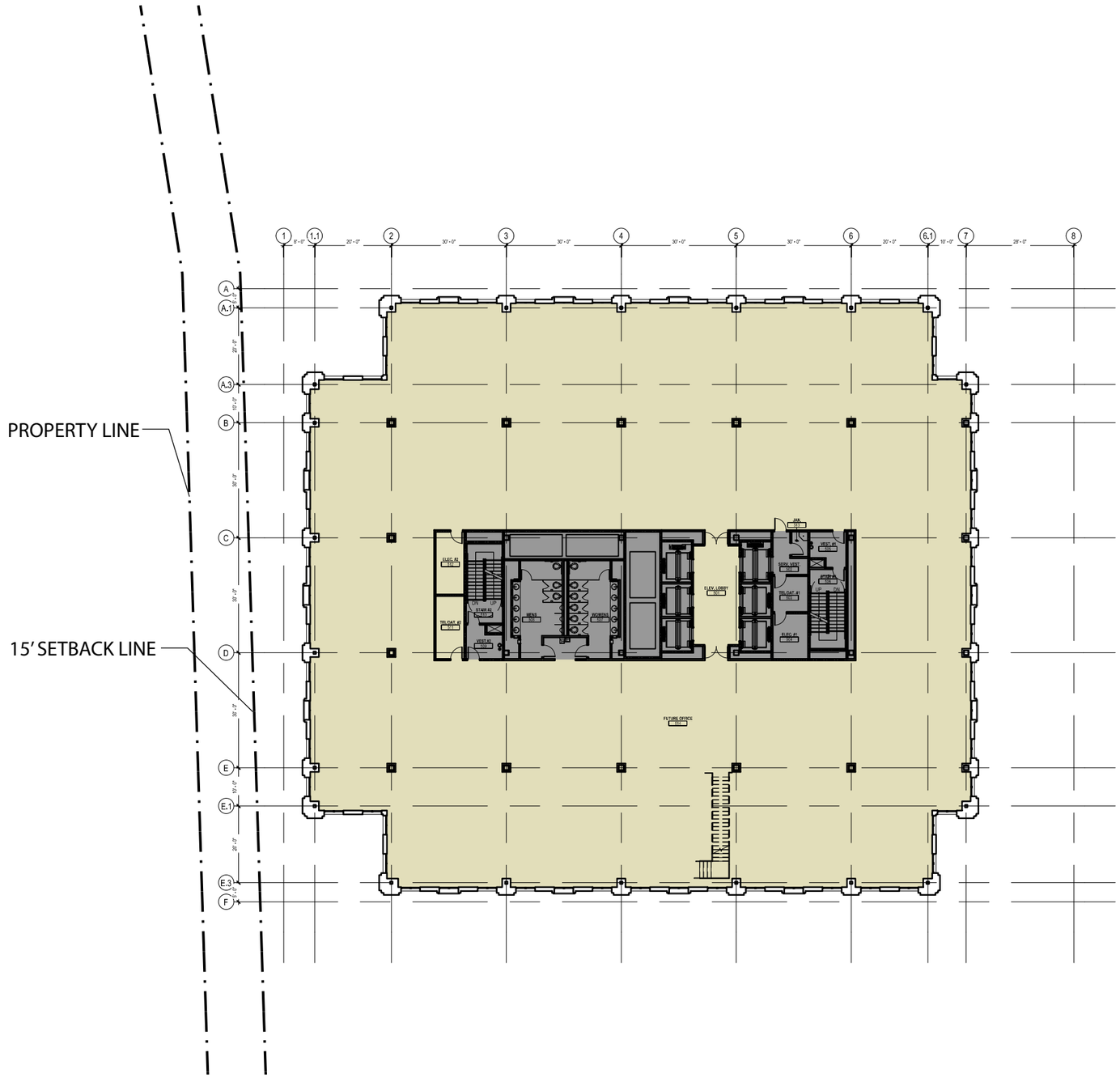
West Elevation

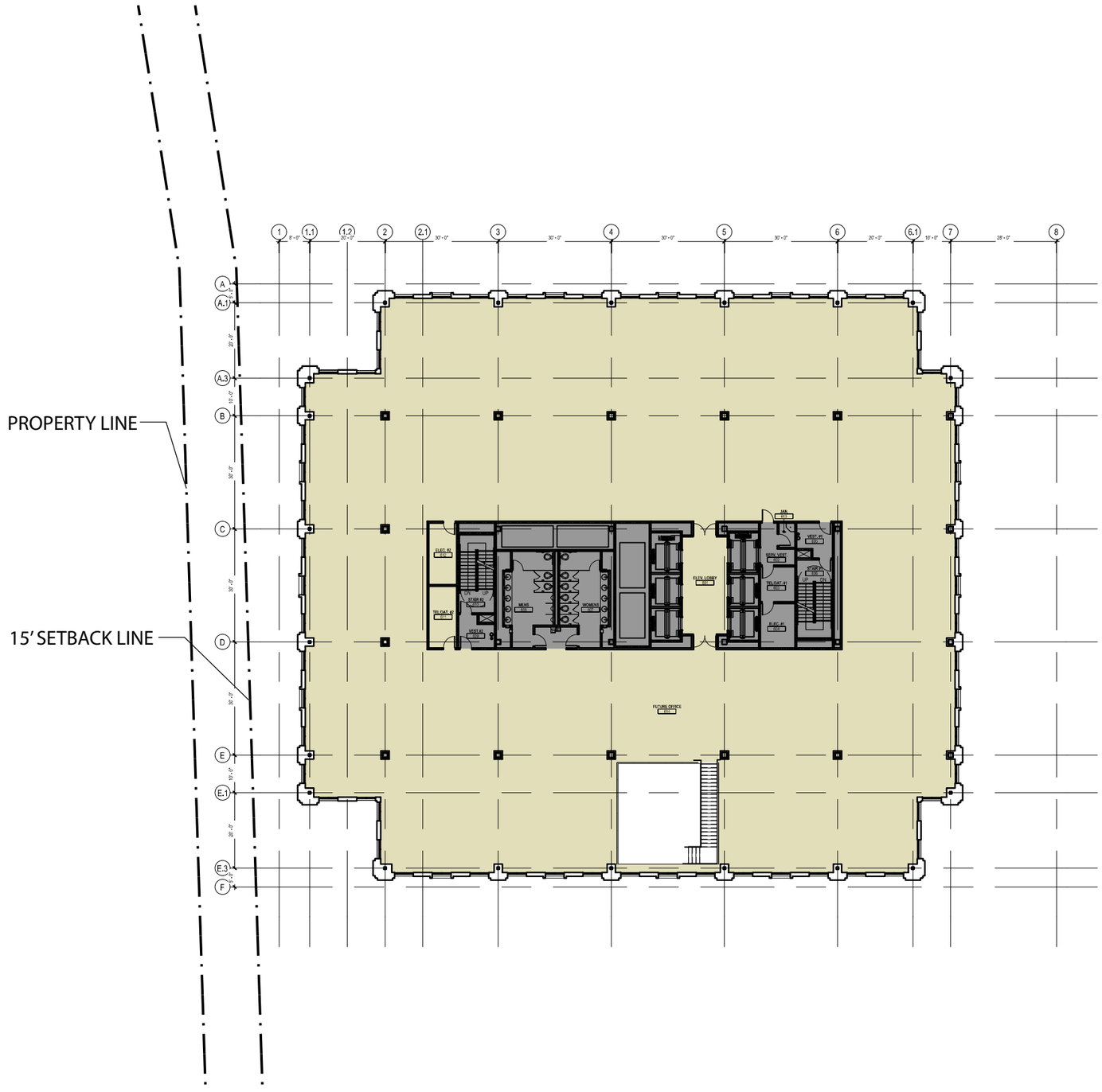

JIMMY STEWART
RAMP
FIRE LANE
35'-6"
PROPERTY LINE
15' SETBACK LINE
15'-0"
OVERLAND
GATE
FIRE LANE
GRASSCRETE FIRE LANE
P
P
P
P
1
2
3
4
5
6
7
8
A
B
C
D
E
F
FIRE COMMAND
MAIN ELEC.
FIRE PUMP
SERVICE
CAFE SEATING
KITCHEN
COFFEE BAR
ELEC. #2
WATER PUMP
FLEX LOBBY
SERV. VEST.
JAN.
SERVERY
COMMISSARY
STAIR #2
MENS
WOMENS
CH. PUMP
TEL/DAT. #2
STAIR #1
TEL/DAT. #1
ELEC. #1
HALL WAY
STORAGE
SONY TECH
FUTURE OFFICE
YOUR SUPPORT
MAIN LOBBY
TOUR

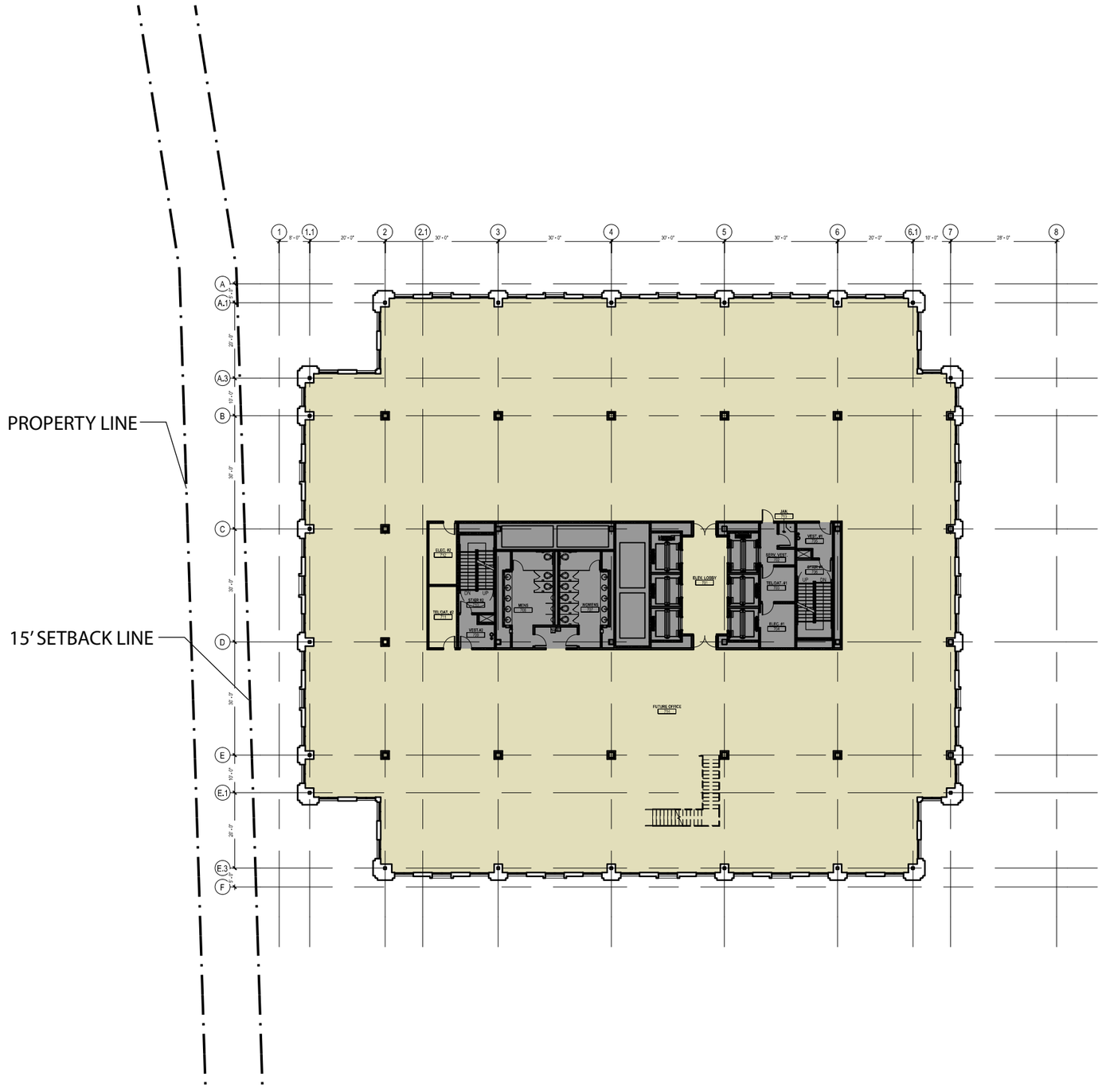

PROPERTY LINE
15' SETBACK LINE
200'-0"
1
2
3
4
5
6
7
8
28' - 0"
30' - 0"
30' - 0"
30' - 0"
30' - 0"
30' - 0"
30' - 0"
28' - 0"
A
B
C
D
E
F
36' - 0"
36' - 0"
36' - 0"
36' - 0"
36' - 0"
ELEC. RM
STAIR #1
MEN'S
WOMEN
TRI-DAT. #1
VEST. #1
ELEV. LOBBY
JAN.
VEST. #1
DEPT. VEST.
TRI-DAT. #1
UP
DOWN
ELEC. #1
FUTURE OFFICE

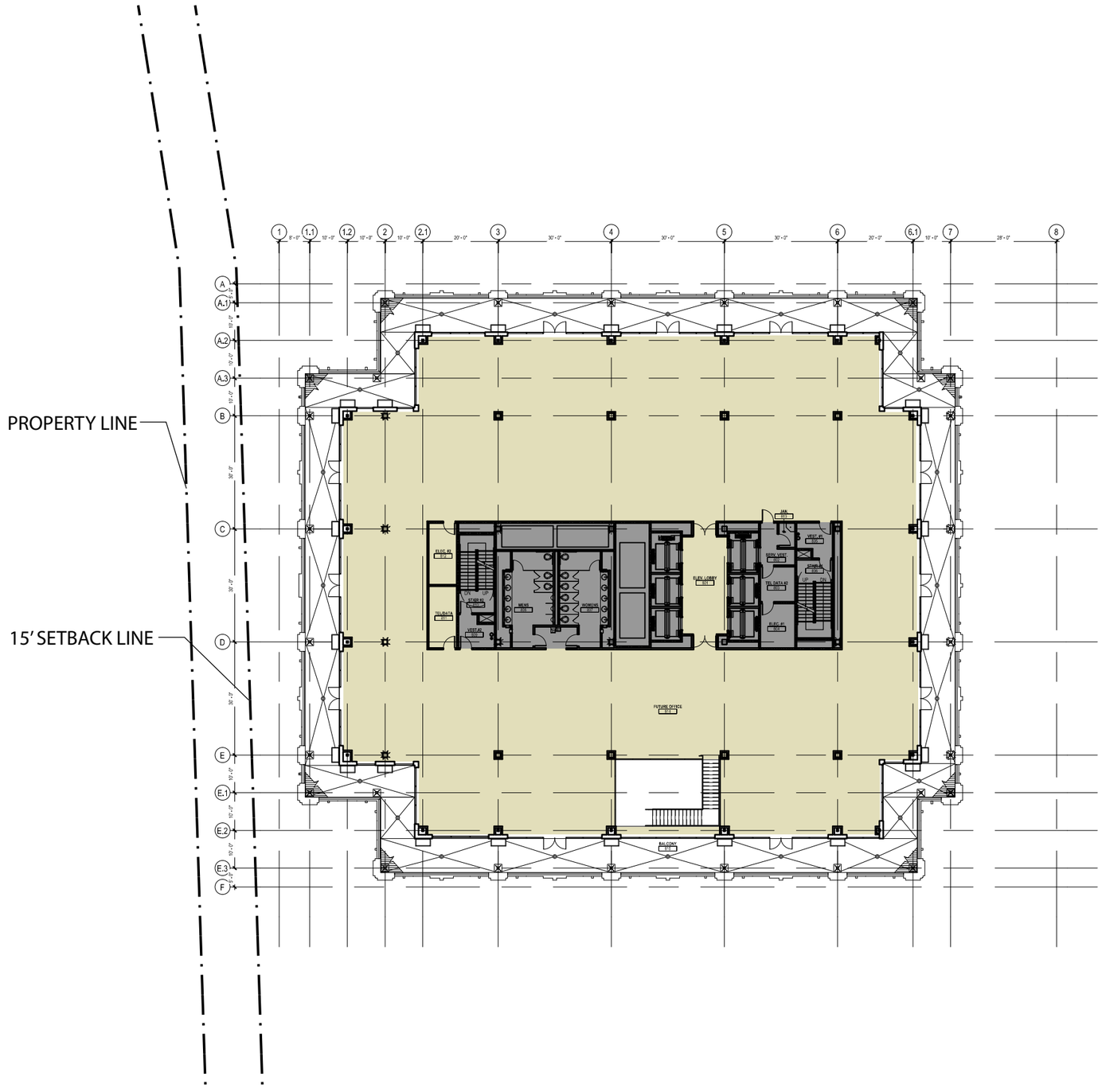

PROPERTY LINE
15' SETBACK LINE
1
2
3
4
5
6
7
8
A
B
C
D
E
F
28' - 0"
30' - 0"
30' - 0"
30' - 0"
30' - 0"
30' - 0"
30' - 0"
28' - 0"
36' - 0"
36' - 0"
36' - 0"
36' - 0"
35' - 0"
ELEC. #2
STAIR #2
TEL.DAT. #2
VEST. #2
MEN'S
WOMEN'S
ELEV. LOBBY
JAN.
VEST. #1
ELEV. VEST.
UP
TEL.DAT. #1
ELEC. #1
FUTURE OFFICE


PROPERTY LINE
15' SETBACK LINE
1
1.1
2
3
4
5
6
6.1
7
8
A
A.1
A.3
B
C
D
E
E.1
E.3
F
FUTURE OFFICE
ELEC. #2
STAIR #2
TEL/DAT. #2
VEST. #2
MENS
WOMENS
ELEV. LOBBY
ANN.
VEST. #1
JANI./JANIT.
TEL/DAT. #1
ELEC. #1
TERRACE


PROPERTY LINE
15' SETBACK LINE
1
1.1
2
3
4
5
6
6.1
7
8
A
A.1
A.3
B
C
D
E
E.1
E.3
F
ELEC. #2
STAIR #2
UP
DN
TRI-DAT. #2
VESTIB.
MEN'S
WOMEN'S
ELEV. LOBBY
JAN.
VEST. #1
ELEV. VEST.
TRI-DAT. #1
ELEC. #1
FUTURE OFFICE


PROPERTY LINE
15' SETBACK LINE
1
1.1
1.2
2
2.1
3
4
5
6
6.1
7
8
A
A.1
A.3
B
C
D
E
E.1
E.3
F
ELEC. #2
STAIR #2
MEN'S
WOMEN'S
TEL.DAT. #2
VEST. #2
ELEV. LOBBY
ANN.
VEST. #1
JANI.VEST.
STAIR #1
TEL.DAT. #1
ELEC. #1
FUTURE OFFICE


