



Culver CITY

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

**PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, FEBRUARY 27, 2013
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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Culver CITY

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AGENDA
Planning Commission
Wednesday, February 27, 2013
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

Scott Wyant, Chair
John Kuechle, Vice Chair
Linda Smith Frost, Commissioner
Anthony Pleskow, Commissioner
Kevin Lachoff, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

- PH-1** Administrative Site Plan Review ASPR P-2012175 to allow the development of a one story, 4,275 sq. ft. Chase Bank building and a Conditional Use Permit CUP P-2012176 to allow a drive-up bank teller at 6201 Bristol Parkway.
Recommended Action: Adopt Resolution approving the Administrative Site Plan Review and 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 January 23, 2013

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

Upcoming Public Meeting Schedule –Tentative – 2013

Date	Day	Time	Location
<i>City Council</i>			
March 11	Monday	7:00PM	Council Chambers
<i>Civil Service Commission</i>			
March 6	Wednesday	7:00PM	Council Chambers
<i>Cultural Affairs Commission</i>			
March 12	Tuesday	7:00PM	Council Chambers
<i>Parks & Recreation Commission</i>			
March 5	Wednesday	7:00PM	Patacchia Room
<i>Planning Commission</i>			
March 13	Wednesday	7:00PM	Council Chambers

Meetings may be added or changed.

City of Culver City, California
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Meeting Date: February 27, 2013		Item Number: PH-1	
AGENDA ITEM: Administrative Site Plan Review to allow the development of a one story, 4,275 sq. ft. Chase Bank building and a Conditional Use Permit to allow a drive-up bank teller at 6201 Bristol Parkway.			
Contact Person/Dept.: Joshua Williams, Associate Planner		Phone Number: (310) 253-5706	
Public Hearing: ☒		Action Item: ☐ Attachments: ☒	
Public Notification: On February 1, 2013, a notice was mailed to all the property owners and occupants within a 500-foot radius of the site and emailed to the Master Notification List and the Fox Hills Neighborhood Association.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Community Development Director	

RECOMMENDATION:

That the Planning Commission:

1. Approve Administrative Site Plan Review, ASPR P-2012175 and Conditional Use Permit, CUP P-2012176, subject to the Conditions of Approval as stated in Resolution No. 2013-P003 (Attachment No. 1).

PROCEDURES:

1. Chair calls on staff for a staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision.

BACKGROUND:

Request

The subject Conditional Use Permit (CUP) and Administrative Site Plan Review (ASPR) application and plans (Attachment No. 5) was submitted on December 10, 2012 by the applicant, Chase Bank (represented by Gensler Architects),

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Planning Commission Agenda Item Report

requesting approval to permit the development of a one-story bank comprised of 4,275 square feet of floor area and providing 25 on-site parking spaces. The project is located at 6201 Bristol Parkway, located at the southwest corner of Bristol Parkway and Green Valley Circle. The project will include a drive-up bank teller component located to the rear of the property, comprised of two drive-thru lanes with stand-alone kiosks providing contact with bank staff through a video monitor system and pneumatic air tubes for transactions.

Existing Conditions/Project Description

The project site is located at 6201 Bristol Parkway and was previously developed with a two-story, 16,100-square foot medical and commercial office building. The existing building will be demolished. The project site, comprised of a single lot totaling approximately 34,412 square feet (0.79 acres) in area, is located at the southwest corner of Bristol Parkway and Green Valley Circle in the Fox Hills neighborhood of Culver City (see Area Map - Attachment No. 2). The site is zoned Commercial Regional Retail (CRR).

The project site abuts a shopping center (the Fox Hills Plaza shopping center) and its parking lot to the west, along both a rear and side property line. The shopping center is located in the CRR zoning district. In the immediate vicinity, the project site is adjacent to a multi-story office building and surface parking lot to the north, across Green Valley Circle in the Commercial Regional Business Park (CRB) zone; a Wells Fargo Bank located in the CRR zone to the east, on the opposite corner of Green Valley Circle and Bristol Parkway; and multi-family residential uses to the east, across Bristol Parkway, in the Multi-Family Residential High Density (RHD) zone.

The application was received after a Preliminary Plan Review meeting had been held and revisions to the site plan had been made to include changes suggested by City Staff. A notice was sent to property owners and occupants within 500 feet of the project site, stating that an application had been received and soliciting input from the community. No response was received to the mailing.

The proposed project consists of the construction of a new, one-story, 4,275-square foot Chase Bank with a drive-up teller component. The bank will operate six days a week, 9:00 AM to 6:00 PM Monday through Friday; and 9:00 AM to 4:00 PM on Saturday. The drive-up bank teller component will have the same hours of operation as the bank. The project will provide a total of 25 on-site parking spaces, including two handicap accessible stalls. The Zoning Code requires 17 on-site parking spaces at a ratio of one parking stall for every 250 square feet of gross floor area; therefore the project will exceed parking requirements by 8 stalls.

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ANALYSIS:

Site Plan and Architectural Design

The project has been designed to conform to all applicable provisions of the Commercial Regional Retail (CRR) Zone, and all other applicable City development standards. As part of the preliminary project review staff directed the Applicant to provide a modern visually interesting building through the use of varying roof heights, a variety of materials including plaster walls, stone veneer, a metal clad entrance canopy, and wood siding. In addition, per staff's direction, the Applicant has provided green screens on the building where any blank walls occur.

Because of the unusual topographical layout of the site – i.e., the project site is below the grade of surrounding streets – the building has been set back from the street frontage in order to accommodate the change in grade and to provide on-site circulation and parking opposite the building from the proposed drive-up bank teller area.

Staff worked with the Applicant to modify the site plan to increase connectivity between the building and the corner of Green Valley Circle and Bristol Parkway through the inclusion of stair access and a pedestrian path on site. Other on-site improvements include a new trash enclosure, additional landscaping around the building, and improved circulation around the site.

The bank's primary entry is located along the west side of the building, providing access from the parking lot and for pedestrians via Bristol Parkway. As noted above, pedestrian access to the site will be improved from the previous use via a staircase at the property corner leading down from the street level to the bank building.

The project's mechanical equipment and refuse containers have been designed to be concealed from the street, public places and neighboring properties. The 25-foot high, one-story tall building is below the 56-foot height limit permitted by the Zoning Code.

Landscaping & Landscaped Setback

The project will include new landscaping around the perimeter of the property and on-site around the building and parking area. The site plan will include a 5' 8" landscaped setback along the Bristol Parkway street frontage and a landscaped setback between 24'6" and 18'9" along the Green Valley Circle street

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frontage, where the change in grade from street level to the project site is most significant. The project will provide new shade trees along both street frontages and around the rear and side property lines abutting the parking lot for the Fox Hills Plaza Shopping Center and within the parking area. Approximately 19.35% of the total site area will be provided as landscape area.

Parking

A total of 25 parking spaces are provided on site to serve the bank use, in excess of the 17 parking spaces required pursuant to the Zoning Code. Two van-accessible handicap parking stalls are included in the parking total. Bicycle parking spaces will be required on-site near the main entrance to the building.

Traffic and Circulation

Access to the parking lot will be provided through 2 two-way (entry and exit) driveways on Bristol Parkway and Green Valley Circle. Primary access to the drive-up bank teller component of the project will be via the Green Valley Circle entrance, however on-site circulation will allow for access to the drive-up teller area via the Bristol Parkway driveway by travelling counter-clockwise around the bank to access the drive-thru queuing lanes.

The two proposed driveways to the site will be in the same location as the driveways that served the previous medical office use on the property. The Green Valley Circle driveway will be limited to right-turns only for inbound and outbound movements since it is located directly opposite the left-turn storage bay dedicated for the eastbound left-turns at the Bristol Parkway/Green Valley Circle intersection. The Bristol Parkway driveway will provide for two way flow, with full access (left- and right-turn movements for inbound and outbound traffic).

A traffic and circulation study prepared for the proposed project, dated December 10, 2012, by Associated Transportation Engineers, was reviewed and accepted by the City's Traffic Engineer (Attachment No. 3). The traffic study evaluated the forecasted completion date of the project (year 2013) conditions at five intersections (Bristol Parkway/Slauson Avenue, Bristol Parkway/Hannum Avenue, Sepulveda Boulevard/Green Valley Circle, Bristol Parkway/Green Valley Circle, and Bristol Parkway/Centinela Avenue) in the immediate vicinity during both the AM and PM peak hours. The traffic analysis estimated that the project, a Drive-In Bank, would generate 609 net new daily vehicle trips (457 primary trips and 152 pass-by trips), including 38 net vehicles in/out (22/16) trips per hour during the AM peak hour, and 80 total vehicles in/out (40/40) per hour during the PM peak hour. The traffic study found that at the five studied intersection, no impact will result from the bank operation.

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Offsite/Streetscape Improvements

Public Works/Engineering will require the reconstruction of the curb ramp at the corner of Green Valley Circle and Bristol Parkway to provide a four foot wide landing at the top of the ramp for ADA accessibility purposes. A modified corner cut-off shall be dedicated to the City for the installation of the landing area.

DISCUSSION ITEM:

As part of the Applicant's original entitlement request, a drive-thru automatic teller machine (ATM) was proposed in addition to the drive-up bank teller component. Based upon Staff review of the Zoning Code, it was determined that the Code specifically prohibits drive-thru ATMs. Zoning Code Section 17.400.025.A.4 – Automatic Teller Machines, when identifying location requirements for ATM machines, states that they shall be "located to not allow drive-through access from a vehicle." In addition, the definition for Drive-In and Drive-Thru Facilities (Section 17.700.010), states that drive-thru facilities include drive-up bank teller windows, but do not include ATMs (Attachment No. 4).