PROPERTY LINE
15' SETBACK LINE
1
1.1
2
2.1
3
4
5
6
6.1
7
8
A
A.1
A.3
B
C
D
E
E.1
E.3
F
ELEC. #2
STAIR #3
MENS
WOMENS
TEL/DAT. #2
VEST. #2
ELEV. LOBBY
ANN.
VEST. #1
JANITOR
TEL/DAT. #1
ELEC. #1
FUTURE OFFICE
UP


PROPERTY LINE
15' SETBACK LINE
1
1.1
1.2
2
2.1
3
4
5
6
6.1
7
8
A
A.1
A.2
A.3
B
C
D
E
E.1
E.2
E.3
F
FUTURE OFFICE
BALCONY

Production Services Building

Legend

- Scope of Work
- CPDA
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- Proposed West Expansion
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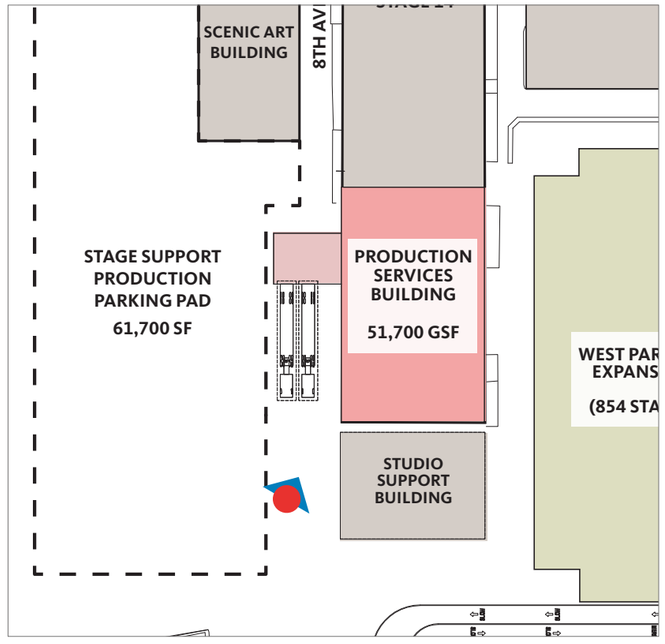
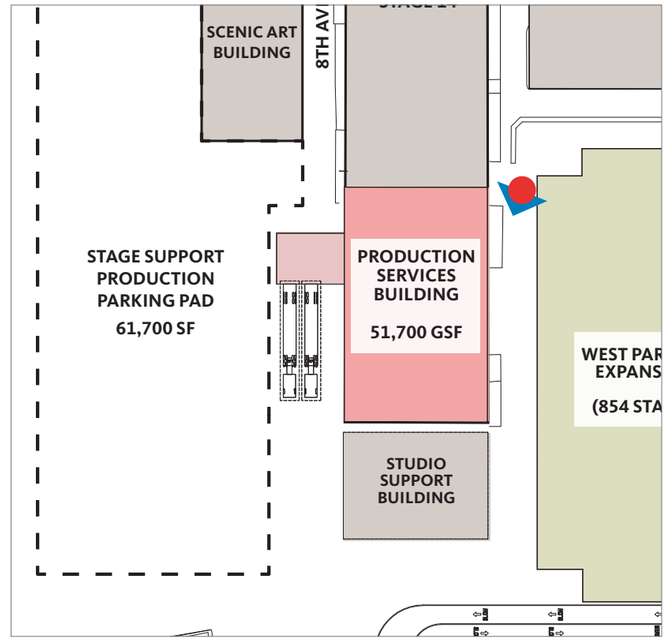
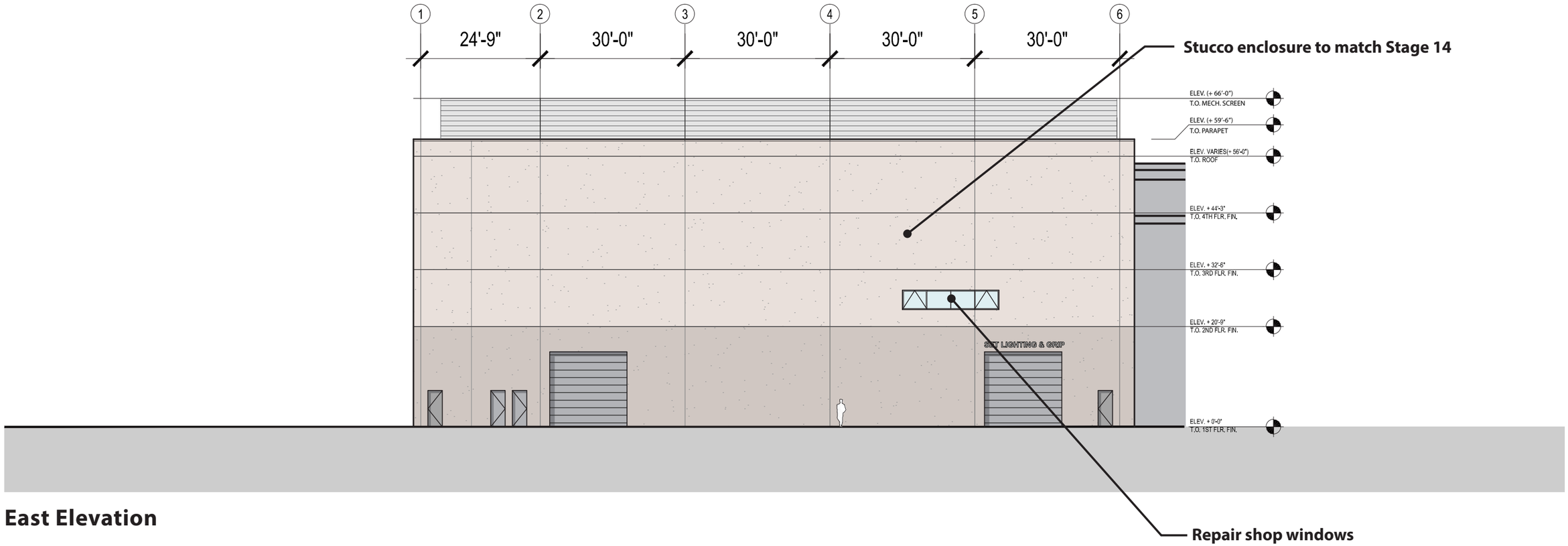
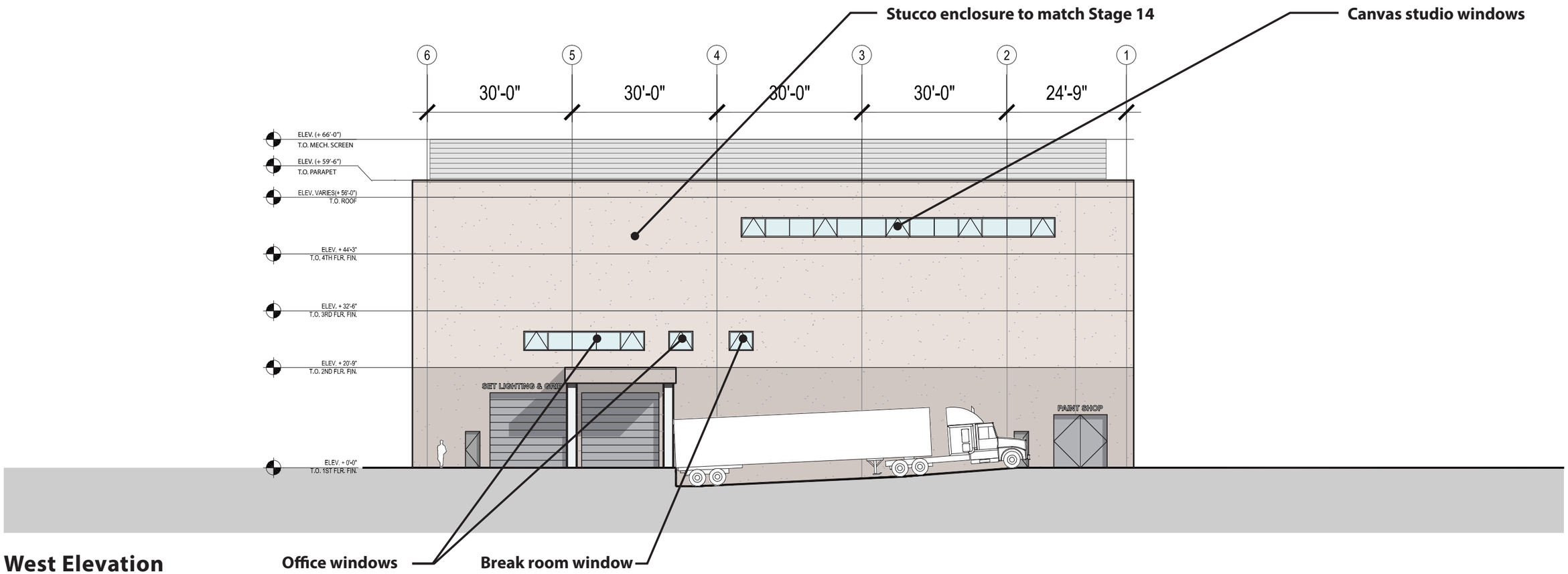

SCENIC ART BUILDING
8TH AV
STAGE 24
STAGE SUPPORT PRODUCTION PARKING PAD
61,700 SF
PRODUCTION SERVICES BUILDING
51,700 GSF
STUDIO SUPPORT BUILDING
WEST PAR
EXPANS
(854 STA

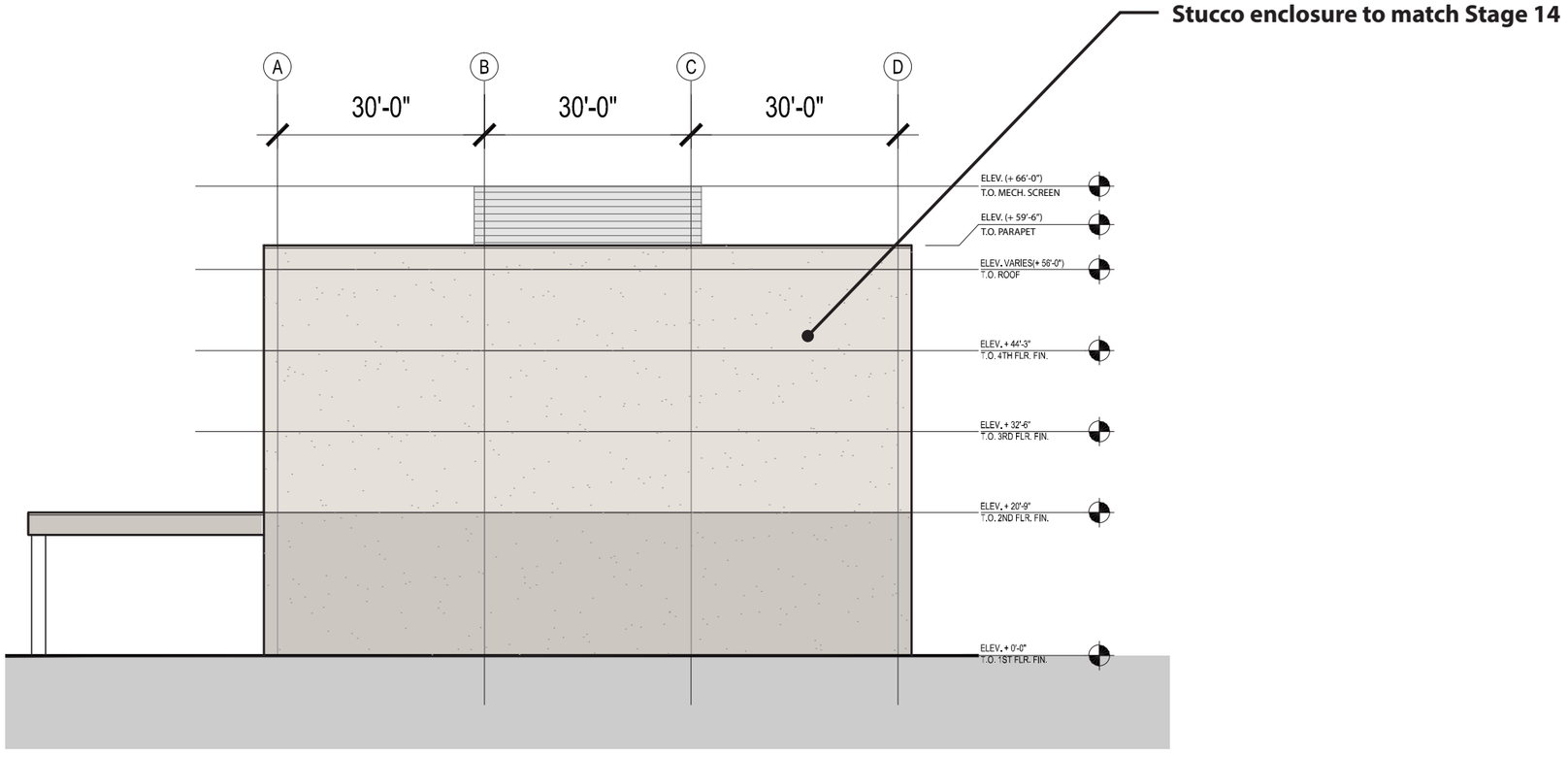

SCENIC ART BUILDING
8TH AV
STAGE SUPPORT PRODUCTION PARKING PAD
61,700 SF
PRODUCTION SERVICES BUILDING
51,700 GSF
STUDIO SUPPORT BUILDING
WEST PAR
EXPANS
(854 STA



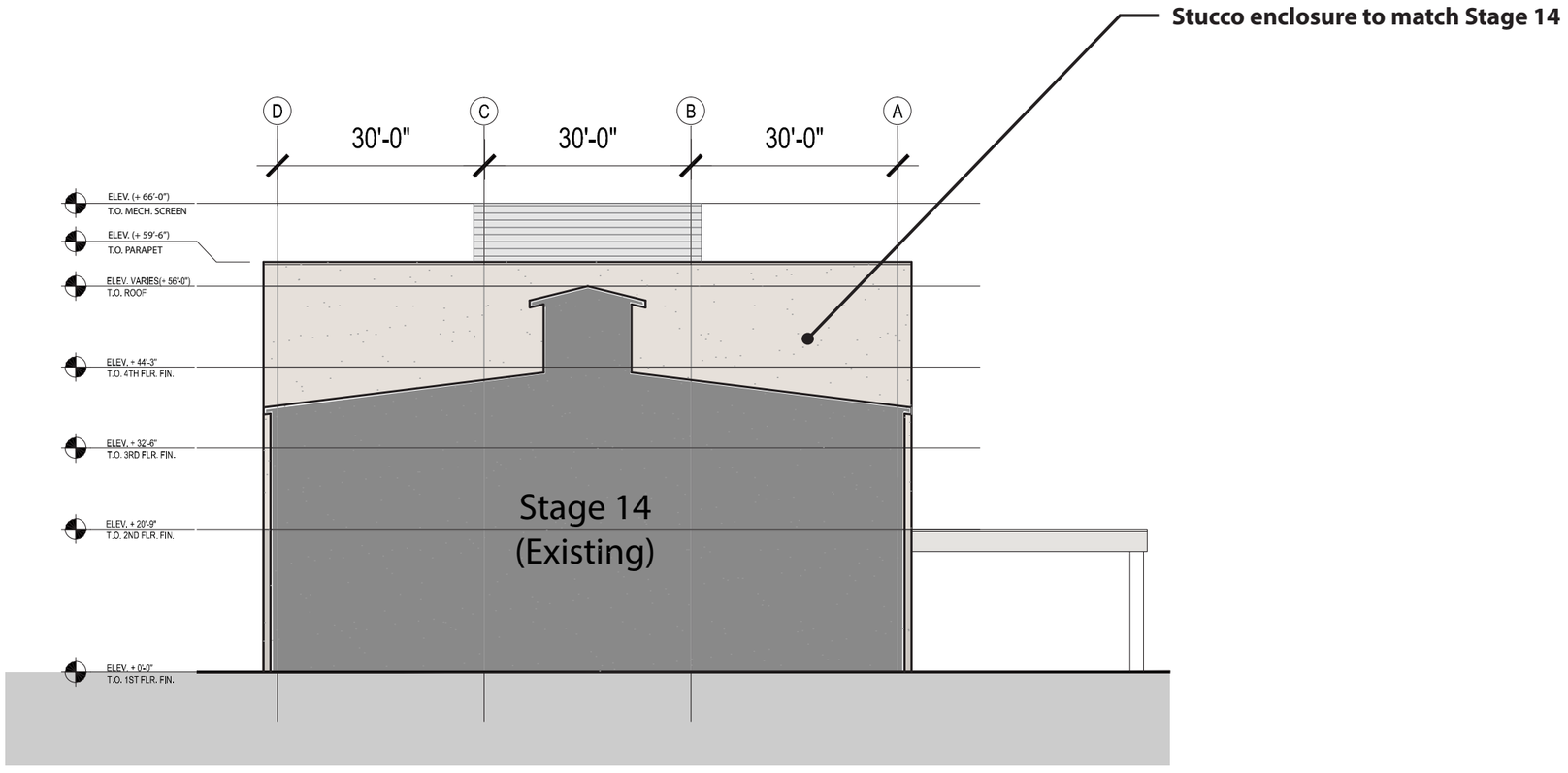
East Elevation



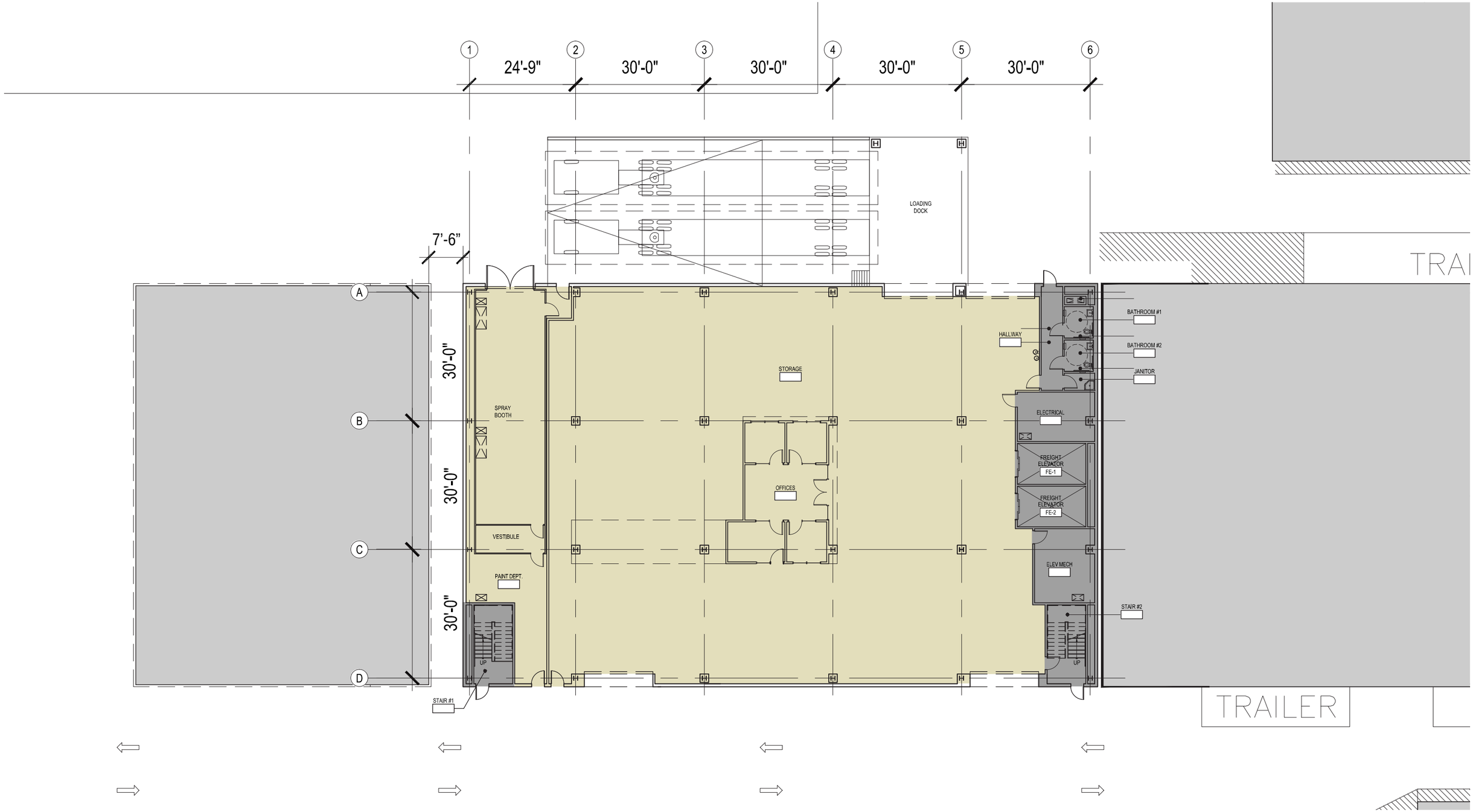
West Elevation



South Elevation



North Elevation


1
2
3
4
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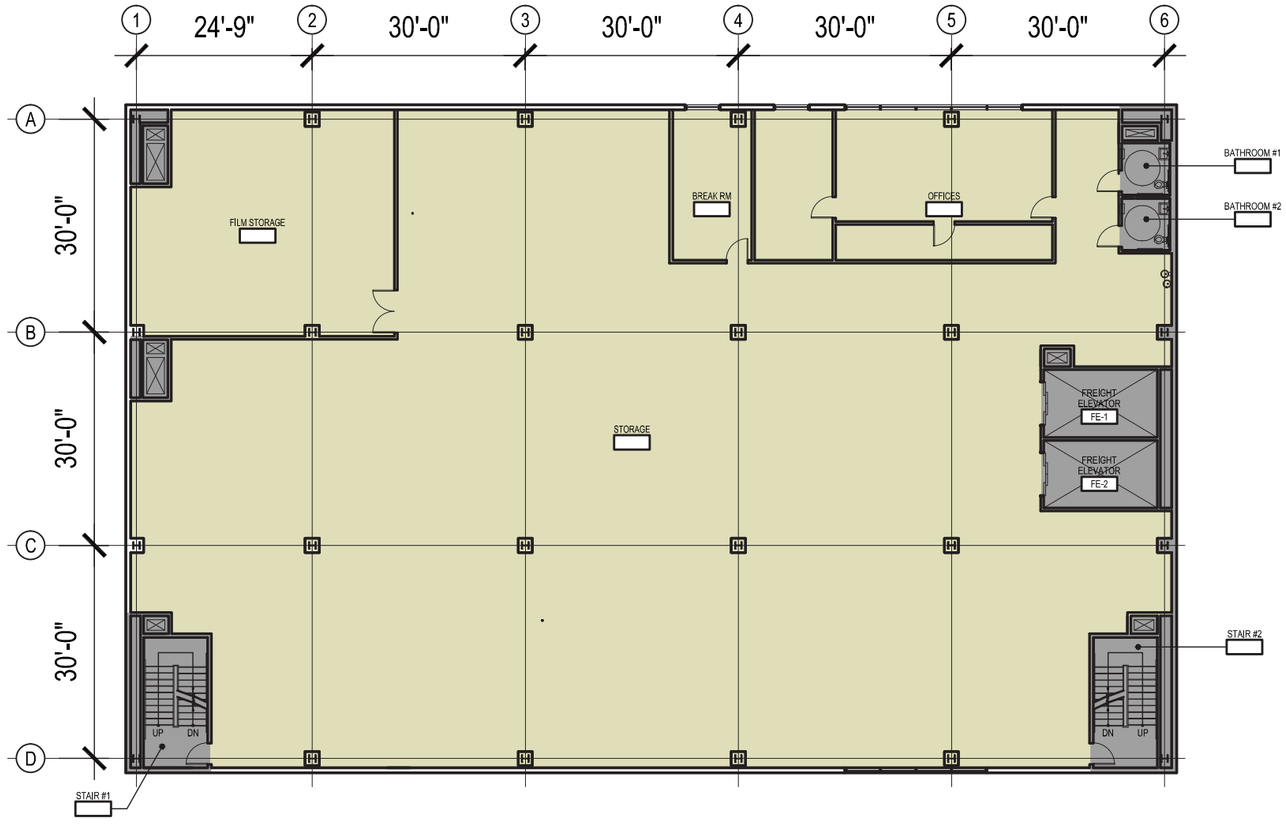
6
24'-9"
30'-0"
30'-0"
30'-0"
30'-0"
7'-6"
LOADING DOCK
A
B
C
D
30'-0"
30'-0"
SPRAY BOOTH
STORAGE
OFFICES
VESTIBULE
PAINT DEPT.
UP
STAIR #1
HALLWAY
BATHROOM #1
BATHROOM #2
JANITOR
ELECTRICAL
FREIGHT ELEVATOR FE-1
FREIGHT ELEVATOR FE-2
ELEV MECH
STAIR #2
UP
TRAILER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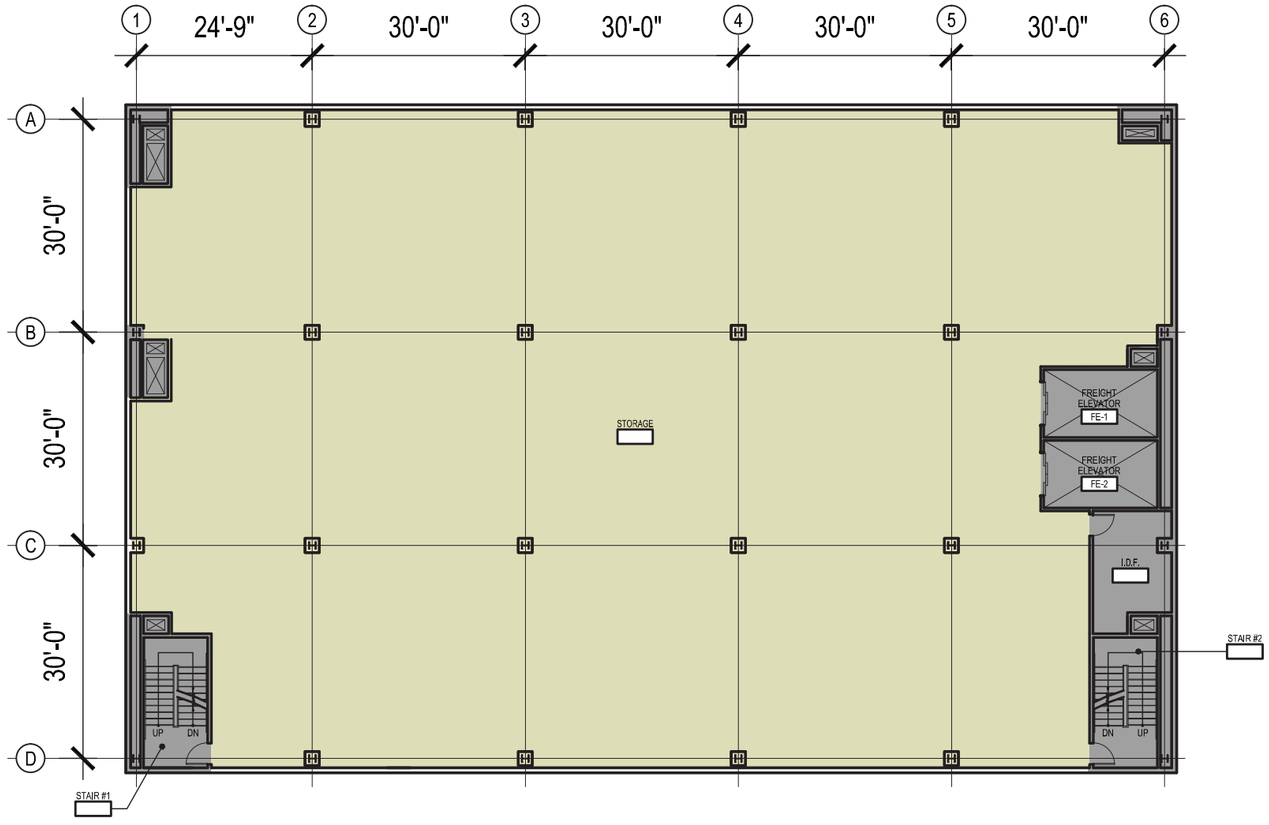
24'-9"
30'-0"
30'-0"
30'-0"
30'-0"
A
B
C
D
30'-0"
30'-0"
FILM STORAGE
BREAK RM
OFFICES
BATHROOM #1
BATHROOM #2
STORAGE
FREIGHT ELEVATOR FE-1
FREIGHT ELEVATOR FE-2
STAIR #2
UP
DN
DN
UP
STAIR #1


1
2
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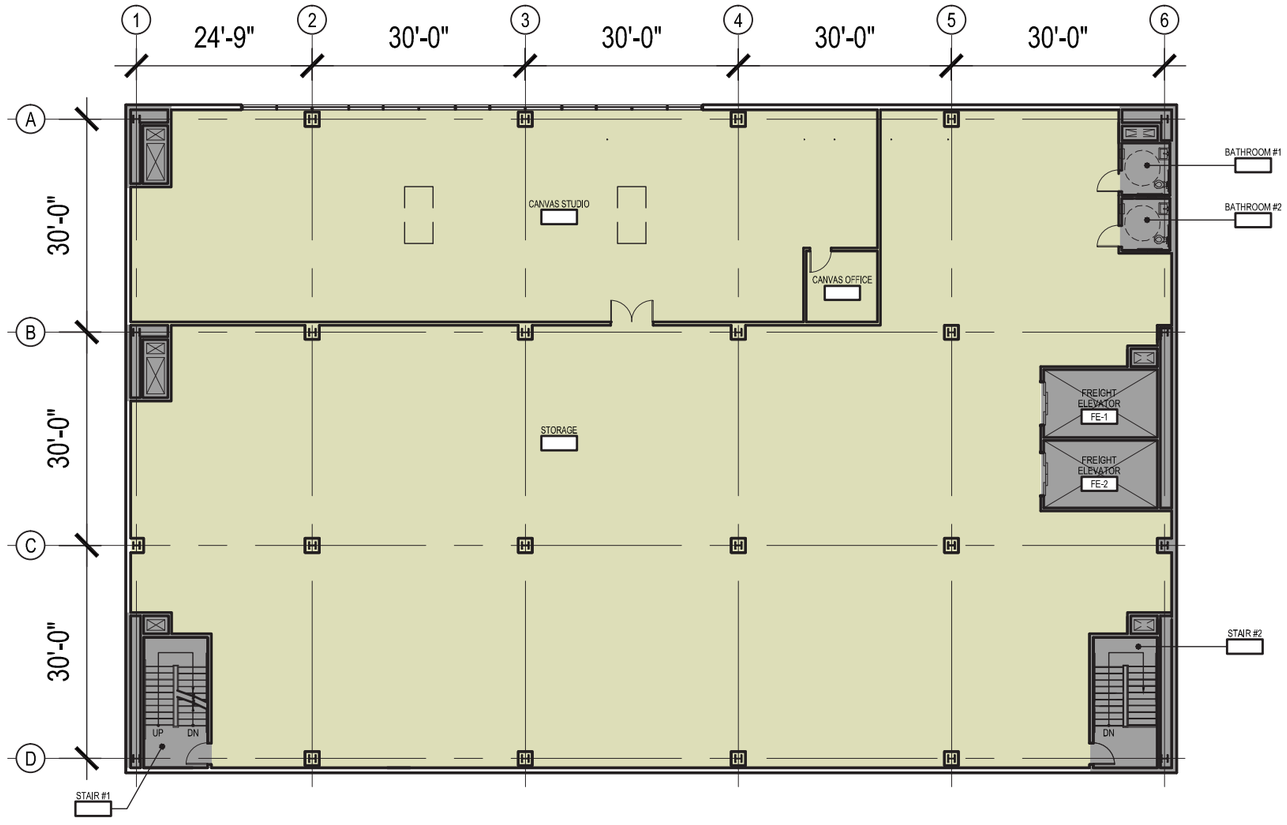
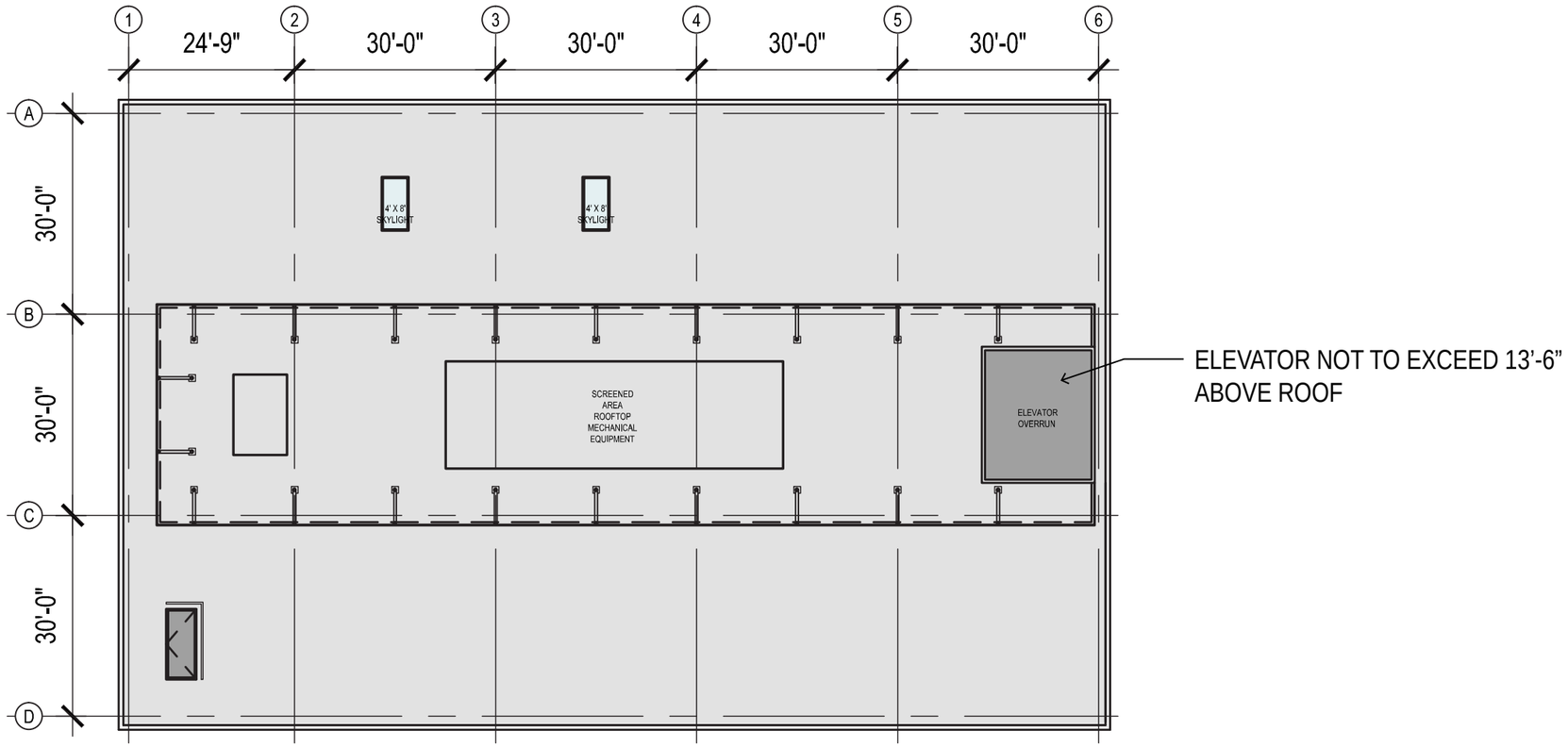
24'-9"
30'-0"
30'-0"
30'-0"
30'-0"
A
B
C
D
30'-0"
30'-0"
STORAGE
FREIGHT ELEVATOR
FE-1
FREIGHT ELEVATOR
FE-2
I.D.F.
STAIR #2
UP
DN
DN
UP
STAIR #1


1
2
3
4
5
6
24'-9"
30'-0"
30'-0"
30'-0"
30'-0"
A
B
C
D
30'-0"
30'-0"
CANVAS STUDIO
CANVAS OFFICE
STORAGE
BATHROOM #1
BATHROOM #2
FREIGHT ELEVATOR FE-1
FREIGHT ELEVATOR FE-2
STAIR #2
UP
DN
DN
STAIR #1