Prior to the Zoning Code update in 2005 all ATM's required a CUP, including drive-through facilities. At the time of the Zoning Code update in 2005, the allowance for drive-through ATM's were eliminated. The elimination was based on the desire for the City to be more "green". Even though drive-through facilities existed throughout the city, it was common knowledge in the planning profession that drive-through facilities wasted vehicle fuel and may contribute to the creation of excess air pollution. Since other cities throughout the nation had already taken the lead in prohibiting new drive-through facilities, both the Planning Commission and the City Council concurred with the staff recommendation to prohibit ATM drive-through facilities.

In order for a drive-through ATM to be permitted, the above noted Zoning Code sections would need to be amended to permit said use. Based on the City's goals and policies regarding green development and sustainability, staff does not support such an amendment.

CONCLUSION:

Staff has worked closely with the Applicant to refine the site plan in order to address on-site circulation for vehicles and pedestrians, to enhance onsite landscaping, and create an aesthetically attractive building façade. Based upon the above findings and pursuant to CCMC Chapters 17.530 and 17.540 requirements, staff believes that the Conditional Use Permit for the drive-up bank

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teller component and an Administrative Site Plan Review can be supported and recommends approval.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines, initial review of the project by staff established that there are no potentially significant impacts on the environment and the project has been determined to be Categorically Exempt pursuant to Section 15332, Class 32, In-fill Development, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses; the project has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services.

ALTERNATIVE OPTIONS:

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

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

ATTACHMENTS:

1. Draft Resolution No. 2013-P003 and Conditions of Approval, Exhibit A
2. Area Map
3. Traffic and Circulation Study prepared by Associated Transportation Engineers, dated December 6, 2012.
4. Zoning Code Section 17.400.025.A.4 – Automatic Teller Machines; and Drive-In and Drive-Thru Facilities Definition Section 17.700.010
5. Development Plans

RESOLUTION NO. 2013-P003

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING ADMINISTRATIVE SITE PLAN REVIEW ASPR P-2012175 TO ALLOW THE DEVELOPMENT OF A ONE STORY, 4,275 SQ. FT. BANK BUILDING AND A CONDITIONAL USE PERMIT CUP P-2012176 TO ALLOW A DRIVE-UP BANK TELLER AT 6201 BRISTOL PARKWAY IN THE COMMERCIAL REGIONAL RETAIL (CRR) ZONE.

(Administrative Site Plan Review, ASPR P-2012175)
(Conditional Use Permit, CUP P-2012176)

WHEREAS, on December 10, 2012, Chase Bank (the "Applicant") filed an application for an Administrative Site Plan Review to construct a one-story, 4,275 square foot bank building and a Conditional Use Permit to allow a drive-up bank teller component. The project site is described more fully as Lot 1 of Parcel Map As Per Book 53, Page 41 of P. M., in the City of Culver City, County of Los Angeles, State of California; and,

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

WHEREAS, on February 27, 2013 after conducting a duly noticed public hearing on the subject application, including full consideration of the application, plans, staff report, environmental information and all testimony presented, the Planning Commission by a vote of ___to ___, conditionally approved Administrative Site Plan Review, ASPR P-2012175, and Conditional Use Permit, CUP P-2012176, 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), the following findings are hereby made:

Administrative Site Plan Review:

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

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

The general layout of the project is consistent with the applicable development standards of the Commercial Regional Retail (CRR) zoning district. The one-story, 4,275 square foot bank building is consistent with code requirements for the subject property and will be consistent with the scale of development in the immediate vicinity. The building has been designed to include articulation along the façade, minimal blank wall space, and the use of a variety of materials to provide an interesting architectural design.

The project will provide vehicle access via two driveways located on Bristol Parkway and Green Valley Circle, and pedestrian access at the corner of the property closest to the intersection of the two streets. The project will maintain pedestrian access via a walkway between the project site and the parking lot of the Fox Hills Plaza shopping center. In addition, the 25 on-site parking spaces for the project will exceed code requirements by eight spaces. The location of the two drive-up bank teller lanes, located to the rear of the property will not interfere with on-site circulation and can be accommodated comfortably on-site with minimal noise, light, or aesthetic impact on surrounding properties.

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

The building mass and scale are consistent with the one- and two-story commercial buildings built located in the surrounding area. The structure incorporates a contemporary architectural design with substantial on-site landscaping, consistent with surrounding developments.

- C. The landscaping, including the location, type, size, color, texture, and coverage of plant materials, provisions for irrigation, and protection of landscape elements has been designed to create visual relief, complement structures, and provide an attractive environment and is consistent with the purpose and intent**

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

3 As designed, the proposed landscaping meets all Zoning Code requirements. The
4 project will provide new landscaping around the perimeter of the site, as well as within
5 the parking lot. The project will also incorporate green screens on several walls of the
6 bank to provide additional visual relief. The site plan will include a 5' 8" landscaped
7 setback along the Bristol Parkway street frontage and a landscaped setback between
8 24'6" and 18'9" along the Green Valley Circle street frontage, where the change in
grade from street level to the project site is most significant. Approximately 19.35% of
the total property will be provided as landscape area. Overall, the landscaping
improvements will complement the appearance of the project and serve to buffer any
potential impacts on adjacent properties.

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

13 The proposed location of the project is at the intersection of Bristol Parkway and
14 Green Valley Circle, in the Commercial Regional Retail (CRR) zoning district, which is
15 characterized by office uses, shopping centers, and other commercial uses. The
16 project will maintain the two existing driveways that serviced the site's previous use, a
17 two story medical and commercial office building. As proposed the project will not
18 result in conflicts with uses in the residential neighborhood to the east of the subject
19 property, across Bristol Parkway, nor will it negatively impact surrounding commercial
20 or residential uses. The project will not impact the public health, safety, and general
21 welfare.

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

27 The existing and proposed public service facilities necessary to accommodate the
28 project such as: the width and pavement of the adjoining streets, traffic control
29 devices, sewers, storm drains, sidewalks, street lights, police protection, fire protection
devices, and public utilities are provided for or will be provided for (e.g., where a public
sidewalk needs to be widened adjacent to the site) adequately as confirmed by the
City agencies that reviewed the project during the interdepartmental review process.

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

3 The project is consistent with the General Plan's Regional Center Land Use
4 designation which allows large scale commercial uses that may share parking, and is
5 intended to support existing and anticipated commercial developments that serve a
6 regional market area and would serve both the residential and business communities.
7 The designation is characterized by varying height limits, expansive landscaped
setbacks, and a minimum parcel size. The project will provide for a new bank that will
serve residential customers in the Fox Hills community as well as office workers in
Corporate Pointe and surrounding developments.

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

10 **Conditional Use Permit:**

11 As outlined in CCMC Section 17.530.020, required findings for a Conditional Use Permit, the
12 following findings are hereby made:

13 **A. The proposed use is allowed within the subject zoning district with the approval**
14 **of an Administrative Use Permit or Conditional Use Permit and complies with all**
15 **other applicable provisions of this Title and the CCMC.**

16 Pursuant to Zoning Code Section 17.220.015 – Table 2-5, Allowed Uses and Permit
17 Requirements for Commercial Zoning Districts, the CRR Zone permits drive-thru
18 facilities or services with the approval of a Conditional Use Permit. "Drive-in and drive-
19 thru facilities", as defined by the Code under Section 17.700.010, include drive-up
bank teller windows. The bank operation is a permitted use in the CRR Zone, however
due to the change of use and intensification of use on the site an Administrative Site
Plan Review is being processed concurrently.

20 **B. The proposed use is consistent with the General Plan and any applicable**
21 **Specific Plan.**

22 The proposed use, a drive-up bank teller component for a 4,275 square foot bank, will
23 be an added service and convenience to the community and is consistent with the
24 Regional Center designation which allows for commercial uses. The use will be
25 consistent with the General Plan goal of promoting the introduction of neighborhood
serving commercial uses that serve the needs of nearby residential neighborhoods.
26 There is no Specific Plan designated for this area.

27 **C. The design, location, size, and operating characteristics of the proposed use are**
28 **compatible with the existing and future land uses in the vicinity of the subject**
29 **site.**

1 The project site is surrounded by large retail and office commercial developments and
2 dense multi-family residential uses. The project proposes improvements to the site
3 including new landscaping, improved on-site circulation, and an attractive building
4 design. The circulation and queuing are designed to occur completely on-site and not
5 impact any adjacent land uses. The drive-up bank teller component will be located to
6 the rear of the property, at the point furthest from the residential development across
7 Bristol Parkway. The Project as conditioned will further ensure compatibility with the
8 neighborhood and future land uses in the vicinity of the subject site.

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

12 The project site provides adequate onsite circulation, parking, queuing areas, setbacks
13 and landscaping and meets all zoning code requirements. The location of the site, at
14 the corner of Bristol Parkway and Green Valley Circle provides adequate access via
15 two driveways, reducing the potential for on-street queuing. In addition, the onsite
16 circulation, which provides separate areas and access lanes for the drive-up teller and
17 customer parking, will reduce potential vehicle conflicts. The project is compatible with
18 surrounding commercial and residential uses and is found to be physically suitable for
19 the proposed use subject to compliance with the conditions of approval contained
20 herein.