1
2
3
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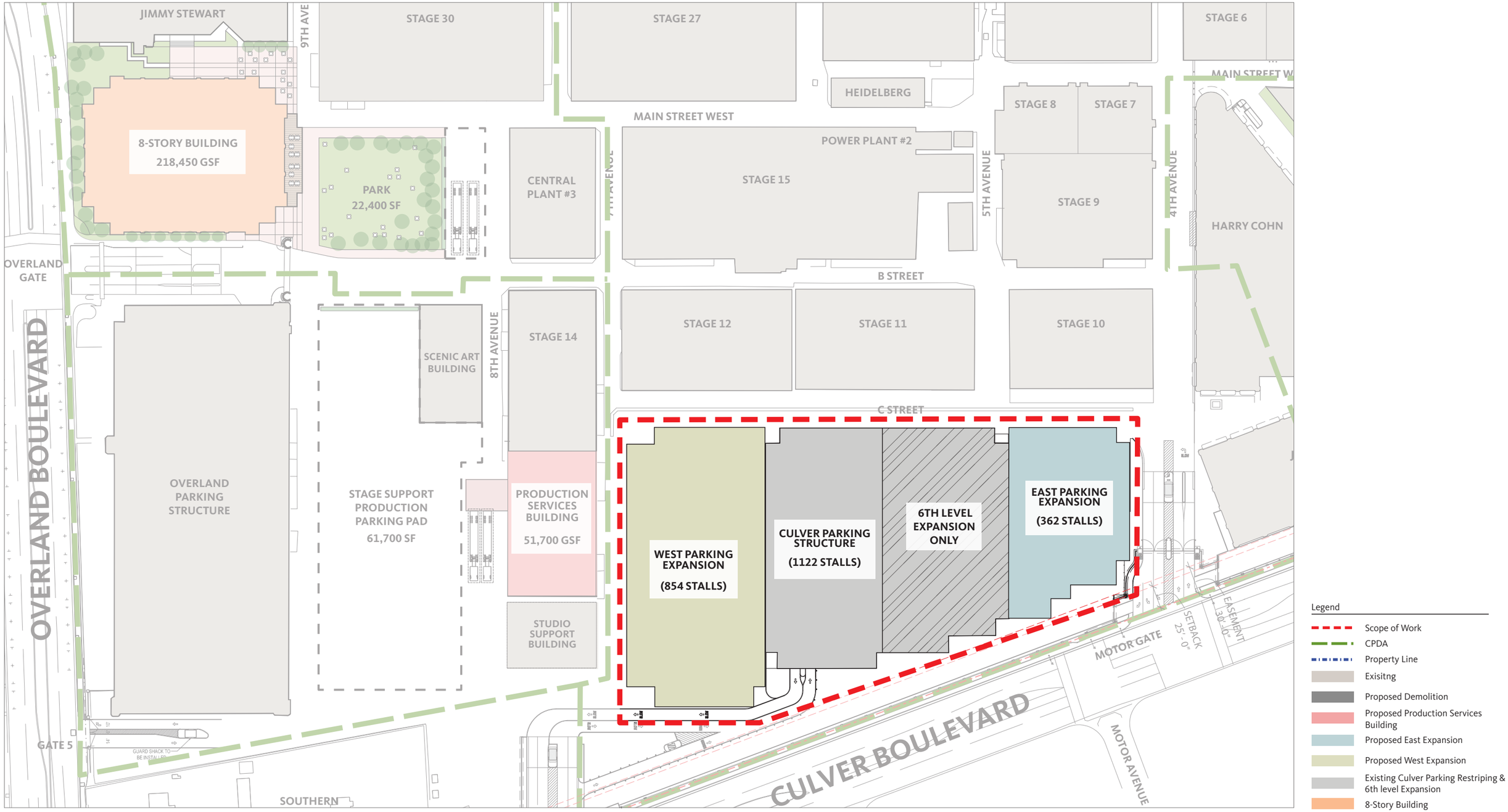
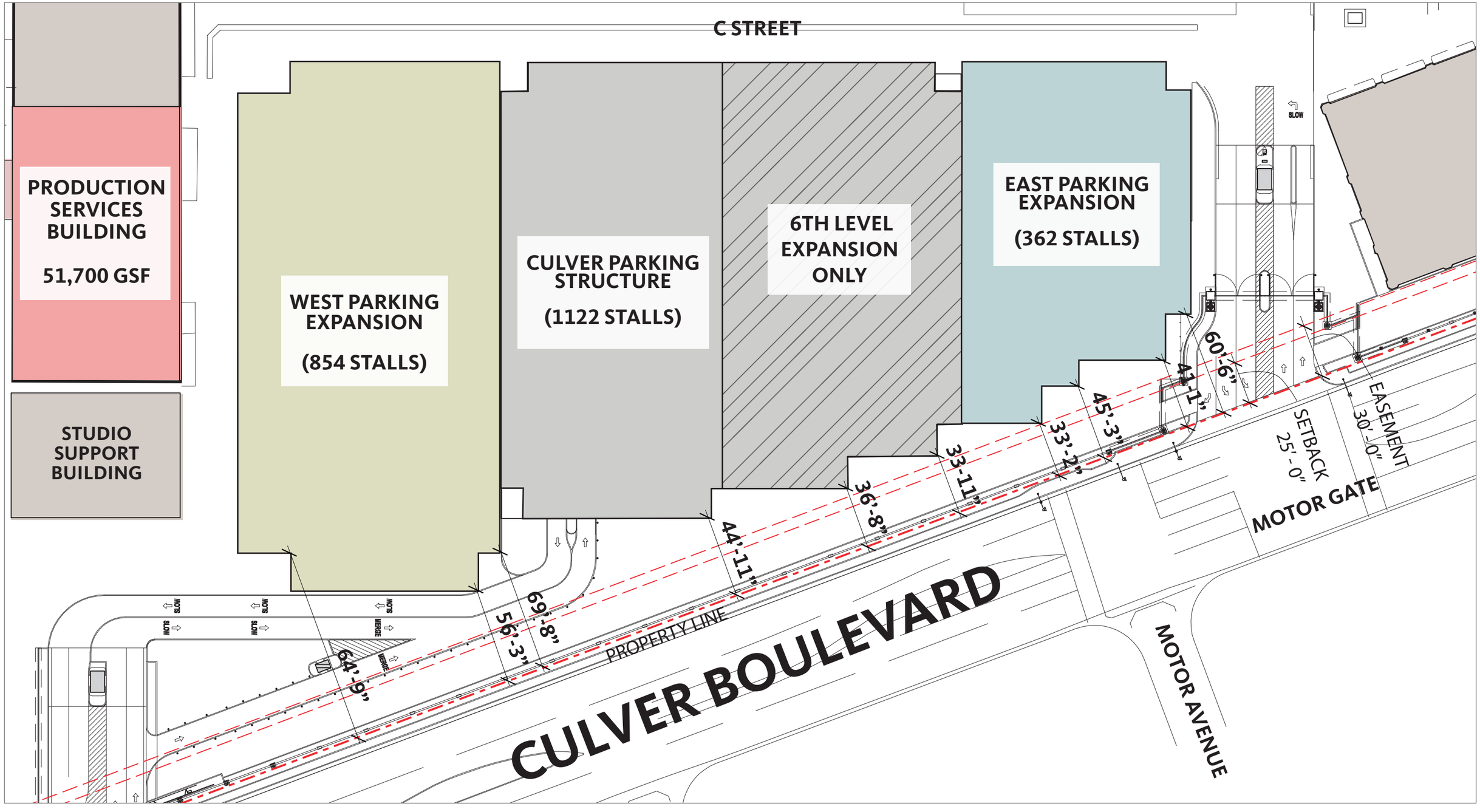
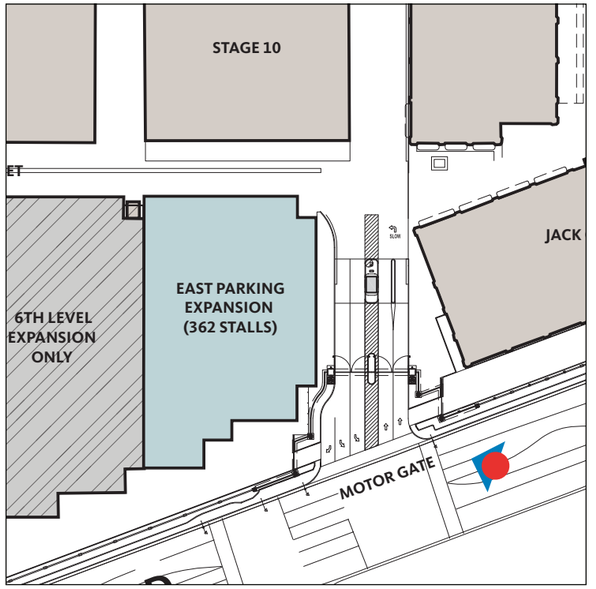
5
6
24'-9"
30'-0"
30'-0"
30'-0"
30'-0"
A
B
C
D
30'-0"
30'-0"
30'-0"
4' X 8'
SKYLIGHT
4' X 8'
SKYLIGHT
SCREENED
AREA
ROOFTOP
MECHANICAL
EQUIPMENT
ELEVATOR
OVERRUN
ELEVATOR NOT TO EXCEED 13'-6"
ABOVE ROOF

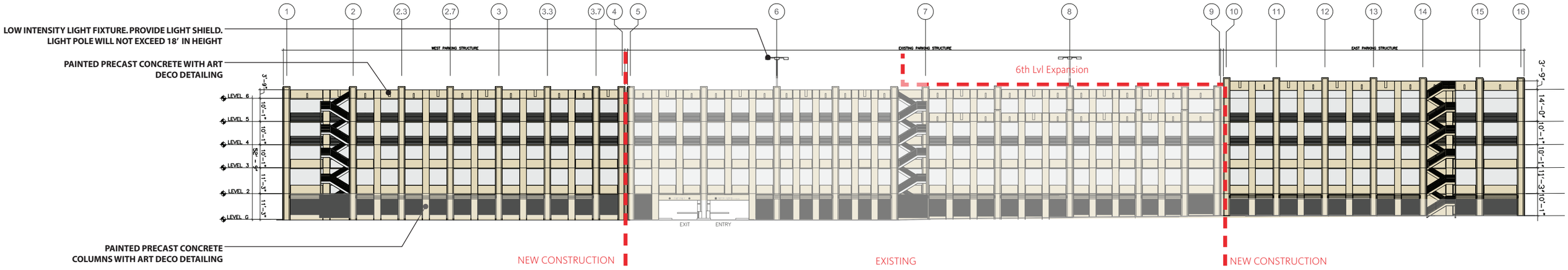
Parking Expansion


JIMMY STEWART
9TH AVE
STAGE 30
STAGE 27
HEIDELBERG
STAGE 6
MAIN STREET W
8-STORY BUILDING
218,450 GSF
PARK
22,400 SF
CENTRAL
PLANT #3
MAIN STREET WEST
POWER PLANT #2
STAGE 15
STAGE 8
STAGE 7
5TH AVENUE
STAGE 9
4TH AVENUE
HARRY COHN
OVERLAND
GATE
B STREET
STAGE 12
STAGE 11
STAGE 10
OVERLAND BOULEVARD
SCENIC ART
BUILDING
8TH AVENUE
STAGE 14
C STREET
OVERLAND
PARKING
STRUCTURE
STAGE SUPPORT
PRODUCTION
PARKING PAD
61,700 SF
PRODUCTION
SERVICES
BUILDING
51,700 GSF
WEST PARKING
EXPANSION
(854 STALLS)
CULVER PARKING
STRUCTURE
(1122 STALLS)
6TH LEVEL
EXPANSION
ONLY
EAST PARKING
EXPANSION
(362 STALLS)
STUDIO
SUPPORT
BUILDING
MOTOR GATE
SETBACK
25' - 0"
EASEMENT
30' - 0"
GATE 5
GUARD SHACK TO
BE INSTALLED
SOUTHERN
CULVER BOULEVARD
MOTOR AVENUE
Legend
Scope of Work
CPDA
Property Line
Exisitng
Proposed Demolition
Proposed Production Services Building
Proposed East Expansion
Proposed West Expansion
Existing Culver Parking Restriping & 6th level Expansion
8-Story Building

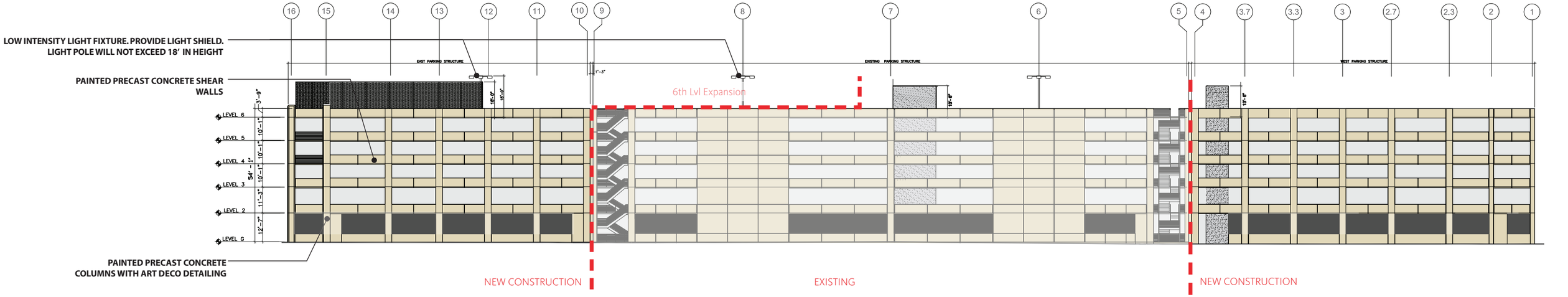

C STREET
PRODUCTION SERVICES BUILDING
51,700 GSF
STUDIO SUPPORT BUILDING
WEST PARKING EXPANSION
(854 STALLS)
CULVER PARKING STRUCTURE
(1122 STALLS)
6TH LEVEL EXPANSION ONLY
EAST PARKING EXPANSION
(362 STALLS)
SLOW
60'-6"
42'-1"
45'-3"
33'-2"
33-11"
36'-8"
44'-11"
69'-8"
56'-3"
64'-9"
SETBACK 25' - 0"
EASEMENT 30' -0"
MOTOR GATE
PROPERTY LINE
CULVER BOULEVARD
MOTOR AVENUE
MERGE

SONY PICTURES ENTERTAINMENT

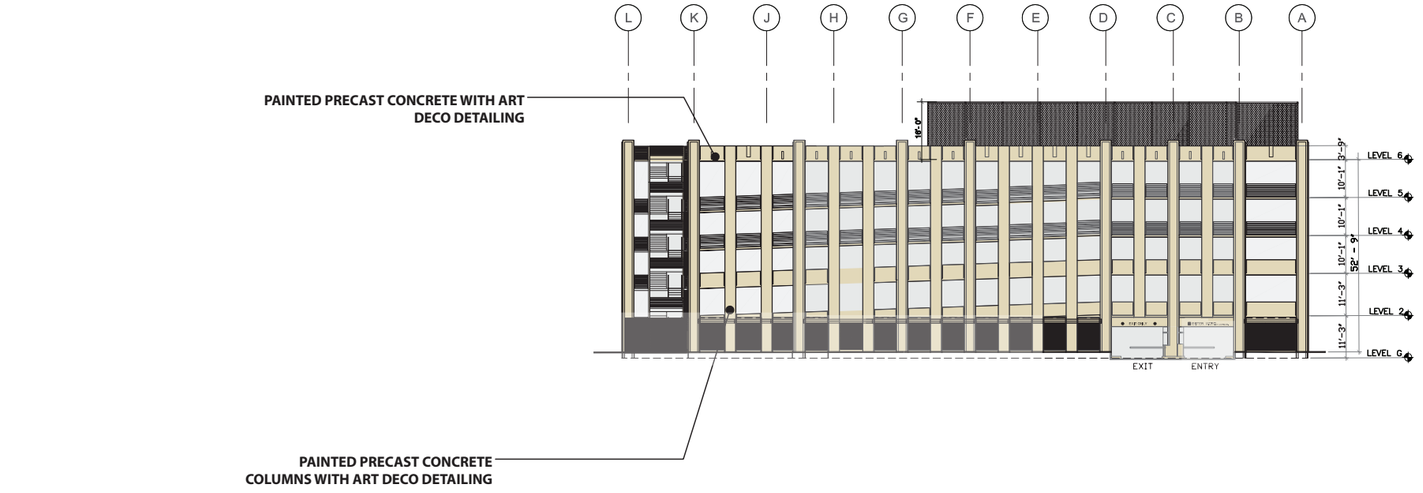

STAGE 10
ET
JACK
EAST PARKING EXPANSION (362 STALLS)
6TH LEVEL EXPANSION ONLY
MOTOR GATE



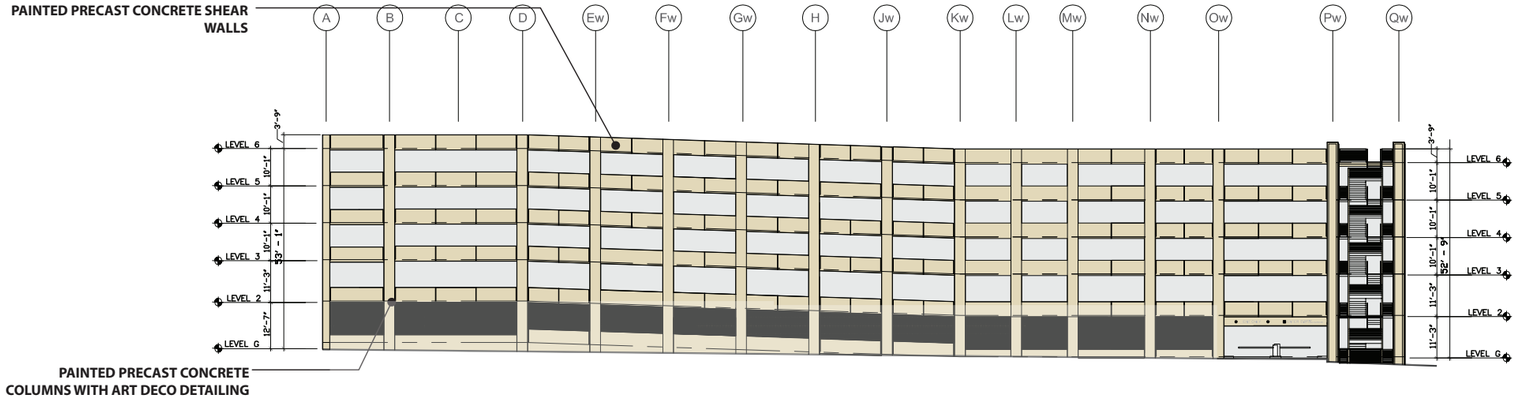
South Elevation



North Elevation



East Elevation



West Elevation

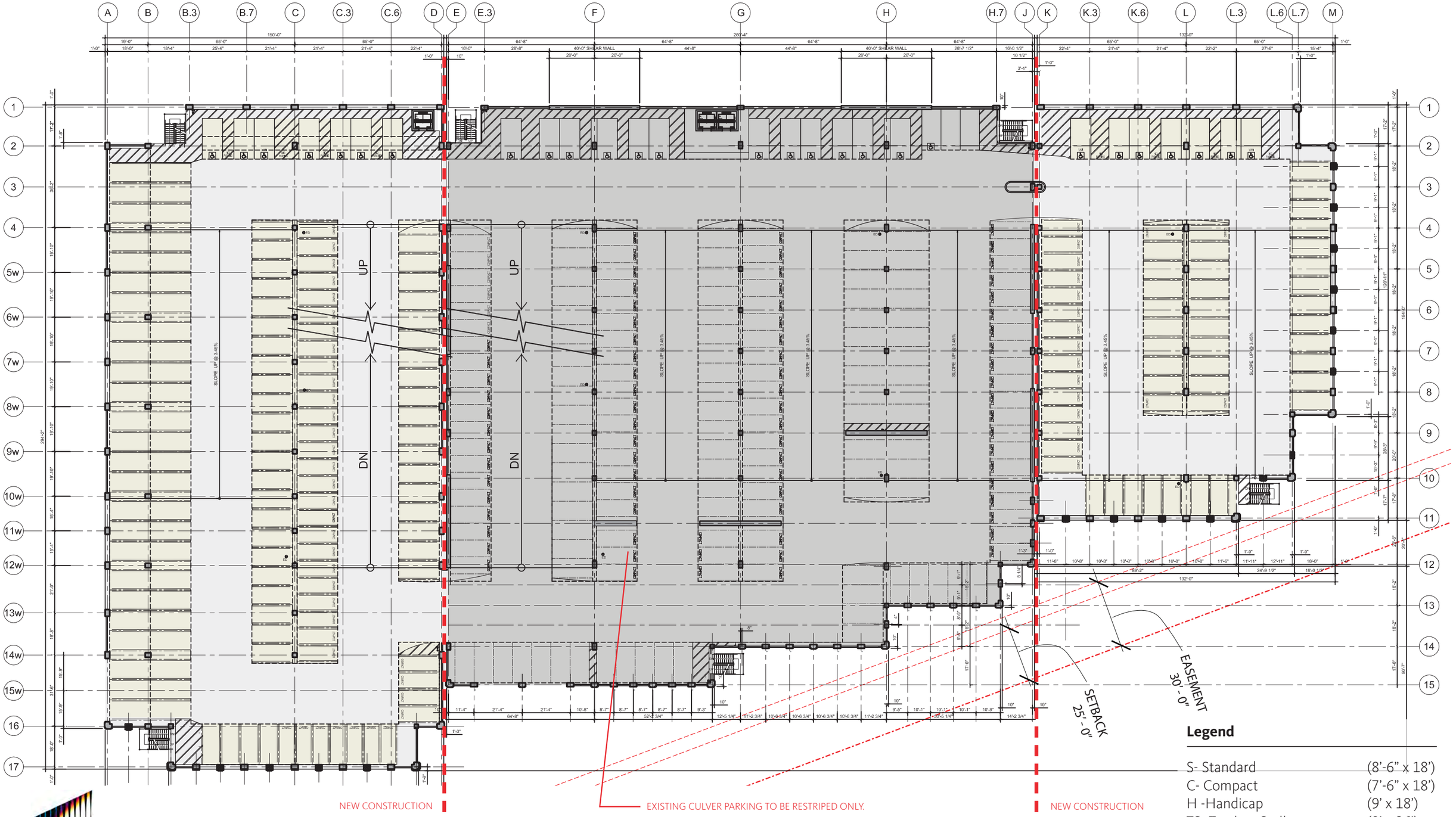
NEW CONSTRUCTION

EXISTING CULVER PARKING TO BE RESTRIPED ONLY.

NEW CONSTRUCTION

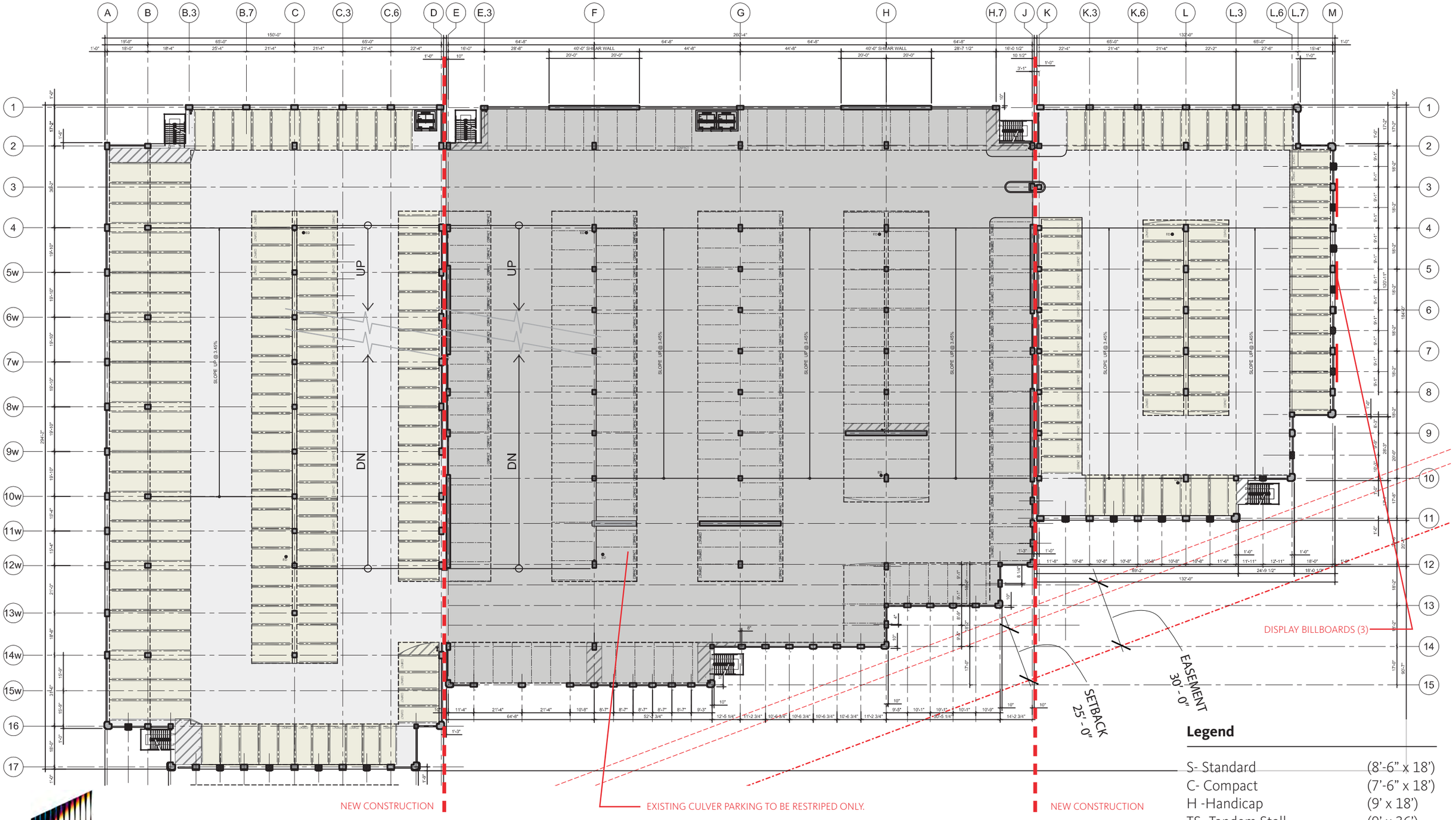
Legend

S- Standard	(8'-6" x 18')
C- Compact	(7'-6" x 18')
H -Handicap	(9' x 18')
TS- Tandem Stall	(9' x 36')



Legend

S- Standard	(8'-6" x 18')
C- Compact	(7'-6" x 18')
H -Handicap	(9' x 18')
TS- Tandem Stall	(9' x 36')



Legend

S- Standard	(8'-6" x 18')
C- Compact	(7'-6" x 18')
H -Handicap	(9' x 18')
TS- Tandem Stall	(9' x 36')

6th Lvl Expansion

NEW CONSTRUCTION

EXISTING CULVER PARKING
TO BE RESTRIPED ONLY.

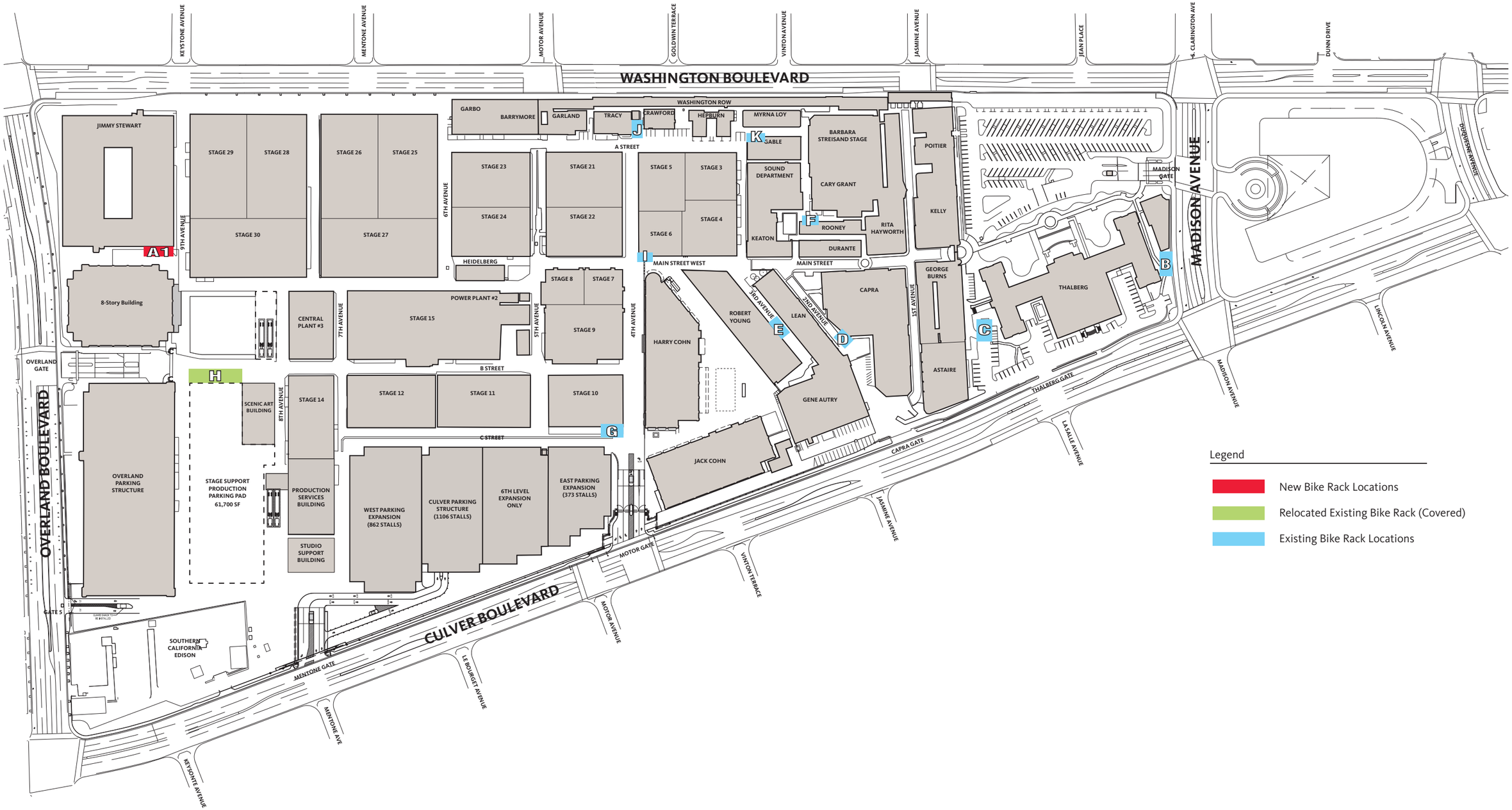
NEW CONSTRUCTION

SETBACK
25' - 0"

EASEMENT
30' - 0"

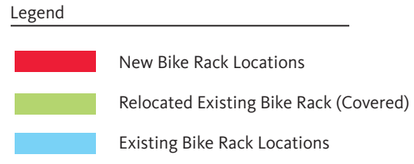
Legend

S- Standard	(8'-6" x 18')
C- Compact	(7'-6" x 18')
H -Handicap	(9' x 18')
TS- Tandem Stall	(9' x 36')


WASHINGTON BOULEVARD
KEYSTONE AVENUE
MENTONE AVENUE
MOTOR AVENUE
GOLDWIN TERRACE
VINTON AVENUE
JASMINE AVENUE
JEAN PLACE
S. CLARINGTON AVE
DUNN DRIVE
DORCHESTER AVENUE
MADISON AVENUE
LINCOLN AVENUE
WASHINGTON ROW
A STREET
B STREET
C STREET
MAIN STREET
MAIN STREET WEST
JIMMY STEWART
STAGE 29
STAGE 28
STAGE 30
STAGE 26
STAGE 25
STAGE 27
STAGE 23
STAGE 24
STAGE 21
STAGE 22
STAGE 5
STAGE 3
STAGE 4
STAGE 6
GARBO
BARRYMORE
GARLAND
TRACY
CRAWFORD
HEPBURN
MYRNA LOY
GABLE
SOUND DEPARTMENT
BARBARA STREISAND STAGE
CARY GRANT
ROONEY
KEATON
DURANTE
RITA HAYWORTH
POITIER
KELLY
MADISON GATE
HEIDELBERG
9TH AVENUE
6TH AVENUE
7TH AVENUE
5TH AVENUE
4TH AVENUE
3RD AVENUE
2ND AVENUE
1ST AVENUE
8-Story Building
CENTRAL PLANT #3
POWER PLANT #2
STAGE 15
STAGE 8
STAGE 7
STAGE 9
HARRY COHN
ROBERT YOUNG
LEAN
CAPRA
GEORGE BURNS
THALBERG
ASTAIRE
GENE AUTRY
THALBERG GATE
LA SALLE AVENUE
CAPRA GATE
JACK COHN
OVERLAND GATE
OVERLAND AVENUE
OVERLAND PARKING STRUCTURE
SCENIC ART BUILDING
8TH AVENUE
STAGE 14
STAGE 12
STAGE 11
STAGE 10
STAGE SUPPORT PRODUCTION PARKING PAD 61,700 SF
PRODUCTION SERVICES BUILDING
STUDIO SUPPORT BUILDING
WEST PARKING EXPANSION (862 STALLS)
CULVER PARKING STRUCTURE (1106 STALLS)
6TH LEVEL EXPANSION ONLY
EAST PARKING EXPANSION (373 STALLS)
GATE 5
SOUTHERN CALIFORNIA EDISON
CULVER BOULEVARD
MENTONE GATE
MENTONE AVE
LE BOURGET AVENUE
MOTOR AVENUE
MOTOR GATE
VINTON TERRACE
JASMINE AVENUE
KEYSTONE AVENUE
A 1
H
G
I
J
K
F
E
D
C
B
Legend
New Bike Rack Locations
Relocated Existing Bike Rack (Covered)
Existing Bike Rack Locations

Sony Pictures Studio Bike Rack Footprint (2014)

EREF MAP	PHYSICAL LOCATION	REF TYPE	QTY.	# of BIKES
A1	**8-Story Office Building**	**TBD**	**1**	40
B	Thalberg (East Side)	TBD	1	9
C	Thalberg (West Side)	TBD	1	13
D	No Rack Present	N/A		
E	Robert Young (East Side)	S	2	4
F	Rooney (North Side)	TBD	1	13
G	Stage 10 (South Side)	S	5	10
H	Scenic Art Building (West Side)	TBD	3	49
I	Stage 6 (West Side)	TBD	1	13
J	Tracy (4th & A Street)	TBD	1	7
K	Myrna Loy (Next to Path)	TBD	1	9
N/P	Gene Autry (East Side)	S	1	4
N/P	Gene Autry (North Side)	G	1	5
N/P	Jimmy Stewart (South Side)	TBD	1	9
N/P	Stage 3 (East Side)	TBD	1	7
N/P	Washington Row (South Side)	P	1	10
N/P	Stage 7 (East Side)	TBD	1	9
N/P	Westend Trailer (West Side)	P	1	8
N/P	David Lean (South West)	B	1	2
N/P	Tcsob North (West Side)	P	2	12
N/P	**Not Pictured in Map**	**Total**	**27**	**233**
N/A=	**Picture Not Available on Map**			



City of Culver City, California

Planning Commission Agenda Item Report

Meeting Date: June 11, 2014	Item Number: **PH-1**
AGENDA ITEM: Conditional Use Permit CUP P-2014081 to operate a vehicle maintenance/repair services business at 4215 Sepulveda Boulevard.	
Contact Person/Dept.: Manuel Muñoz, Assistant Planner	Phone Number: (310) 253-5756
Public Hearing: [X]	Action Item: [] Attachments: [X]
Public Notification: On May 19, 2014, notices were mailed to all the property owners and occupants within a 500-foot radius of the site. Email to the Master Notification List was made on May 20, 2014.	
Planning Approval: Thomas Gorham, Deputy Community Development Director/Planning Manager	Department Approval: Sol Blumenfeld, Community Development Director

RECOMMENDATION:

That the Planning Commission:

1. Approve Conditional Use Permit, CUPP-2014081, subject to the Conditions of Approval as stated in Resolution No. 2014-P008 (Attachment No. 2).

PROCEDURES:

1. Chair calls on staff for a brief staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision.

BACKGROUND:

On May 5, 2014, Pedro Lopez (the “Applicant”) of Westside Brake and Tires, submitted an application for a Conditional Use Permit (CUP) for a proposed vehicle maintenance/repair services business at 4215 Sepulveda Boulevard (the “Property”). Westside Brake & Tires is currently located at 4155 Sepulveda Blvd., which is two parcels to the north of the subject property. The Applicant intends to operate Westside Brake and Tires out of both locations.

General Information

See Attachment No. 1, Project Summary.

Existing Conditions

The site is comprised of a single 8,000 square foot lot with Sepulveda Boulevard street facing frontage and an alley to the rear. (See Attachment No. 3). The subject property is currently improved with a 2,068 square foot single-story structure and two existing 3'-high block walls along Sepulveda Boulevard and the alley. The balance of the site has a deteriorating parking lot with faded parking spaces. There is one driveway approach off Sepulveda Boulevard and another access entry off the rear alley. The site has a non-conforming pole sign located near the driveway approach off Sepulveda Boulevard that has not been in use since the previous tenant vacated the premises in November 2013. (See Attachment No. 5)

Reprographics, Inc., a printing/publishing business occupied the building from 1991 to 2013. Reprographics Inc. sold the property to the Applicant on November 7, 2013, since then the building has been unoccupied.

The area surrounding the project site is a mix of commercial and residential uses. Directly to the east and across Sepulveda Boulevard is a mortuary home. To the north and south are commercial businesses. To the west and across the alley are residential uses in the Residential Medium Density Multiple (RMD) and beyond is the 405 Freeway.

Project Description

The applicant is proposing to convert the unoccupied 2,068 square foot building previously used as a printing/publishing business into a vehicle maintenance/repair services business. The business will have 1,467 square feet dedicated to three service bays and 601 square feet of sales office area. There will be no volume, square footage, or building footprint increase. The building will be finished in cement plaster painted a crème color. The north (side) elevation will have three new individual roll up doors for each service bay and one regular door. The south (side) elevation will remain the same with the addition of one door and the west (rear) elevation will remain the same with two existing windows and one door. The east (front) elevation will have a new glass store front with five glass pane windows and one glass door. The façade will be accentuated with wall tiles around the store front and a metal canopy that will project approximately 3-feet over a proposed planter area. The metal canopy and decorative fencing will possibly have an integrated sign design. The signage will be reviewed under a separate permit. New planters will be installed along the street frontage of Sepulveda Blvd and alley.