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

25 The drive-up bank teller component will provide a convenience service to residential
26 and commercial patrons in the immediate vicinity. Based on staff review of traffic and
27 circulation, the drive-up component is not anticipated to result in any significant
28 impacts on surrounding intersections. The conditions of approval and compliance with
29 all CCMC requirements 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.

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1 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
2 Commission of the City of Culver City, California, hereby approves Administrative Site Plan
3 Review, ASPR P-2012175, and Conditional Use Permit, CUP P-2012176, subject to the
4 conditions of approval set forth in Exhibit A attached hereto and incorporated in herein by this
5 reference.
6

7
8 APPROVED and ADOPTED this 27th day of February, 2013.
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12 _____
13 SCOTT WYANT - CHAIRPERSON
14 PLANNING COMMISSION
15 CITY OF CULVER CITY, CALIFORNIA

16 Attested by:
17

18 _____
19 Yvonne Hunt
20 Administrative Secretary
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EXHIBIT A
 RESOLUTION NO. 2013-P003
 6201 Bristol Parkway
 Case No. ASPR P-2012175
 CUP P-2012176

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on the one-story, 4,275 square foot Chase Bank with a drive-up bank teller component (the "Project"), for the property located at 6201 Bristol Parkway (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 15.595.030 – "Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
6.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	

EXHIBIT A
 RESOLUTION NO. 2013-P003
 6201 Bristol Parkway
 Case No. ASPR P-2012175
 CUP P-2012176

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

EXHIBIT A
 RESOLUTION NO. 2013-P003
 6201 Bristol Parkway
 Case No. ASPR P-2012175
 CUP P-2012176

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

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 CUP P-2012176

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
17.	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	
18.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
19.	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	
20.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – "Changes to an Approved Project".	Planning	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
21.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, acknowledging and agreeing to comply with all terms and conditions established herein, shall be signed by the Property Owner and recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning/ City Attorney	Standard	
22.	The Applicant and Property Owner shall indemnify and agree to defend (at the Applicant's and Property Owner's sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys' fees and judgments, arising from or in any manner connected to any third party challenge to the City's approval of the Project. The obligations required by this Condition shall be set forth in a written instrument in form and substance acceptable to the City Attorney and signed by the Applicant and the Property Owner.	City Attorney	Standard	
23.	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	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
24.	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	
25.	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	
26.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the Project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work.	Building	Standard	

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

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PRIOR TO BUILDING PERMIT ISSUANCE				
28.	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	
29.	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	
30.	Prior to issuance of a building permit, notice of the Project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	Building	Standard	

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PRIOR TO BUILDING PERMIT ISSUANCE				
31.	The 2010 California Green Building Code shall apply to this project. A completed Culver City CalGreen Commercial measures checklist indicating where on the construction drawings all CalGreen Commercial measures are provided, including a Waste Management Plan for the demolition of the existing building and waste hauling during construction of the new building shall be provided.	Building	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
32.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Applicant, Property Owner, construction contractor(s), and the City, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
33.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
34.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
35.	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	
36.	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	
37.	When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager.	Building/ Planning	Standard	

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DURING CONSTRUCTION				
38.	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	
39.	Hours of construction shall be limited to the following: 8:00 AM to 8:00 PM Monday through Friday; 9:00 AM to 7:00 PM Saturday; and 10:00 AM to 7:00 PM Sunday and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.	Building/ Public Works	Standard	
40.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The Property Owner must obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building/ Public Works	Standard	

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DURING CONSTRUCTION				
41.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.	Building/ Planning	Standard	

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DURING CONSTRUCTION				
42.	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	
43.	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	
44.	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	
45.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent properties. Off-site staging shall be at locations approved by the City Engineer and shall be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the Property. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
46.	All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on January 10, 2013 at the Project Review Committee meeting on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Standard	
47.	All requirements of the City's Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the public art in-lieu fee, the same shall be paid prior to the issuance of a building permit.	Cultural Affairs	Standard	
48.	All onsite and offsite improvements and all conditions of approval except those which are deferred pursuant to a bond or letter of credit as determined and approved by the Building Official, Fire Marshal, Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City: A. Five full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.	All	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
49.	The curb ramp at the corner of Green Valley Circle and Bristol Parkway shall be reconstructed. The four foot wide ramp shall be replaced with a smooth pattern and have a detectable warning pad (brick red color) at the bottom of the ramp. The grooved border at the top of the ramp shall be replaced with a border that does not exceed a 2% slope in any direction. A four foot wide landing shall be placed at the top of the ramp, which can include the 12-inch wide grooved border. A modified corner cut-off shall be dedicated to the City for street purposes for the installation of the four foot wide landing.	Public Works	Special	
50.	All on-site asphalt areas shall be reconstructed. Pavement design shall be per the geotechnical report prepared by geotechnical engineer.	Public Works	Special	
51.	All sidewalks located along the property frontage on Bristol Parkway and Green Valley Circle uplifted less than 1-inch shall be grinded; any sidewalks uplifted greater than 1-inch, damaged, or cracked shall be replaced from score line to score line.	Public Works	Special	
ON-GOING				
52.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on February 27th, 2013 , excepted as modified by these Conditions of Approval.	Planning	Standard	
53.	Pursuant to CCMC Section 17.650.020 - "Inspection", the Property Owner and Applicant shall allow authorized City officials, or their designees, access to the Property where there is reasonable cause to believe the Property is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	

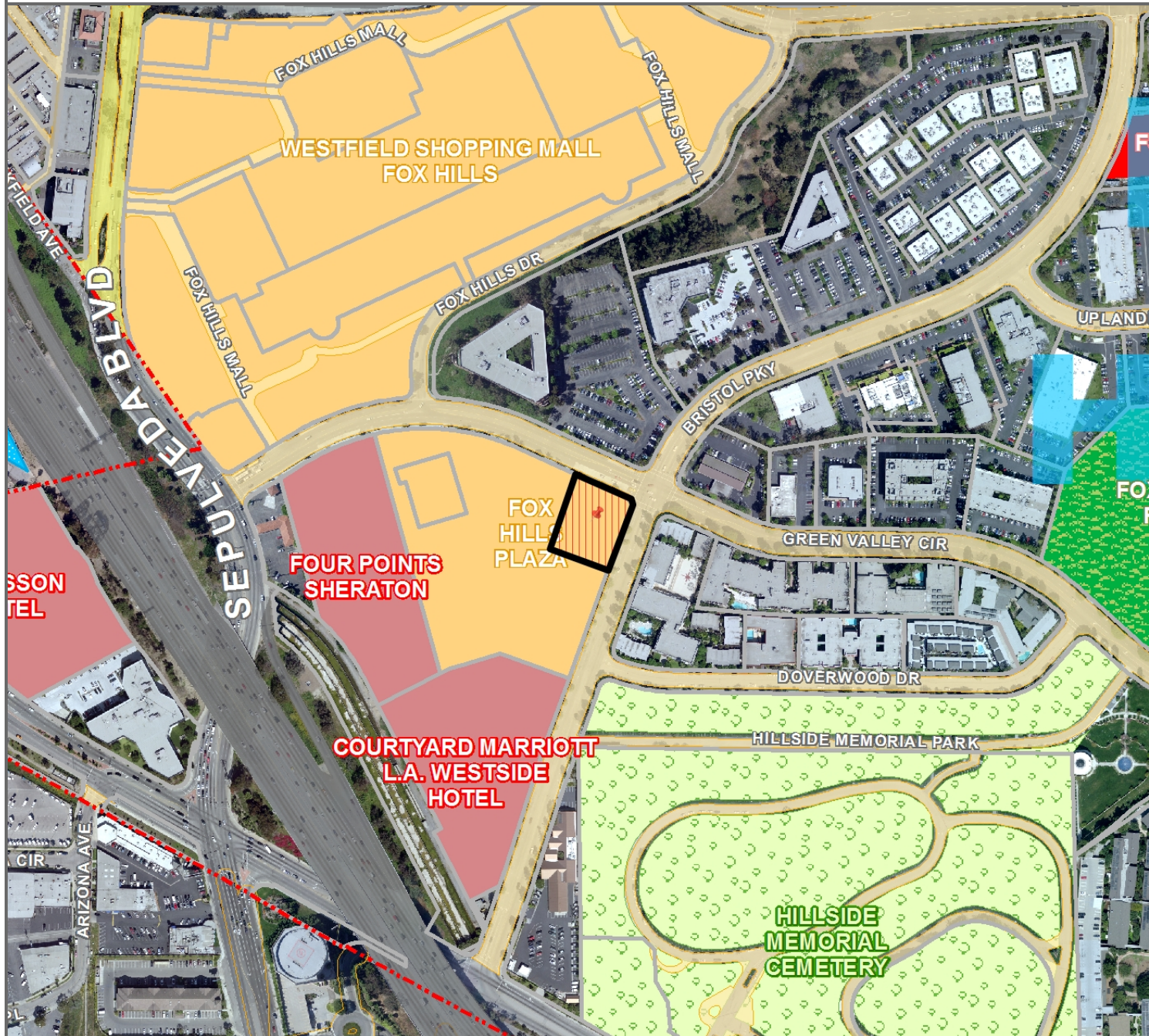
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
54.	The use and development of the Property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Division, Fire Department, Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process. Failure to comply with said Conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem reasonable and appropriate to bring about compliance.	All	Standard	
55.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
56.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
57.	Walk-up Automatic Teller Machines (ATMs) shall be developed and operated pursuant to CCMC Section 17.400.025 – “Automatic Teller Machines.”	Planning	Special	