The project will also include parking lot resurfacing, new parking lot striping for 15 surface parking spaces, a new trash enclosure, and a new 8 foot high wrought iron fence and block wall along Sepulveda Boulevard and the alley. The existing driveway, off Sepulveda will remain in place but will be reconstructed as a high speed approach. The existing public alley adjacent to the project's boundaries will be repaved.

Project Improvements Recommended by Staff during the Preliminary Project Review Stage

When the applicant first presented their preliminary plans to the Planning Division, they were proposing minimal façade and site improvements that included only painting the existing building, removing the wood veneer, and installing minimal landscaping. Planning staff suggested the building be treated with greater architectural variation such as various building material, including canopy projections to assist in providing façade relief, use of colors such as earth tones and grays. Staff also wanted to minimize potential visual impacts caused by the use and suggested enhanced landscaping, additional trees, and decorative wrought iron fencing. As a result of these discussions with the applicant, the following staff recommended changes/improvements have been incorporated into the final plans and/or conditions of approval:

- Enhanced exterior elevation improvements that include wall tiles and a metal canopy projection on the east (front) elevation.
- Incorporation of an 8'-high block wall and additional landscaping along the alley to act as a noise deflector and provide a positive visual impact.
- Increased landscaping along the north property line within the parking lot boundaries.
- Increase the square footage of the service bays to allow for more indoor storage of tires and various materials.
- Removal of non-conforming pole sign.
- Enhanced decorative fencing along Sepulveda Boulevard and the alley. Possibility of having various sign options along the fence and metal canopy approved under a separate permit.

ANALYSIS:

Site Plan

The proposed vehicle maintenance/repair services business will not require significant changes to the basic layout of the existing site. The existing building and the location of the two existing access points will remain the same. Parking lot resurfacing, 15 new parking spaces, a trash enclosure, upgraded drive

approaches (in the location of the current drive approach off Sepulveda Blvd.), and new landscaping and fencing/block wall will be installed. The existing building will undergo interior and exterior tenant improvements that will improve the building's overall appearance. The site can be accessed from Sepulveda Boulevard and the rear alley.

The subject property is located in the Commercial Zero Setback Overlay, which is intended to preserve and reinforce a traditional city streetscape and create a more pedestrian oriented environment. The existing building is setback three feet from the property line. The setback area will be utilized for new landscaping, as permitted within the Overlay. A new decorative fence along Sepulveda Boulevard will line up with the existing building elevation to create a more uniform street frontage. The existing building setback, landscaping, three new street trees and new glass storefront façade will create a walkable pedestrian environment and will meet to the intent of the zero setback requirement. The existing block construction, new building insulation and proposed building layout with service bays oriented toward the center of the lot (rather than opening onto the alley will help reduce noise and nuisance to residential uses located across the alley to the west of the site.

Architectural Design

The architectural theme of the building will be contemporary in design with various architectural details. The front elevation will have wall tiles that will surround a new glass storefront façade and a metal canopy projection. The decorative fencing will have elements of the metal canopy and line up with the building elevation to create a more uniform street frontage. The canopy and decorative fence will incorporate signs as permitted under a separate permit. Overall, the exterior tenant improvements will be compatible with other commercial and residential buildings in the vicinity.

Landscaping

The site currently has no landscaping. The project will add a total of 656 square feet of landscaping. The property will have three main landscape areas: along Sepulveda Boulevard, along the alley; and along the side (north) property line. A three-foot deep landscape planter will be located along the entire width of the property on Sepulveda Boulevard featuring various plants (i.e. shrubs and ground cover) and two large trees on each side of the new reconstructed driveway. A five-foot deep planter will be located along the entire width of the rear property line, along the alley and have various plants that will mature and act as a screen between the commercial and residential uses. The side property line will have a five-foot deep planter with trees and various plants.

The new landscaping along the perimeter of the property will be effective at screening the auto use from the street and alley, creating a more attractive street edge and walkable pedestrian environment. The applicant will also install three street trees along Sepulveda Boulevard.

The additional tree planting and landscaped areas helps the City achieve the objective of reducing the heat island effect caused by paved surfaces with little or no landscaping. As trees mature on the site, the proposed project will help reduce the heat island effect, by shading the surface parking. Additionally the use of plants and their groupings as noted above will result in a more conservative use of water. Finally, the combination of the architectural theme, landscaping, and decorative fencing will enhance the site while diminishing the potential visual impacts of the auto maintenance/repair services business.

Parking

The site contains adequate parking for the proposed vehicle maintenance/repair services business and sales office. Eleven (11) parking spaces are required by code. The project will provide 15 on-site parking spaces, including one handicap accessible parking space.

Traffic and Circulation

The project site will continue to be accessed by one driveway off Sepulveda that will be reconstructed to be a high speed approach and another access point off the rear alley. Vehicles traveling in either direction of Sepulveda Blvd. will be able to access the site. The site will provide adequate internal circulation with driveway isle widths that comply with Zoning Code standards.

The proposed project does not require a traffic study as determined by the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 8th Edition. Calculations of potential trip generation for the project based on the ITE Trip Generation Manual Table 942 (Automotive Care Center) which indicates that the AM peak hour trips generated by the project are not expected to exceed 4; the PM peak hour trips generated by the project are not expected to exceed 5. These potential trips are below the 50 trips in the AM or PM peak hour threshold for requiring a traffic study.

As a small, three bay vehicle repair shop not generating significant amounts of traffic, the proposed project is not expected to have any significant impacts on surrounding residential streets or on Sepulveda Boulevard.

Noise

The project site is located within a commercial zone and next to a residential area between Sepulveda Boulevard, a major arterial route, and the 405 Freeway. Noise will result from vehicles entering and exiting the site and from auto repair tools used by mechanics as they work on cars. However, the project will be subject to Zoning Code standards for vehicle repair shops which requires that all work be conducted inside the work bays and installation of sound proofing material, as required by the proposed Conditions of Approval. The building layout will help attenuate noise since the service bays are oriented to the center of the lot instead of aligning with the adjacent residential uses. Noise will further be buffered by the 8'-high block wall along the alley and with site landscaping. The applicant indicates that they have also taken measures to decrease noise levels by purchasing the quietest air compressors and installing silencers on the various impact wrenches used to change tires. Therefore due to the measures identified above, noise from the operation of the business is not expected to exceed existing ambient noise levels.

Area Compatibility

The use is allowed subject to approval of a Conditional Use Permit in the Commercial General (CG) Zone and will be adequately served by existing streets and infrastructure. The proposed use is consistent with both the General Plan and the Zoning Code. As a currently unoccupied and underutilized building, the proposed project will be consistent with General Plan Land Use Policy 6.A that encourages economic development of such under-developed areas. The existing Westside Brake and Tires is a small-family owned business. The proposed project will be consistent with the General Plan Land Use Policy 5.B that encourages small-business ownership. Through landscape design and a perimeter block wall along the alley, potential impacts to nearby residences will be lessened. The project as proposed is consistent with the Zoning Code – the height, setbacks, parking, and the proposed use is allowed in the CG Zone.

The project's building materials in combination with the street fronting landscaping will make the currently unoccupied building more compatible with the surrounding commercial uses by providing a more positive aesthetic visual as compared to the site's current appearance. The overall design will create a more pedestrian friendly environment by the installation of street trees, landscaping along the Sepulveda Boulevard frontage, and the new, attractive glass store front façade.

The proposed vehicle maintenance/repair services business will conform to all regulations of the Commercial General (CG) Zone and Culver City Municipal Code (CCMC) Chapter 17.400.125 - Vehicle Repair Shops.

Community Outreach

On April 22, 2014, the applicant held a community meeting for neighbors within a 500 foot radius of the subject property. No members of the community attended. To date, staff has not received any written comments on the proposed project.

CONCLUSION:

Staff has conducted a thorough review of the proposed project and worked closely with the Applicant to refine the building finishes, add significant amounts of landscaping, and implement design measures to create a project that is compatible with the surrounding commercial uses, provides a desirable visual aesthetic and minimizes impacts to adjacent residential uses Based on the analysis contained herein staff recommends the Planning Commission make the findings to approve the CUP as outlined in proposed Resolution No. 2014-P008 (Attachment No. 2).

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines, initial review of the project established that there are no potentially significant adverse impacts on the environment and the project has been determined to be Categorically Exempt under Section 15303, Class 3 – New Construction or Conversion of Small Structures because the proposed project involves the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure and the project is consistent with the General Plan General Corridor Land Use Designation and the Commercial General (CG) Zone.

ALTERNATIVE OPTIONS:

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

1. Approve the application with the recommended conditions of approval.

2. Approve the application with additional or different conditions of approval.

3. Disapprove the application.

ATTACHMENTS:

1. Project Summary
2. Resolution No. 2014-P008 and Exhibit A "Conditions of Approval"
3. Vicinity Map
4. Aerial Map
5. Existing Conditions (5-A & 5-B)
6. Elevations and Architectural Renderings
7. Project Plans dated June 2, 2014

Attachment No. 1

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:

Conditional Use Permit, CUP-P2014081 to allow the operation of a vehicle maintenance/repair services business located at 4215 Sepulveda Blvd. in the Commercial General (CG) Zone.

PROJECT ADDRESS/LOCATION:	**APPLICANT INFORMATION:**
4215 Sepulveda Blvd. Culver City, CA 90232	Pedro Lopez 11808 Fellows Ave. San Fernando, CA 91340

PERMIT/APPLICATION TYPE:

☐ Administrative Use Permit	☐ Tentative Parcel Map
☒ Conditional Use Permit	☐ Tentative Tract Map
☐ Administrative Site Plan Review	☐ Lot Line Adjustment
☐ Site Plan Review	☐ Zoning Code Amendment - Text
☐ Administrative Variance	☐ Zoning Code Amendment -Map
☐ Variance	☐ General Plan Amendment - Text
☐ Master Sign Program	☐ General Plan Amendment - Map
☐ Certificate of Appropriateness	☐ Planned Unit Development
☐ Certificate of Exemption	☐ Specific Plan
☐ DOBI	☐ Other:

APPROVAL BODY: ☒ **Public Hearing** ☐ **Public Meeting** ☐ **Administrative**

☐ Administrative	☐ Redevelopment Agency
☒ Planning Commission	☐ Other:
☐ City Council	

ENVIRONMENTAL DETERMINATION AND NOTICING:

CEQA Determination	☒ Categorical Exemption, Class 3 ☐ Negative Declaration or ☐ Mitigated Negative Declaration ☐ Environmental Impact Report, Type: _____
CEQA Noticing	☐ Notice of Exemption (w/in 5 days of decision) ☐ Notice of Intent to Adopt (21 days prior to decision) ☐ Notice of Determination (w/in 5 days of decision) ☐ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision) ☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness

PUBLIC NOTIFICATION:

Mailing Date: 5/19/14	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 300' foot radius ☐ w/in 300' foot radius / Extended ☒ Other: w/in 500' foot radius
Posting Date: N/A	☐ Onsite ☐ Offsite	☐ Other:
Publication Date: N/A	☐ Culver City News	☐ Other:
Courtesy Date: 5/20/14	☒ City Council ☒ Commissions ☒ Master Notification List ☐ Culver City Website ☐ Cable Crawler	☐ Press Release ☐ HOA /Neighborhood Groups ☐ Culver City Organizations ☐ Other: City of Los Angeles (LADOT, Planning, CD 11)

GENERAL INFORMATION:

General Plan General Corridor	**Zoning** Commercial General (CG)
Overlay Zone/District Commercial Zero Setback Overlay	
Legal Description: Tract No 7749, Lot No(s) 79, 80, 81, 82	**Existing Land Use** Unoccupied building previously a printing/publishing business

PROJECT SUMMARY
ADJACENT ZONING AND LAND USES

Location	Zoning	Land Use
North:	CG	Glass and mirror business
South:	CG	Unoccupied commercial building
East:	CG	Mortuary home
West:	RMD	Residential Use

Project Data	Existing	Proposed	Required/Allowed
Lot Area	8,000 S.F.	8,000 S.F.	N/A
Landscaped Area:	0 S.F.	656 S.F.	No min.
3 Service Bay	0 S.F.	1,467 S.F	3 spaces per auto bay
Sales Office	0 S.F.	601 S.F.	1 per 350 S.F.

Project Data	Existing	Proposed	Required/Allowed
Parking:			
Standard	18	14	
Service Bay	0	9	3 spaces per auto bay
Sales Office	0	6	1 per 350 S.F.
Handicapped	0	1	1
Total:	**18**	**15**	**11**
Building Height:	13’	13’	56’ max
Building Setbacks:			
Front	3’-0”	No change	0’
Rear	5’-0”	No change	2’
Side (North)	65’-2”	No change	0’
Side (South)	5’-0”	No change	0’

ESTIMATED FEES:		
☐ New Development Impact: TBD ☐ In Lieu Parkland: TBD	☐ School District: TBD ☐ Art:	☒ Plan Check: TBD ☒ Sewer: TBD
INTERDEPARTMENTAL REVIEW:		
Planning, Engineering, Building & Safety, Fire Prevention and Sanitation reviewed the project. Comments have been incorporated into the plans or where made part of the recommended conditions of approval.		
ART IN PUBLIC PLACES:		
Art in Public Places Fee shall be determined if applicable at Plan Check submission.		

Attachment 2

RESOLUTION NO. 2014-P008

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT, CUP-P2014081 TO ALLOW THE OPERATION OF A VEHICLE MAINTENANCE/REPAIR SERVICES BUSINESS AT 4215 SEPULVEDA BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Conditional Use Permit, CUP-P2014081)

WHEREAS, on May 5, 2014, Pedro Lopez (Applicant) filed a Conditional Use Permit (CUP) application to allow a proposed operation of vehicle maintenance/repair services business at 4215 Sepulveda Boulevard (the "Project"), located in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement the Project, approval of the following land use permit application is required:

Conditional Use Permit, CUP-P2014081: To ensure the Project complies with all required standards and City ordinances and establish all onsite and offsite conditions of approval to reflect the use features and compatibility of the proposed project with the uses on adjoining properties; and,

WHEREAS, on June 11, 2014, after conducting a duly noticed public hearing on the subject application, including full consideration of the plans, staff report, environmental information and all testimony presented, the Planning Commission (i) by a vote of __ to __, conditionally approved Conditional Use Permit, CUP-P2014081 as set forth herein below.

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

SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City Municipal Code (CCMC), as outlined in CCMC Title 17, Section 17.530.020, the following findings for a Conditional Use Permit are hereby made:

A. The proposed use is allowed within the subject zoning district with the approval of an Administrative Use Permit or Conditional Use Permit and complies with all other applicable provisions of this Title and the CCMC.

Pursuant to CCMC Section 17.220.015, Table 2-5, the proposed use, a vehicle repair shop, is allowed in the Commercial General (CG) Zone with approval of a Conditional Use Permit. Further the proposed use as conditioned will comply with all applicable provisions of Title 17 of the CCMC and other applicable provisions of the Municipal Code. The project complies with all height, setback, parking, and landscaping requirements as stipulated in Title 17 (Zoning) of the CCMC.

B. The proposed use is consistent with the General Plan and any applicable Specific Plan.

The proposed use, a vehicle repair shop, will convert an existing unoccupied building (former printing/publishing business) and blighted lot into an economically functioning business thereby implementing *Objective 6. Commercial Corridors* of the General Plan Land Use Element which call for the revitalization of the physical character and economic well being of the City's commercial corridors. The project, once in operation will expand Culver City's economic base, serving the needs of the City's residential and business community as well as the wider community, as called for in *Objective 5. Economic Diversity* of the General Plan Land Use Element. There is no Specific Plan designated for this area.

C. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity of the subject site.

The project site is surrounded by residential and commercial uses; fronts Sepulveda Boulevard, a designated primary highway; and is located near the 405 Freeway. The proposed vehicle repair shop will occupy the same building footprint of the original building. The project is compatible with commercial uses to the north, south and across Sepulveda Boulevard. Across the alley to the west are residential uses which will have 8'-high block wall with a 5' planter and various trees to help reduce visual impacts and act as a noise deflector to the nearby residences making the project more compatible to surrounding uses. The project's architectural theme and materials in combination with the street fronting landscaping, street trees, new glass store front facade and wrought iron decorative fencing will make the currently unoccupied building more compatible with the surrounding uses by providing a more positive aesthetic visual as compared to the site's current blighted appearance. The site will not generate noise levels that are incompatible with surrounding areas because the work bays are not directly aligned with the residential uses to create a noise impact and will further be buffered by the building walls, perimeter block wall and landscaping, and existing ambient traffic noise.

The relatively small, low traffic generating use will not interfere with adjacent residential uses. Fitting within the urban fabric of Sepulveda Boulevard along with its proximity to the 405 Freeway, the use will be compatible with existing and future nearby land uses that

are located on lots of similar size. Any new developments on nearby sites will most likely require landscaping and façade improvements or similar architectural review that will likely result in uses and designs compatible with the proposed project.

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

The project site totals 8,000 square feet in area fronting Sepulveda Boulevard and is served by one driveway off Sepulveda Boulevard and one access entry from the rear alley. The project provides the code required onsite circulation, parking, setbacks and landscaping. The 2,068 square foot structure will accommodate 3 service bays totaling 1,467 square feet and 601 square foot office/sales. The size of the site is more than adequate to accommodate this small use and the driveway which will be upgraded to high speed approaches, along with 15 parking spaces, 4 of which are extra spaces, will provide sufficient site accessibility and parking for the use. Suitable internal circulation will be provided with code compliant driveway aisle widths so as to diminish potential queuing impacts onto public right-of-ways.

As a small scale operation, the use will not generate high traffic volumes and access and internal circulation as noted above will ensure ease of vehicle flow diminishing traffic impacts to Sepulveda Boulevard and adjacent l residential streets. Provisions of utilities as determined by staff during the internal review period of this project can adequately be provided to the site without creating visual impacts that are incompatible with the surrounding uses. As a relatively flat lot with one driveway approach and a small building with excess on-site parking, there are no physical constraints that would render the site physically unsuitable for the proposed use.

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

Compliance with City development standards and the conditions of approval will ensure that the proposed operation will not be detrimental to the public interest, health, safety, or general welfare, or injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located. As a low traffic generating, small scale use, the project is not expected to impact the surrounding area to a degree that would be detrimental to the public interest, health, safety, or general welfare.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Conditional Use Permit, CUP-P2014081, subject to the conditions of approval set forth in Exhibit A attached hereto and incorporated herein by this reference.

APPROVED and ADOPTED this 11th day of June, 2014.

SCOTT WYANT, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

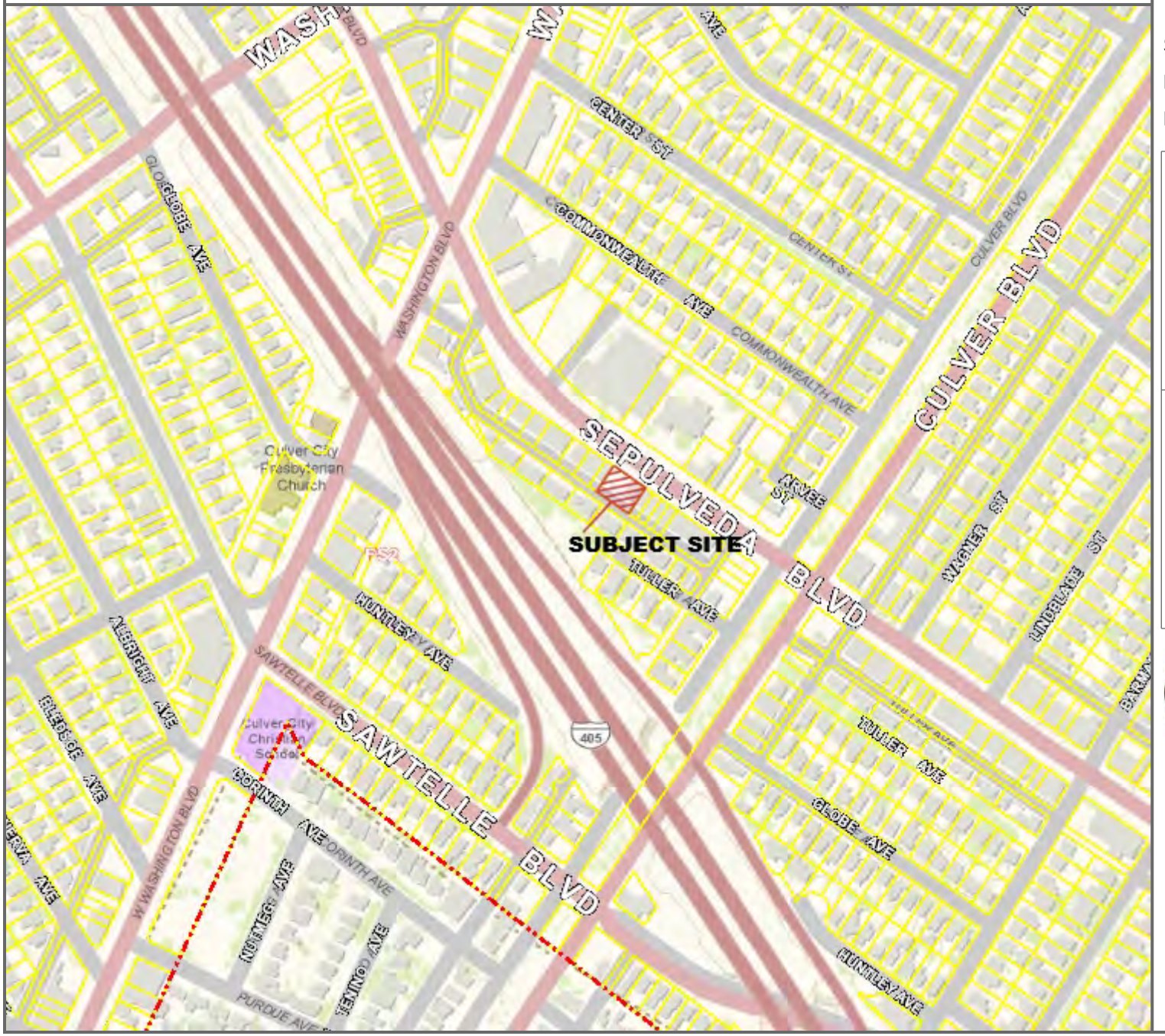
Attested by:

Yvonne Hunt, Administrative Secretary

Attachment No. 3

Vicinity Map

4215 Sepulveda Blvd.



Source: Planning Division

Map Created: 05/23/2014

Meeting Date: June 11, 2014

Westside Brake & Tires

Conditional Use Permit
CUP-P2014081

THE CITY OF CULVER CITY

INFORMATION TECHNOLOGY DEPARTMENT

GEOGRAPHIC INFORMATION SYSTEMS

9770 CULVER BLVD
CULVER CITY, CA 90232

TEL: 310-253-5976

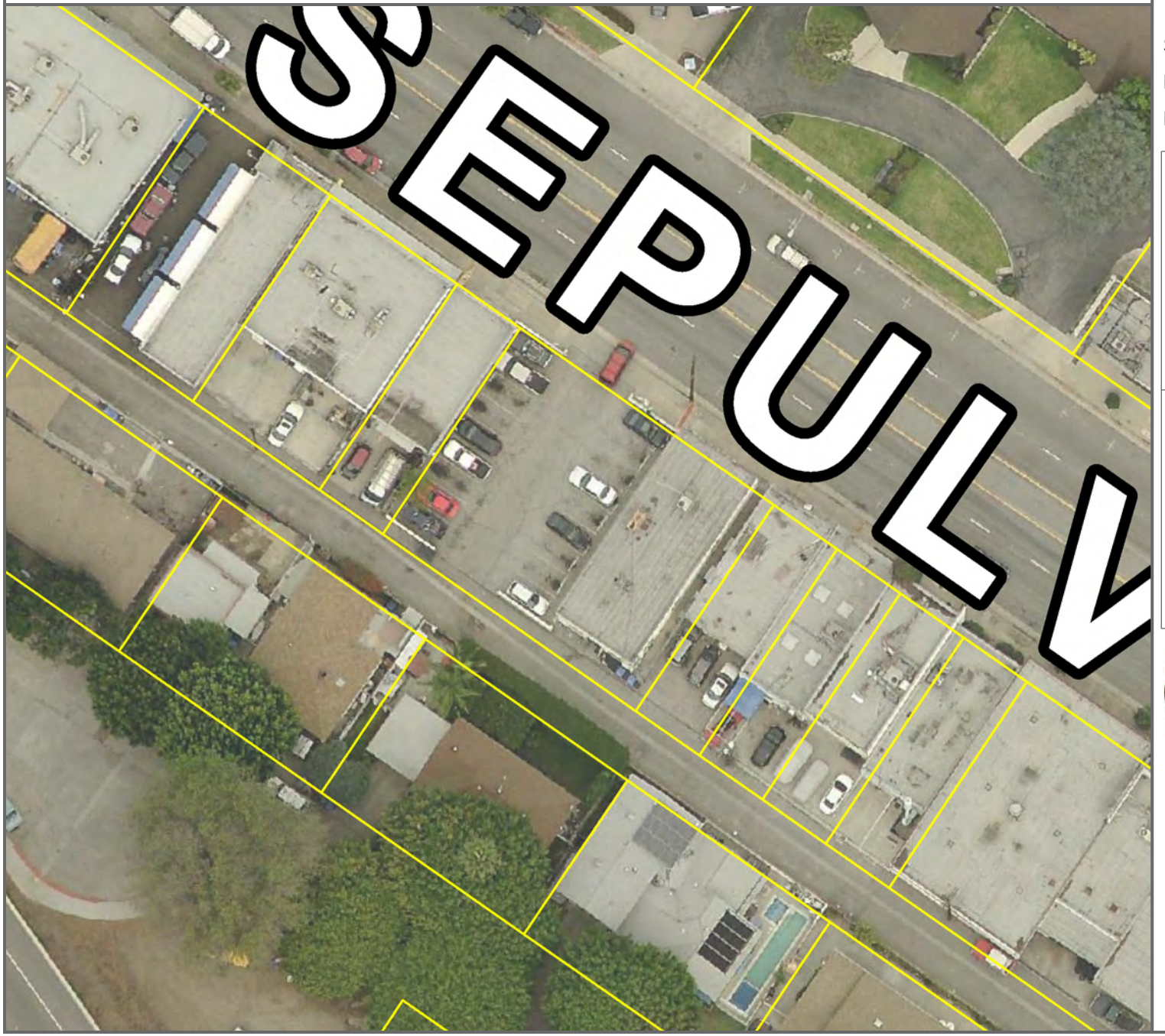
Scale: 1: 5,501

0 229.21 458.4 Feet

Attachment No. 4

Aerial Map

4215 Sepulveda Blvd.



Source: Planning Division

Map Created: 05/23/2014

Meeting Date: June 11, 2014

Westside Brake & Tires

Conditional Use Permit
CUP-P2014081

THE CITY OF CULVER CITY

INFORMATION TECHNOLOGY DEPARTMENT

GEOGRAPHIC INFORMATION SYSTEMS

9770 CULVER BLVD
CULVER CITY, CA 90232

TEL: 310-253-5976

Scale: 1: 688

0 28.66 57.3 Feet

Looking from Sepulveda Blvd.

Looking from alley

Attachment 5-A
Existing Conditions
4215 Sepulveda Blvd.
CUP-P2014081

Existing non-conforming pole sign

Existing store front façade

Attachment 5-B
Existing Conditions
4215 Sepulveda Blvd.
CUP-P2014081

WESTSIDE BRAKE & TIRES

4215 SEPULVEDA BLVD, CULVER CITY, CA 90230

WESTSIDE BRAKE & TIRES

4215 SEPULVEDA BLVD, CULVER CITY, CA 90230

FRONT ELEVATION

REAR ELEVATION

WESTSIDE BRAKE & TIRES

4215 SEPULVEDA BLVD, CULVER CITY, CA 90230

PERFORATED CORRUGATED METAL PANEL
Cascade-260-Ecoscreen or similar

STONE WALL TILE
Mosa Tiles Grey 227V or similar

EXTERIOR PLASTER PAINT COLOR
Benjamin Moore Sierra Hills 1053 or similar

TFO
ARCHITECTURE

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T 213 955 5755 F 213 955 5788

NOT FOR CONSTRUCTION

OWNER

WESTSIDE BRAKE & TIRES

PROJECT ADDRESS
4215 SEPULVEDA BLVD,
CULVER CITY, CA 90230

REVISIONS

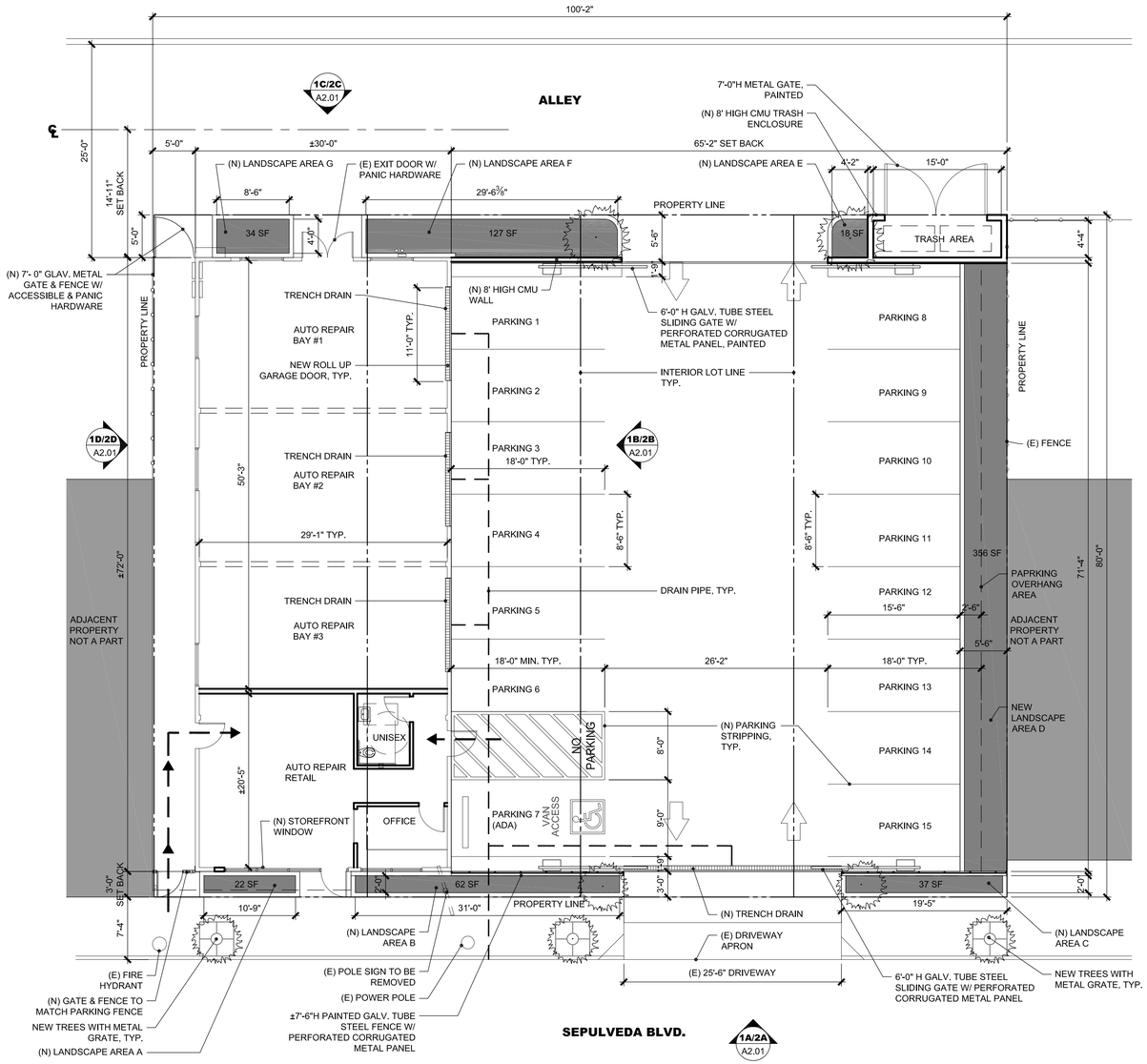
PROJECT NUMBER
13-025

ISSUE
CUP PACKAGE

DATE
JAN 22, 2014

SHEET TITLE
MATERIAL BOARD

SHEET NUMBER
A4.01



01 PROPOSED SITE PLAN & FLOOR PLAN

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

PLAN LEGEND

- EXISTING PARTITION
- NEW PARTITION

PROJECT DESCRIPTION

PROPOSED CHANGE OF USE FROM COPY/PRINT SHOP TO VEHICLE REPAIR GARAGE AND RETAIL.

EXISTING 2,071 SF ONE STORY BUILDING ALTERNATION SCOPE OF WORK INCLUDES 3 NEW VEHICLE REPAIR BAYS, OFFICE AND RETAIL.
EXTERIOR IMPROVEMENT INCLUDES NEW FENCE AND GATE, CMU ALLEY WALL, PARKING LOT REPAIR AND RESTRIPING, ALLEY PAVEMENT REPAIR, LANDSCAPING AND TRASH ENCLOSURE.

MECHANICAL, PLUMBING, ELECTRICAL AND FIRE PROTECTION UNDER SEPARATE PERMIT

PROJECT INFORMATION

ADDRESS 4215 SEPULVEDA BLVD,
CULVER CITY, CA 90230

LEGAL DESCRIPTION

APN: 4213-024-025

LOT 79, 80 AND 81, 82 OF TRACT NO. 7749, IN THE CITY OF CULVER CITY, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 86, PAGES 46 AND 47 OF MAPS, THE THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.

ZONING

EXISTING ZONE: GENERAL COMMERCIAL (CG)
COMMERCIAL ZERO SETBACK (CZ)

GENERAL PLAN: COMMERCIAL GENERAL CORRIDOR

LOT AREA: 8,000 SF

EXISTING OCCUPANCY: B

PROPOSED OCCUPANCY: S-1 (REPAIR GARAGE), B (BUSINESS), M (RETAIL) AND S-2 (STORAGE).

CONSTRUCTION TYPE: V-B, NON-SPRINKLERED

EXISTING BUILDING HEIGHT: ±13' (1 STORY) - NO CHANGE IN HEIGHT

BUILDING AREA:

EXISTING BUILDING AREA	2,068 SF
PROPOSED BUILDING AREA	2,068 SF (NO NEW SQ. FT. BEING ADDED)

ROOM AREA:

AUTO REPAIR GARAGE	1,467 SF
RETAIL	463 SF
OFFICE	80 SF
RESTROOM	58 SF
TOTAL	2,068 SF

PARKING ANALYSIS

* PER CULVER CITY MUNICIPAL CODE - CHAPTER 17.320 TABLE 3-3B PARKING AND LOADING

VEHICLE SERVICES (MAINTENANCE, REPAIR, INSTALLATION AND DETAILING) PARKING:

REQUIRED	PROVIDED
3 SPACES PER SERVICE BAY + 1 SPACE PER EACH 350 SF RETAIL SALES & SERVICE = (3 BAY X 3 SPACES) + (601SF RETAIL & OFFICE/350 SF)	
11 SPACES	15 SPACES (14 STANDARD +1 ACCESSIBLE)

LANDSCAPE AREA

NOTE: NOT INCLUDING CONCRETE CURB

EXISTING LANDSCAPE AREA: 0 SF

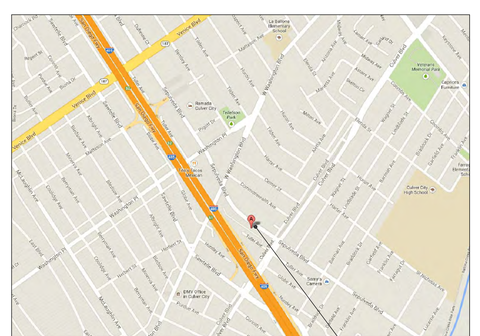
PROPOSED LANDSCAPE AREA:

AREA A	22 SF	CAREX PRAEGRACILIS (CA DUNE SEDGE) - 1' H X 2' W SISYRINCHIUM BELLUM (CA BLUE-EYED GRASS) - 1' H X 2' W
AREA B	62 SF	
AREA C	37 SF	
AREA D	356 SF	MUHLENBERGIA RIGENS (CA DEERGRASS) - 3' H X 3' W
AREA E	18 SF	8' HIGH PODOCARPUS
AREA F	127 SF	
AREA G	34 SF	
TOTAL	656 SF	

HARDSCAPE AREA

EXISTING HARDSCAPE AREA: 5,833 SF

PROPOSED HARDSCAPE AREA: 4,931 SF



VICINITY MAP

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OWNER
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4155 SEPULVEDA BLVD,
CULVER CITY, CA 90230