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ON-GOING				
58.	Secure short-term bicycle parking shall be provided for the development to accommodate four (4) bicycles. The bicycle parking shall be provided on the development site immediately adjacent to the main entrances to the building. a. Short-term bicycle parking - The bike rack provided shall be the Inverted U-Shape style meeting the minimum standards specified in the City's adopted Bicycle and Pedestrian Master Plan Design Guide, Section 1.8.2., page 34. b. Inverted U-Shape rack provides 2 parking spaces. c. Final bicycle parking equipment, location and layout shall be approved by Public Works Administration staff, before any building permit issuance. d. Bicycle parking shall be located as close as possible to the main entrance of the building. Bicycle parking shall be as visible as possible to cyclists, building security, foot traffic and anyone approaching the building.	Public Works	Special	
59.	Directional signage shall be provided on-site to direct customers to the drive-thru lanes and parking areas. Directional signage shall be reviewed and approved by the Planning Manager prior to installation.	Planning	Special	
60.	The drive-up bank teller is permitted to operate only during the regular hours the primary bank use is open. Signage noting the hours of operation of the drive-up teller shall be located on-site subject to the review and approval of the Planning Manager.	Planning	Special	

Attachment No. 1
6201 Bristol Parkway
Chase Bank



Source: Planning Division
Map Created: 02/21/2013
Meeting Date: February 27, 2013

6201 Bristol Parkway, at Green Valley Circle

ASPR-P2012175, CUP-P2012176



**THE CITY OF
CULVER CITY**



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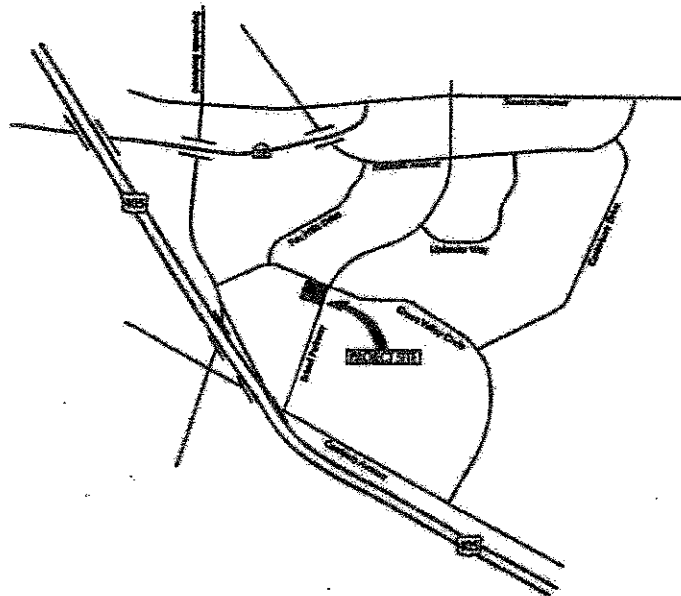
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Culver City
Planning Division

**CHASE BANK PROJECT
BRISTOL PARKWAY/GREEN VALLEY CIRCLE
CITY OF CULVER CITY, CALIFORNIA**

TRAFFIC AND CIRCULATION STUDY



December 6, 2012

ATE #12098

Prepared For:
CaliChi Design Group, LLC
1845 South Michigan Avenue, Suite 2003
Chicago, IL 60616

Prepared By:
Justin S. Link, PE



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Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

December 6, 2012

12098R01.WP

Reco Prianto, P.E.
CaliChi Design Group, LLC
1845 South Michigan Avenue, Suite 2003
Chicago, IL 60616

TRAFFIC AND CIRCULATION STUDY FOR THE CHASE BANK PROJECT, CITY OF CULVER CITY, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared this traffic and circulation study for the Chase Bank Project proposed on the southwest corner of the Bristol Parkway/Green Valley Circle intersection in the City of Culver City. The study analyzes potential traffic and circulation impacts associated with the project based on City thresholds and identifies improvements where appropriate.

Associated Transportation Engineers

Justin S. Link, PE
Transportation Engineer



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1.0 INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the Chase Bank Project proposed on the southwest corner of the Bristol Parkway/Green Valley Circle Intersection in the City of Culver City. The study provides information relative to existing and future traffic conditions within the study area adjacent to the project site. An analysis of the project's potential impacts to the Congestion Management Program (CMP) is also provided.

The traffic study follows the City's traffic study guidelines¹ and the scope of work for the study was determined through the City's Memorandum of Understanding (MOU) process. A copy of the signed MOU is included in the Technical Appendix for reference.

2.0 EXECUTIVE SUMMARY

The Chase Bank Project is located on the southwest corner of the Bristol Parkway/Green Valley Circle Intersection in the City of Culver City. The project is proposing to replace the existing vacant medical office building with a 4,113 SF Chase Bank with a drive-thru facility. Access is proposed via the 2 existing driveways that serve the vacant medical office facility that occupies the site.

The study-area street network is comprised of arterial and collector streets, including Bristol Parkway, Green Valley Circle, Slauson Avenue, Hannum Avenue, Sepulveda Boulevard and Centinela Avenue. The level of service analysis shows that all of the study-area intersections currently operate at LOS C or better during the A.M. and P.M. peak hour periods, indicating relatively good operations. The analysis also shows that the study-area intersections are forecast to operate at LOS C or better during the A.M. and P.M. peak hour periods under Cumulative conditions.

The Chase Bank Project would generate 609 average daily trips (ADT), with 50 trips during the A.M. peak hour and 106 trips during the P.M. peak hour. No credit was taken for the vacant medical office building that currently occupies the site. The impact analysis found that the study-area intersections are forecast to operate at LOS C or better during the A.M. and P.M. peak hour periods under Existing + Project and Cumulative + Project conditions. Thus, the Chase Bank Project would not generate significant impacts based on the City's impact criteria. The access analysis found that the project's driveways would operate at LOS A-B during the A.M. and P.M. peak hour periods with Cumulative + Project traffic. Finally, the CMP analysis found that the level of traffic generated by the Chase Bank Project would not impact the CMP facilities in the vicinity of the project site.

¹ Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City, City of Culver City Public Works Department/Engineering Division and Community Development Department/Planning Division, July 2012.

3.0 PROJECT DESCRIPTION

The Chase Bank Project site is located on the southwest corner of the Bristol Parkway/Green Valley Circle intersection in the City of Culver City (see Figure 1). The site is occupied with a medical office building that is now vacant. The project is proposing to replace the medical office building with a 4,113 SF bank with a drive-thru facility. Figure 2 illustrates the project site plan. The hours of operation are proposed at 9:00 A.M. to 6:00 P.M. Monday through Friday; and 9:00 A.M. to 4:00 P.M. on Saturday. A total of 11 employees are anticipated for the bank's operations. Access is proposed via the two existing driveways that serve the vacant medical office. As shown on the site plan, one driveway is located on Green Valley Circle and one driveway is located on Bristol Parkway. The project is anticipated to be completed and occupied by the end of July 2013.

4.0 EXISTING CONDITIONS

a. Street Network

The project study area and street network is shown on Figure 3. The project site is served by a circulation system comprised of arterial and collector streets. The key intersections identified for analyses are also shown on Figure 3, along with the lane geometries and traffic controls. A brief description of the study-area street network is provided below.

Bristol Parkway, located along the eastern frontage of the project site, is classified as a Secondary Arterial street by the City. Bristol Parkway extends from Slauson Avenue on the north to Centinela Avenue on the south. Bristol Parkway is a 4-lane arterial with turn lanes provided at major intersections and a center left-turn lane between intersections. On-street parking is generally not permitted along Bristol Parkway. There is some on-street parking allowed along the east side of the street between Green Valley Circle and Centinela Avenue. The key intersections identified for analyses along Bristol Parkway include Bristol Parkway/Slauson Avenue, Bristol Parkway/Hannum Avenue, Bristol Parkway/Green Valley Circle, and Bristol Parkway/Centinela Avenue. All of the key intersections are controlled by traffic signals.

Green Valley Circle, located along the northern frontage of the project site, is also classified as a Secondary Arterial street by the City. Green Valley Circle extends from Sepulveda Boulevard on the west to Centinela Avenue on the southeast. Between Sepulveda Boulevard and Buckingham Parkway, the roadway is a 4-lane arterial with turn lanes provided at major intersections and a center left-turn lane between intersections. On-street parking is generally not permitted along this segment. There is some on-street parking along the north side the street between Bristol Parkway and Doverwood Drive. Between Buckingham Parkway and Centinela Avenue, the roadway is a 2-lane arterial with turn lanes provided at major intersections and a center left-turn lane between intersections. Parking is allowed along both sides of the street along this segment. The key intersections identified for analyses along Green Valley Circle include Sepulveda Boulevard/Green Valley Circle and Bristol Parkway/Green Valley Circle, both of which are controlled by traffic signals.