WESTSIDE BRAKE & TIRES

PROJECT ADDRESS
4215 SEPULVEDA BLVD,
CULVER CITY, CA 90230

REVISIONS

PROJECT NUMBER
13-025

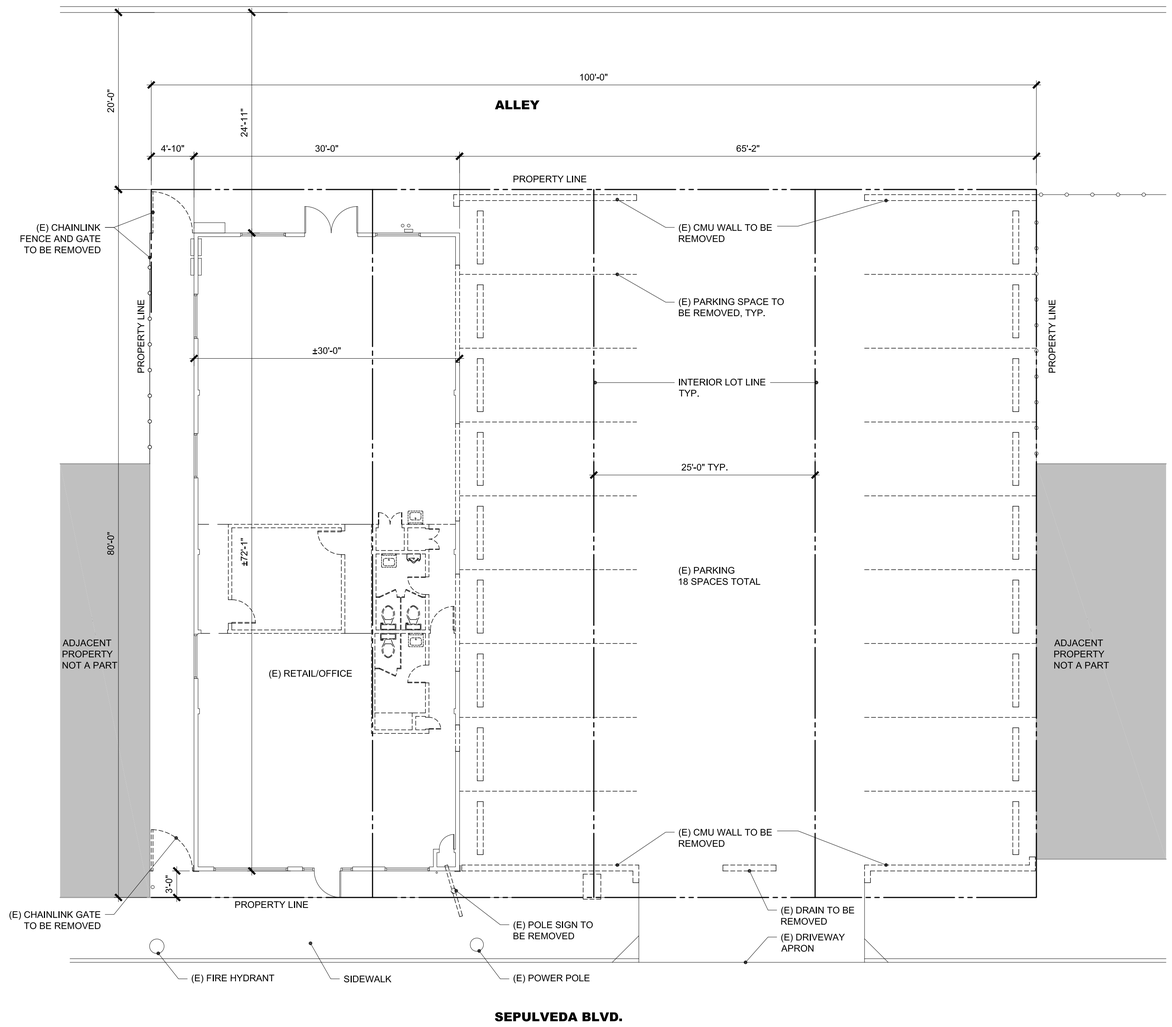
ISSUE
PLANNING SUBMITTAL

DATE
05/01/2014

SHEET TITLE

PROPOSED SITE PLAN & FLOOR PLAN

SHEET NUMBER
A1.01



01 EXISTING SITE PLAN & FLOOR PLAN

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

PROJECT NORTH

TRUE NORTH

0 1/2" 1" 2"

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

PLAN LEGEND

EXISTING PARTITION

DEMOLITION SITE AND BUILDING ELEMENTS

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CULVER CITY, CA 90230

WESTSIDE BRAKE & TIRES

PROJECT ADDRESS
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CULVER CITY, CA 90230

REVISIONS

PROJECT NUMBER
13-025

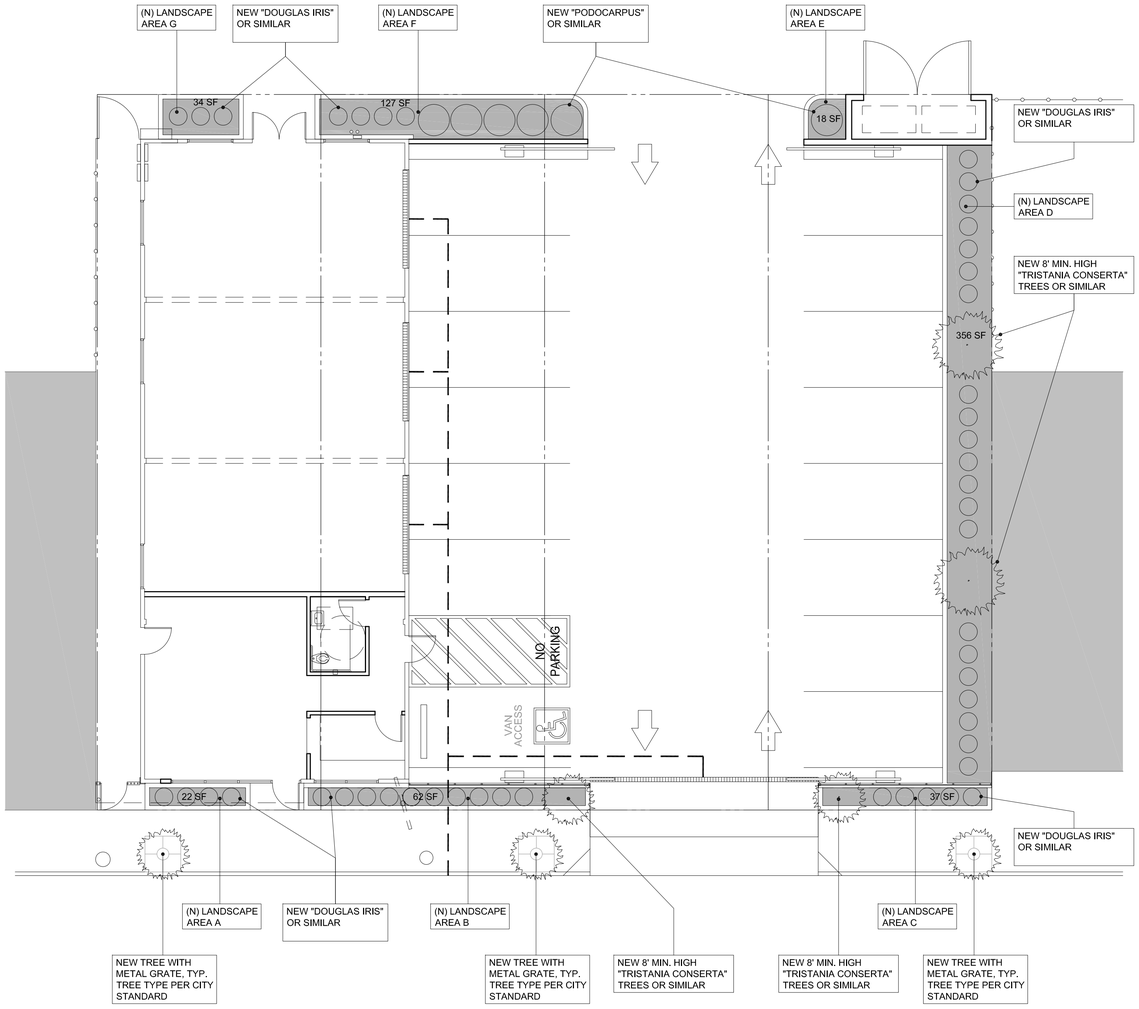
ISSUE
PLANNING SUBMITTAL

DATE
05/01/2014

SHEET TITLE

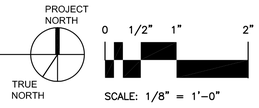
EXISTING SITE PLAN & FLOOR PLAN

SHEET NUMBER
AD1.01



01 PROPOSED LANDSCAPE PLAN

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



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

LANDSCAPE AREA

NOTE: NOT INCLUDING CONCRETE CURB

EXISTING LANDSCAPE AREA: 0 SF

PROPOSED LANDSCAPE AREA:

AREA A	22 SF	CAREX PRAEGRACILIS (CA DUNE SEDGE) - 1' H X 2' W SISYRINCHIUM BELLUM (CA BLUE-EYED GRASS) - 1' H X 2' W
AREA B	62 SF	
AREA C	37 SF	
AREA D	356 SF	MUHLENBERGIA RIGENS (CA DEERGRASS) - 3' H x 3' W
AREA E	18 SF	8' HIGH PODOCARPUS
AREA F	127 SF	
AREA G	34 SF	
TOTAL	656 SF	

HARDSCAPE AREA

EXISTING HARDSCAPE AREA: 5,833 SF

PROPOSED HARDSCAPE AREA: 4,931 SF

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ARCHITECT OF RECORD
TFO ARCHITECTURE, INC.
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WESTSIDE BRAKE & TIRES

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REVISIONS

PROJECT NUMBER
13-025

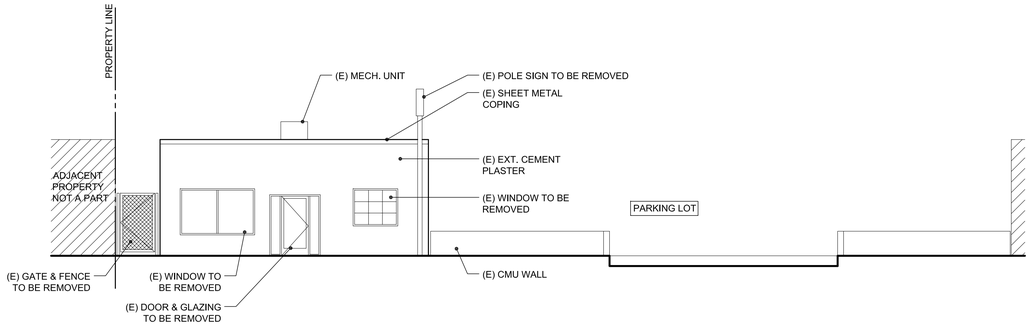
ISSUE
PLANNING SUBMITTAL

DATE
05/01/2014

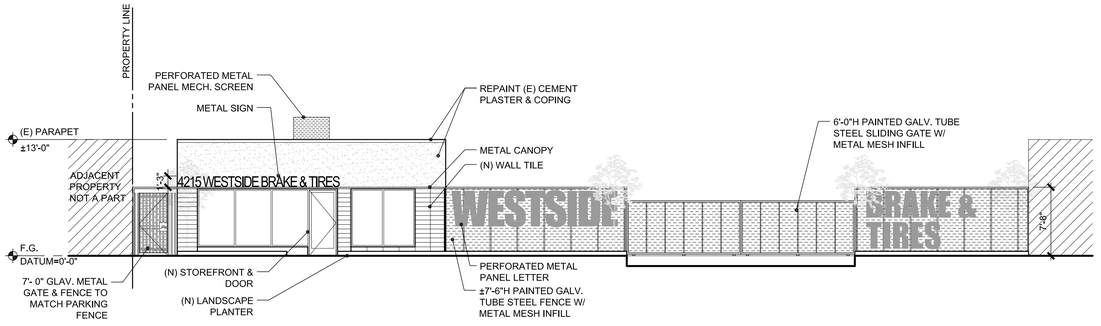
SHEET TITLE

PROPOSED LANDSCAPE PLAN

SHEET NUMBER
A1.02



A. SOUTH ELEVATION



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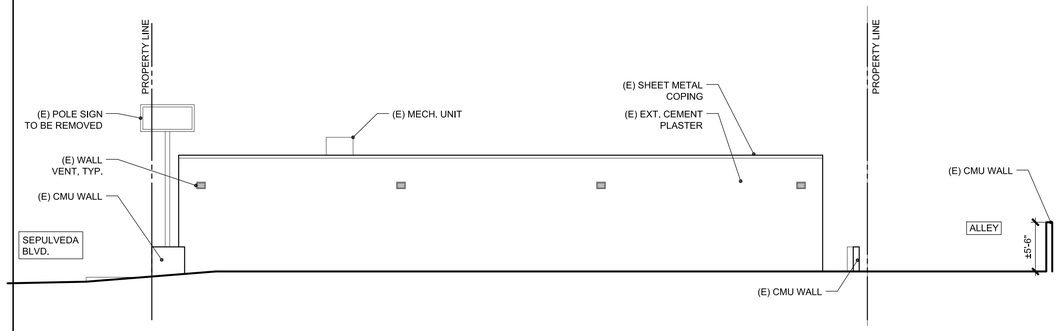
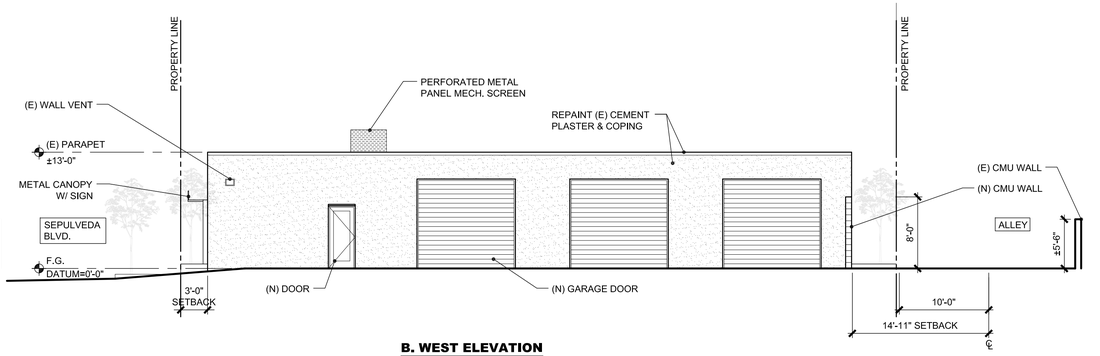


B. WEST ELEVATION



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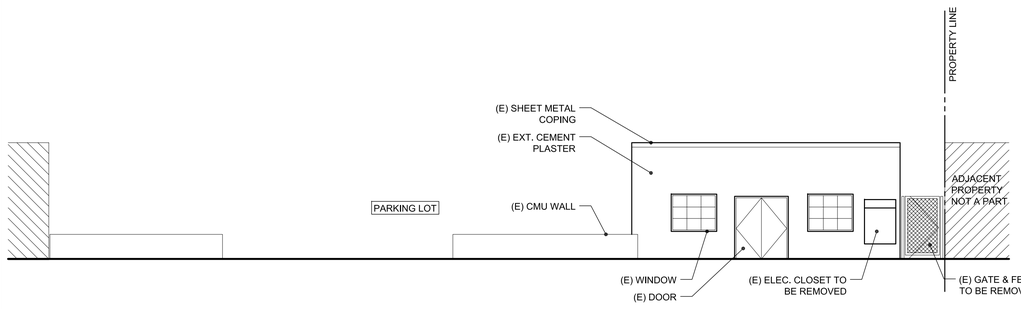
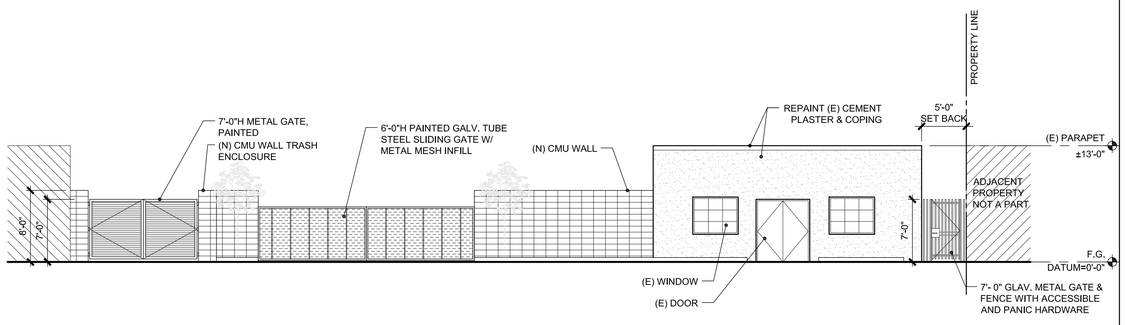


C. NORTH ELEVATION



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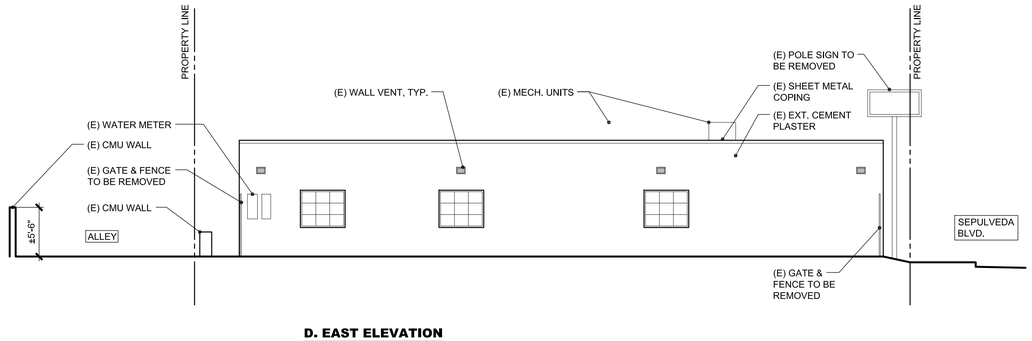
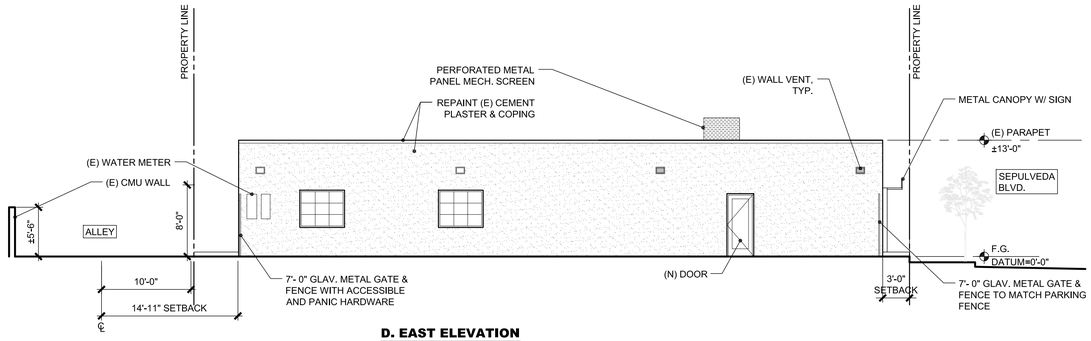


D. EAST ELEVATION



D. EAST ELEVATION

02 EXISTING EXTERIOR ELEVATIONS
SCALE: 1/8" = 1'-0"

01 PROPOSED EXTERIOR ELEVATIONS
SCALE: 1/8" = 1'-0"

TFO
ARCHITECTURE

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EXISTING & PROPOSED ELEVATIONS

SHEET NUMBER
A2.01