PROJECT LOCATION

ASSOCIATED
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NOT TO SCALE

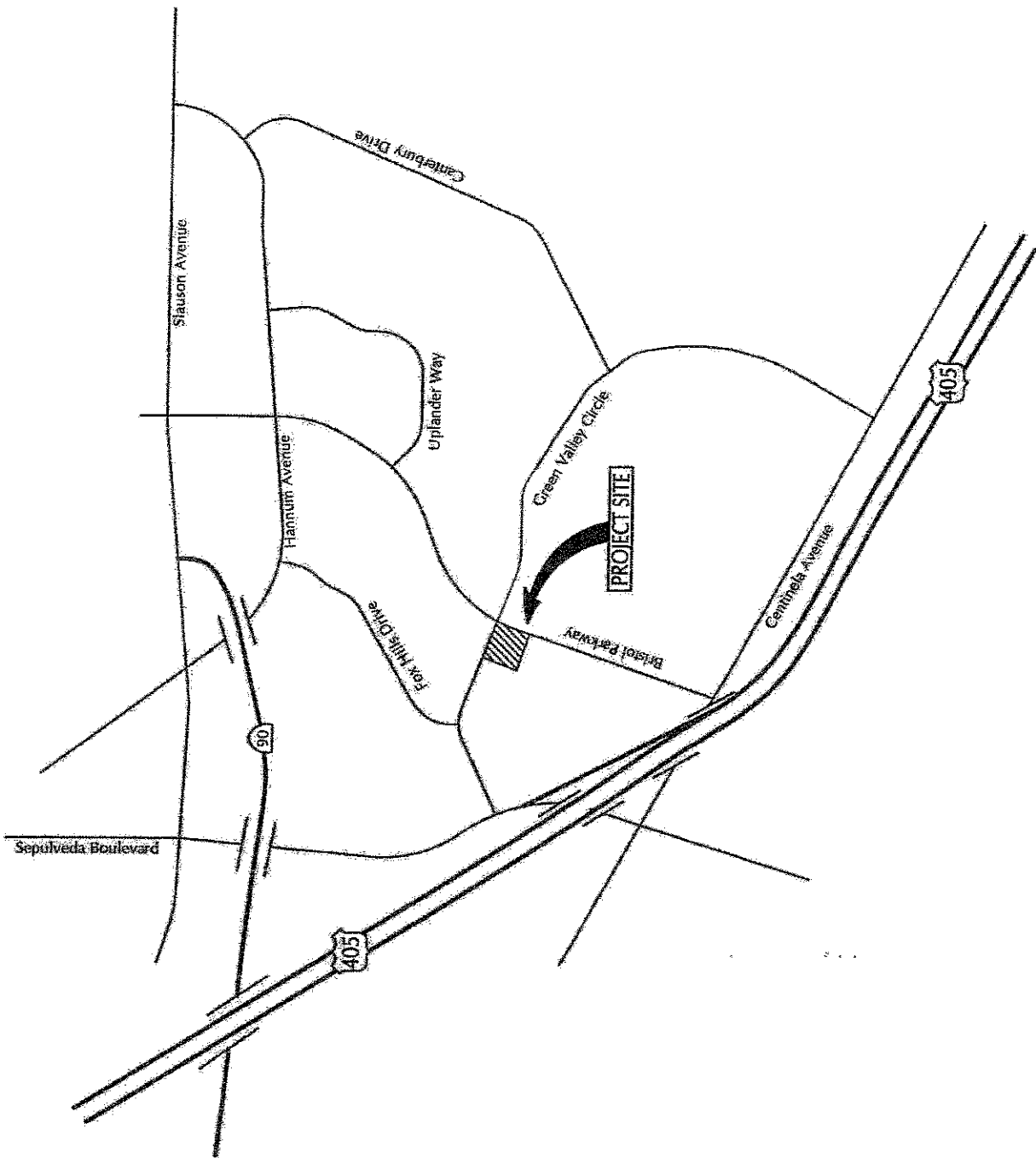


FIGURE (2)

LEGEND

- 1. EXISTING LANDSCAPE
- 2. EXISTING BUILDING
- 3. EXISTING PARKING
- 4. EXISTING DRIVEWAY
- 5. EXISTING FENCE
- 6. EXISTING LIGHTING
- 7. EXISTING UTILITY
- 8. EXISTING SIGNAGE
- 9. EXISTING TREES
- 10. EXISTING SHRUBS
- 11. EXISTING GRASS
- 12. EXISTING PAVEMENT
- 13. EXISTING CONCRETE
- 14. EXISTING ASPHALT
- 15. EXISTING BRICK
- 16. EXISTING STONE
- 17. EXISTING METAL
- 18. EXISTING WOOD
- 19. EXISTING PLASTER
- 20. EXISTING GYPSUM
- 21. EXISTING CEILING
- 22. EXISTING FLOOR
- 23. EXISTING WALL
- 24. EXISTING ROOF
- 25. EXISTING FOUNDATION
- 26. EXISTING STRUCTURE
- 27. EXISTING EQUIPMENT
- 28. EXISTING FURNITURE
- 29. EXISTING FIXTURES
- 30. EXISTING ACCESSORIES
- 31. EXISTING DECORATION
- 32. EXISTING FINISHES
- 33. EXISTING MATERIALS
- 34. EXISTING METHODS
- 35. EXISTING TOOLS
- 36. EXISTING MACHINERY
- 37. EXISTING VEHICLES
- 38. EXISTING PERSONNEL
- 39. EXISTING SUPPLIES
- 40. EXISTING SERVICES
- 41. EXISTING UTILITIES
- 42. EXISTING INFRASTRUCTURE
- 43. EXISTING ENVIRONMENT
- 44. EXISTING CLIMATE
- 45. EXISTING WEATHER
- 46. EXISTING SOIL
- 47. EXISTING WATER
- 48. EXISTING AIR
- 49. EXISTING LIGHT
- 50. EXISTING SOUND
- 51. EXISTING VIBRATION
- 52. EXISTING POLLUTION
- 53. EXISTING HAZARD
- 54. EXISTING RISK
- 55. EXISTING LIABILITY
- 56. EXISTING COMPLIANCE
- 57. EXISTING REGULATION
- 58. EXISTING STANDARD
- 59. EXISTING PRACTICE
- 60. EXISTING PROCEDURE
- 61. EXISTING POLICY
- 62. EXISTING STRATEGY
- 63. EXISTING PLAN
- 64. EXISTING PROGRAM
- 65. EXISTING PROJECT
- 66. EXISTING PHASE
- 67. EXISTING TASK
- 68. EXISTING ACTION
- 69. EXISTING RESULT
- 70. EXISTING IMPACT
- 71. EXISTING EFFECT
- 72. EXISTING INFLUENCE
- 73. EXISTING CONTRIBUTION
- 74. EXISTING VALUE
- 75. EXISTING BENEFIT
- 76. EXISTING COST
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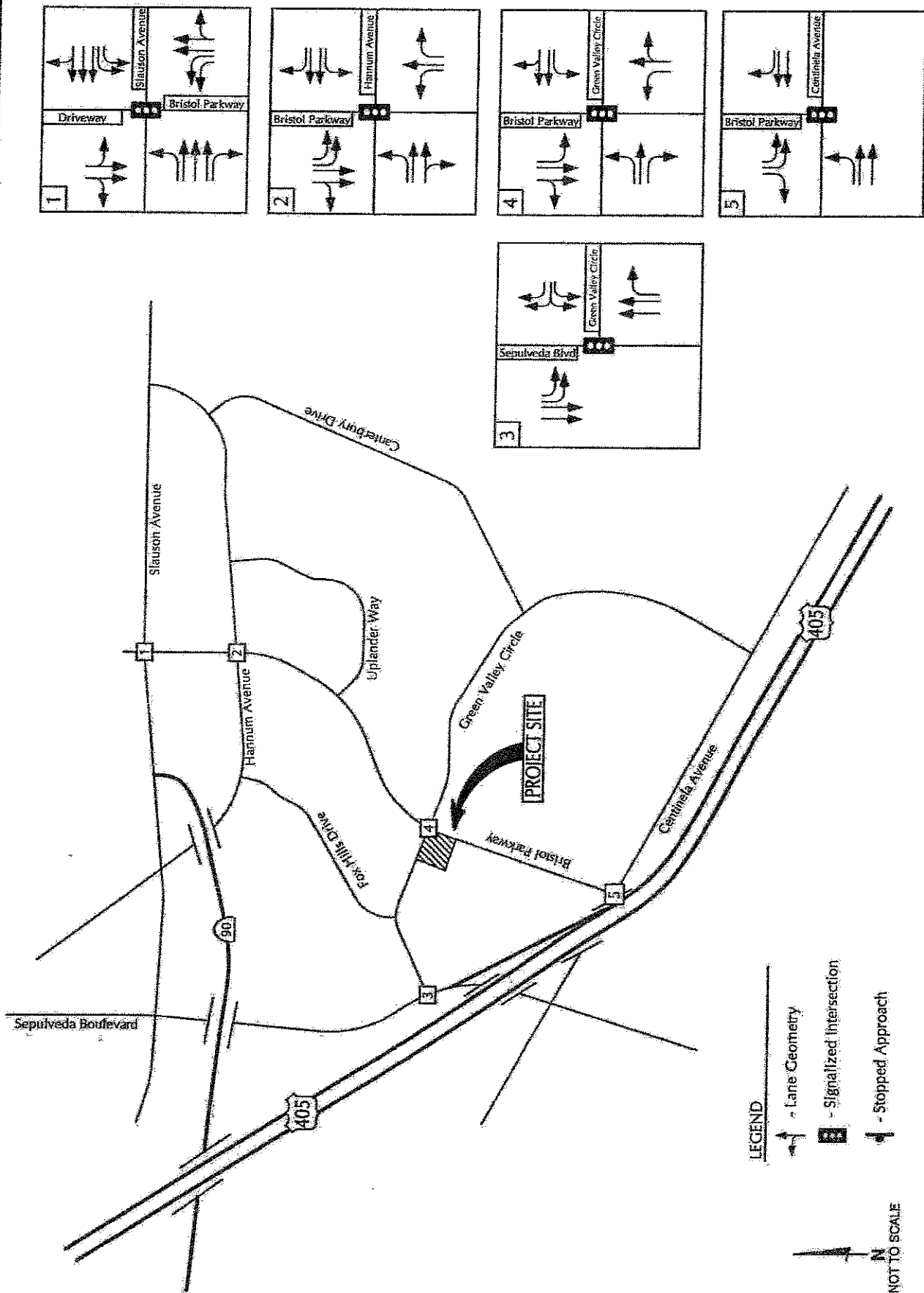


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ENGINEERS

EXISTING STREET NETWORK, LANE GEOMETRIES, AND TRAFFIC CONTROLS

FIGURE 3

MAP - #12093



Slauson Avenue, located north of the project site, is classified as a Primary Arterial street by the City. Slauson Avenue is a 6-lane arterial that extends east-west within the study area with turn lanes provided at major intersections. Parking is prohibited along both sides of the street within the study area. The Bristol Parkway/Slauson Avenue intersection, which is controlled by traffic signals, was identified for analyses in this traffic study.

Hannum Avenue, also located north of the project site, is classified as a Secondary Arterial street by the City. Hannum Avenue is a 4-lane arterial that extends east-west within the study area. Turn lanes are provided at major intersections and on-street parking is allowed along the south side of the street on the segment east of Bristol Parkway. The Bristol Parkway/Hannum Avenue intersection, which is controlled by traffic signals, was identified for analyses in this traffic study.

Sepulveda Boulevard, located west of the project site, is classified as a Primary Arterial street by the City. Sepulveda Boulevard is a 6-lane arterial that extends north-south within the study area with turn lanes provided at major intersections. Parking is prohibited along both sides of the street within the study area. The Sepulveda Boulevard/Green Valley Circle intersection (signalized) was identified for analyses in this traffic study.

Centinela Avenue, located south of the project site, is classified as a Primary Arterial street by the City. Centinela Avenue is a 4-lane arterial that extends east-west within the study area with turn lanes provided at major intersections and a center left-turn lane between intersections. On-street parking is prohibited along both sides of the street within the study area. The Bristol Parkway/Centinela Avenue intersection (signalized) was identified for analyses in this traffic study.

b. Transit Service

Culver CityBus provides public transit service within the study area. Culver CityBus operates 7 routes, serving a 25.5 square mile area, including the communities of Venice, Westchester, Westwood, West Los Angeles, Palms, Marina Del Rey, Rancho Park, Mar Vista, Century City, and Culver City. Route 3 serves the project site and provides service between Century City on the north and the Culver City Transit Center on the south. Bus stops are located adjacent to the project site at the Bristol Parkway/Green Valley Circle intersection. Buses generally provide service every 20 minutes on weekdays and every 30 minutes on weekends and holidays.

c. Bicycle and Pedestrian Facilities

The City approved a bicycle pedestrian master plan in 2010 that incorporates a system of bike and pedestrian facilities. Within the study area, Class II bike lanes (painted on-street lanes) are designated for Hannum Avenue between Fox Hills Drive and Canterbury Drive; Green Valley Circle between Sepulveda Boulevard and Centinela Avenue; and the segment of Centinela Avenue east of Hillside Memorial Park. Class III bike routes (designated routes that share the road) are designated for Bristol Parkway between Slauson Avenue and Centinela Avenue; Hannum Avenue west of Fox Hills Drive; and Centinela Avenue west of Hillside Memorial Park.

Sidewalks are generally present along both sides of the study-area streets. In the vicinity of the project site, sidewalks are present on both sides of Bristol Parkway and Green Valley Circle. The signalized Bristol Parkway/Green Valley Circle intersection includes painted crosswalks on all 4 legs of the intersection with push-button activated pedestrian signal heads that provide dedicated walk times for pedestrians crossing the streets.

d. Traffic Volumes

Because traffic flow on the City's street network is most constrained at intersections, a detailed analysis of traffic flow must examine operating conditions of critical intersections during peak travel periods. Existing A.M. and P.M. peak hour volumes were collected at most of the study-area intersections on Tuesday, November 6, 2012 for this study. The City provided counts for the Culver Bristol Parkway/Centinela Avenue intersection since it was under construction during the traffic count period. The traffic counts used in the following analyses are contained in the Technical Appendix for reference. Existing A.M. and P.M. peak hour volumes are illustrated on Figure 4.

e. Levels of Service

"Levels of Service" (LOS) A through F are used to rate traffic operations, with LOS A indicating very good operation and LOS F indicating poor operation. More complete definitions are provided in Table 1.

Table 1
Intersection Level of Service Definitions

LOS	Definition
A	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Source: Highway Capacity Manual, Transportation Research Board, 2010.

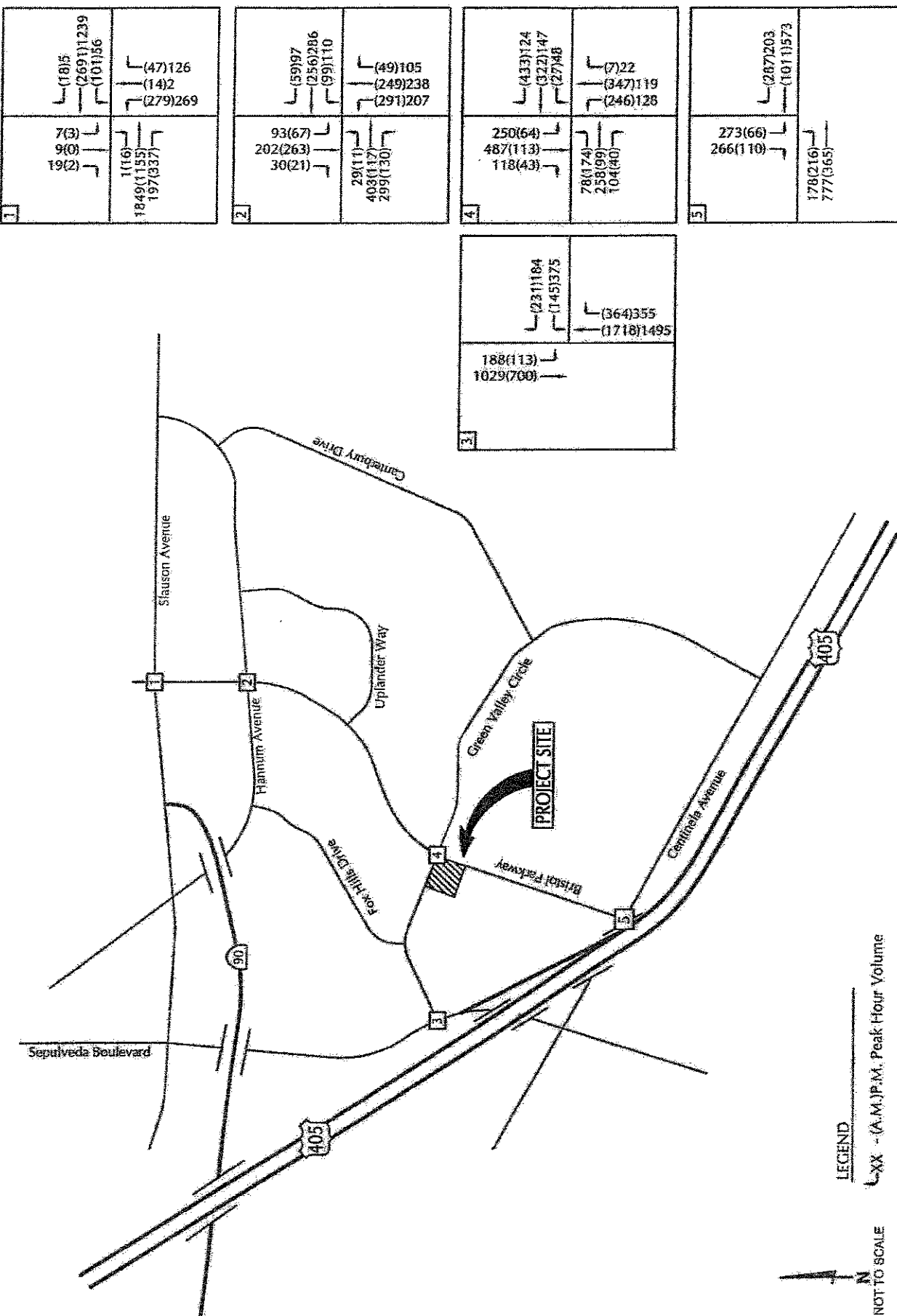


FIGURE 4

EXISTING A.M. & P.M. PEAK HOUR TRAFFIC VOLUMES

NMF - #12098

All of the study-area intersections identified for analysis are signalized. Levels of service were calculated for the study-area intersections using the "Intersection Capacity Utilization" (ICU) methodology required by the City. Level of service calculation worksheets are contained in the Technical Appendix for reference. As shown in Table 2, the study-area intersections operate at LOS C or better during the A.M. and P.M. peak hour periods, indicating relatively good operations.

Table 2
Existing Levels of Service

Intersection	Control	ICU / LOS	
		A.M. Peak Hour	P.M. Peak Hour
Bristol Pkwy/Slauson Ave	Signal	0.772 / LOS C	0.606 / LOS B
Bristol Pkwy/Hannum Ave	Signal	0.472 / LOS A	0.542 / LOS A
Sepulveda Blvd/Green Valley Cir	Signal	0.742 / LOS C	0.732 / LOS C
Bristol Pkwy/Green Valley Cir	Signal	0.694 / LOS B	0.557 / LOS A
Bristol Pkwy/Centinel Ave	Signal	0.589 / LOS A	0.485 / LOS A

5.0 IMPACT THRESHOLDS

The City's thresholds of significance were used to assess the potential traffic impacts generated by the Chase Bank Project. The City's thresholds are listed below.

- A. A project's transportation impact at an intersection is considered to be significant if the project increases the V/C ratios beyond the thresholds shown in the following table.

Significant Impact Thresholds at Signalized/Stop-Controlled Intersections

Level of Service	V/C Ratio	Project Related Increase in V/C Ratio
LOS A	0.600 or less	No Significant Impact
LOS B	0.601-0.700	No Significant Impact
LOS C	0.701-0.800	Equal or Greater than 0.05
LOS D	0.801-0.900	Equal or Greater than 0.04
LOS E	0.901-1.00	Equal or Greater than 0.02
LOS F	1.001 or more	Equal or Greater than 0.02

6.0 PROJECT-SPECIFIC ANALYSIS

a. Project Trip Generation

Trip generation estimates were developed for the project using the "Drive-In Bank" (Land Use Code #912) rates contained in the Institute of Transportation Engineers (ITE) Trip Generation report.² Trip credits were not applied for the existing medical office building located on the site since it was closed during the period when the baseline traffic counts were collected at the study-area intersections. Table 3 also shows a breakdown of the primary and pass-by trips for the proposed bank. While the ITE manual indicates that 47% of drive-in bank trips are pass-by in nature, the City's Traffic Study Criteria shows a maximum allowable rate of 25%. The 25% pass-by rate was therefore used for the trip generation analysis. Table 1 shows the trip generation calculations for the project.

Table 3
Project Trip Generation

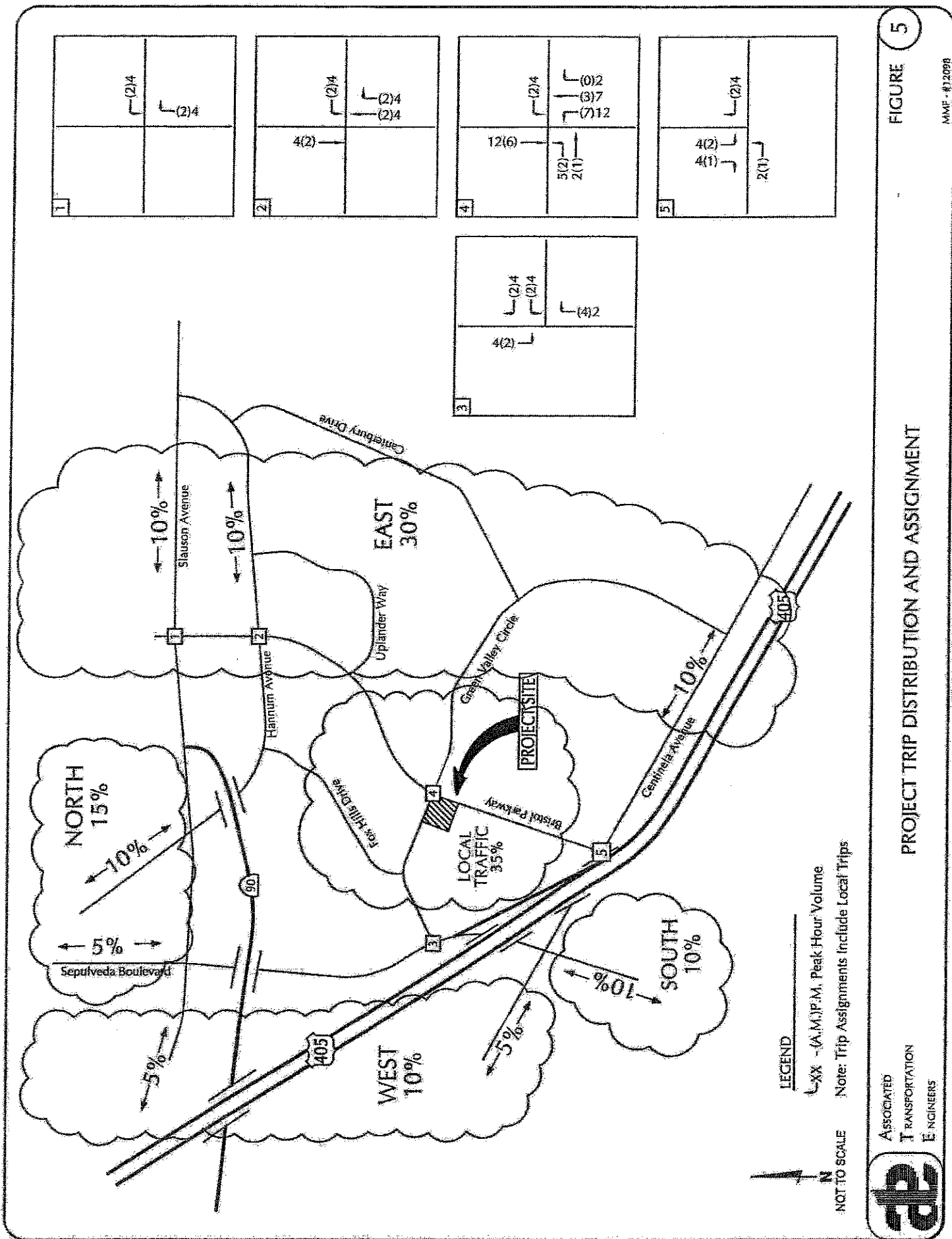
Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Drive-In Bank	4,113 SF	148.15	609	12.35	50 (28/22)	25.82	106 (53/53)
Pass-By Trips (25%)			152	12 (6/6)		26 (13/13)	
Primary Trips (75%)			457	38 (22/16)		80 (40/40)	

As shown, the proposed Chase Bank Project would generate 609 ADT, with 50 trips during the A.M. peak hour and 106 trips during the P.M. peak hour.

b. Project Trip Distribution and Assignment

Table 4 lists the trip pattern developed for assigning the project traffic to the study-area street network. Trip distribution percentages were developed for the project by considering the location of other banks in the project vicinity, as well as consideration of the population, employment and retail centers in the project vicinity. Figure 5 shows the trip distribution pattern along with the assignment of project-generated peak hour trips at the study-area intersections.

² Trip Generation, Institute of Transportation Engineers, 8th Edition, 2008.



PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

MMF - #12009

Table 4
Project Trip Distribution

Origin/Destination	Direction	Percentage
Sepulveda Boulevard Hannum Avenue	North	5% 10%
Sepulveda Boulevard	South	10%
Slauson Avenue Hannum Avenue Centinela Avenue	East	10% 10% 10%
Slauson Avenue Centinela Avenue	West	5% 5%
Local	North, South, East, West	35%
Total		100%

c. Existing + Project Levels of Service

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes shown on Figure 6. Tables 5 and 6 compare the Existing and Existing + Project peak hour levels of service for the study-area intersections. The tables also show the significance of project-added traffic based on City thresholds.

Table 5
Existing + Project Levels of Service - A.M. Peak Hour

Intersection	ICU / LOS		Project Added	
	Existing	Existing + Project	V/C	Impact?
Bristol Pkwy/Slauson Ave	0.772 / LOS C	0.772 / LOS C	0.000	No
Bristol Pkwy/Hannum Ave	0.472 / LOS A	0.474 / LOS A	0.002	No
Sepulveda Blvd/Green Valley Cir	0.742 / LOS C	0.744 / LOS C	0.002	No
Bristol Pkwy/Green Valley Cir	0.694 / LOS B	0.697 / LOS B	0.003	No
Bristol Pkwy/Centinela Ave	0.589 / LOS A	0.590 / LOS A	0.001	No

1 (18)5 (269)1239 (103)60 (49)130 (14)2 (279)269 7(3) 9(0) 19(2) 1(16) 1849(1155) 197(337)	2 (59)97 (256)286 (101)114 (51)109 (251)242 (291)207
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93(67)

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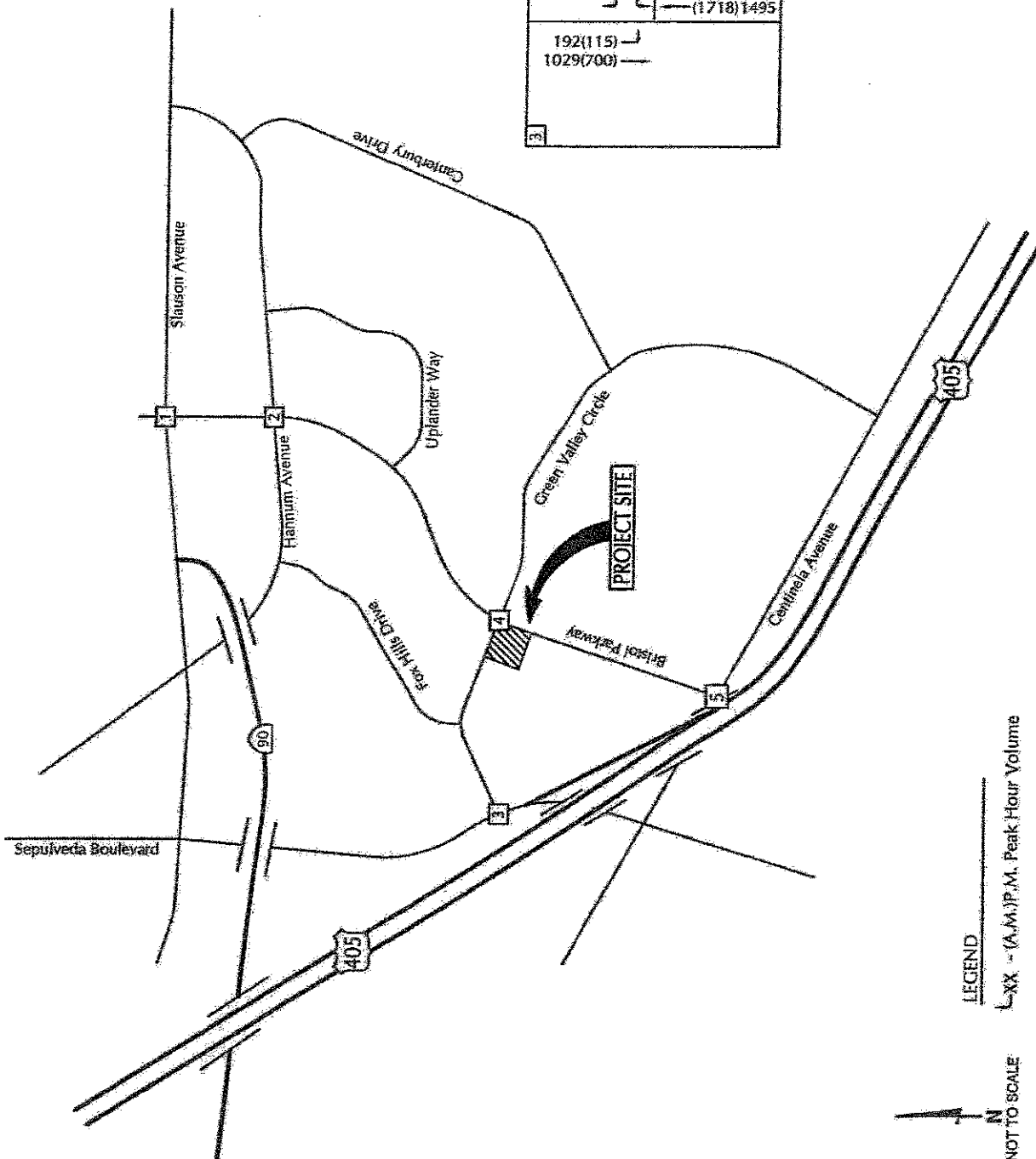


FIGURE 6

EXISTING+PROJECT A.M. & P.M. PEAK HOUR TRAFFIC VOLUMES

Table 6
Existing + Project Levels of Service - P.M. Peak Hour

Intersection	ICU / LOS		Project Added	
	Existing	Existing + Project	V/C	Impact?
Bristol Pkwy/Slauson Ave	0.606 / LOS B	0.608 / LOS B	0.002	No
Bristol Pkwy/Hannum Ave	0.542 / LOS A	0.546 / LOS A	0.004	No
Sepulveda Blvd/Green Valley Cir	0.732 / LOS C	0.735 / LOS C	0.003	No
Bristol Pkwy/Green Valley Cir	0.557 / LOS A	0.573 / LOS A	0.016	No
Bristol Pkwy/Centinela Ave	0.485 / LOS A	0.488 / LOS A	0.003	No

The information presented in Tables 5 and 6 show that the study-area intersections are forecast to continue to operate at LOS C or better during the A.M. and P.M. peak hour period. The Chase Bank Project would not significantly impact the study-area intersections based on the City's impact thresholds.

d. Site Access and Circulation

As shown on the project site plan (Figure 2), access is proposed via the 2 existing driveways that served the vacant medical office. One of the driveways is located on Green Valley Circle and the other driveway is located on Bristol Parkway. A total of 25 parking spaces are proposed (23 regular spaces plus 2 accessible spaces), which exceeds the City's zoning ordinance requirement of 17 parking spaces. The project also includes 3 bicycle parking spaces.

The Green Valley Circle driveway is 29 feet and 7.5 inches wide and would provide for two-way flow. This driveway would be limited to right turns only for inbound and outbound movements since it is located directly opposite the left-turn storage bay dedicated for the eastbound left-turns at the Bristol Parkway/Green Valley Circle intersection. The Bristol Parkway driveway is 25 feet and 0.5 inches wide and would also provide for two-way flow. Full access would be provided at this driveway (left- and right-turn movements for inbound and outbound traffic). There is a two-way median left-turn lane on Bristol Parkway that would provide storage for inbound left-turn at the Bristol Parkway driveway.

Cumulative + Project traffic volumes were forecast for the project driveways in order to evaluate operations and their affects on the adjacent street segments. Figure 7 shows the Cumulative + Project driveway volumes for the A.M. and P.M. peak hour periods.

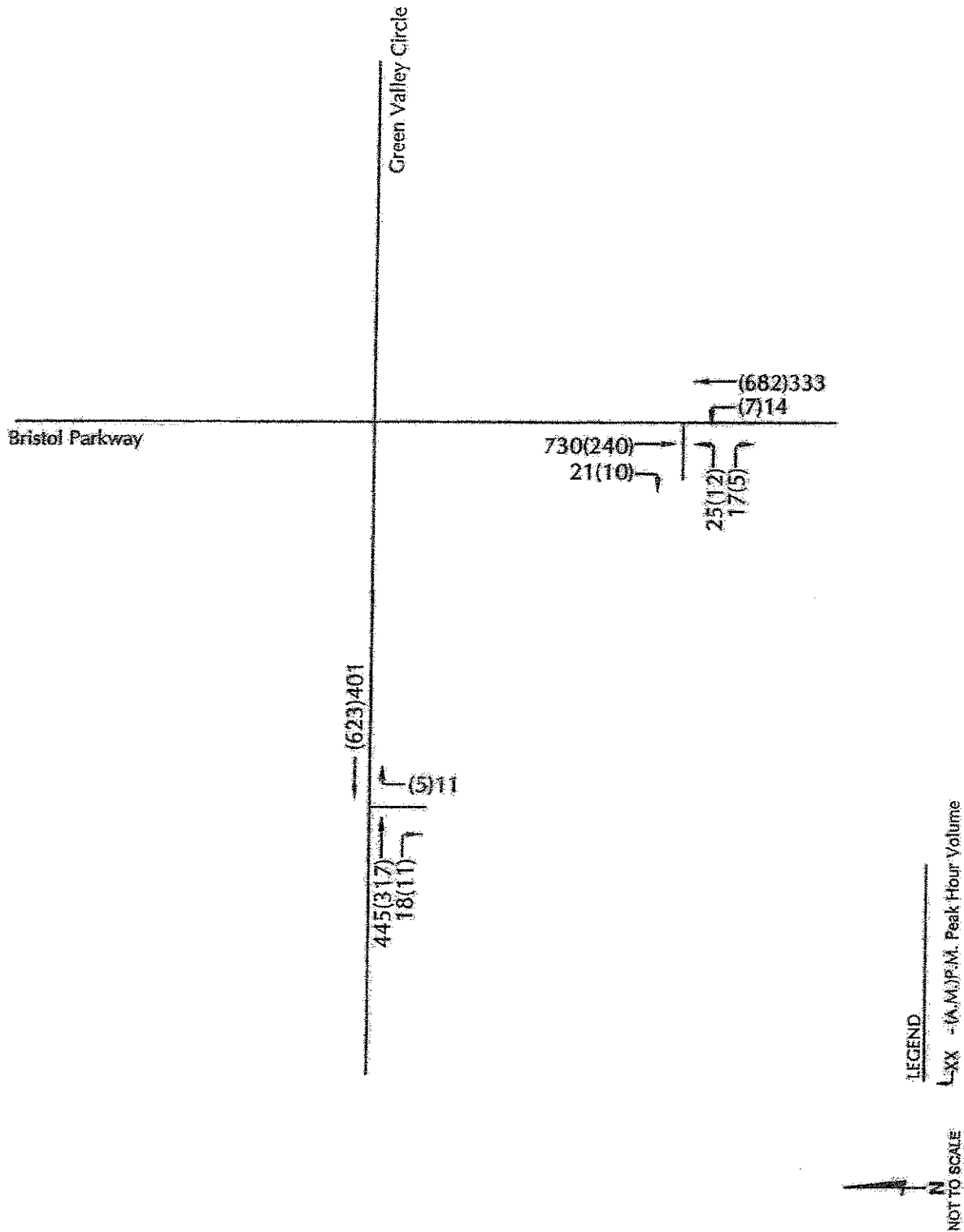


FIGURE 7

CUMULATIVE A.M. & P.M. PEAK HOUR DRIVEWAY VOLUMES



NME - #12098

Levels of service were calculated for the project driveways using the unsignalized operations methodology outlined in the Highway Capacity Manual.³ Table 7 shows the Cumulative + Project delays and levels of service for the 2 driveways during the A.M. and P.M. peak periods.

Table 7
Cumulative + Project Driveway Operations

Driveway	Delay / LOS	
	A.M. Peak Hour	P.M. Peak Hour
Green Valley Circle Driveway		
Inbound Right Turn	0.0 Sec./LOS A	0.0 Sec./LOS A
Outbound Right Turn	9.1 Sec./LOS A	9.5 Sec./LOS A
Bristol Parkway Driveway		
Inbound Left Turn	7.7 Sec./LOS A	9.2 Sec./LOS A
Inbound Right Turn	0.0 Sec./LOS A	0.0 Sec./LOS A
Outbound Left-Right	11.1 Sec./LOS B	13.9 Sec./LOS B

As shown, delays for turning to/from the project driveways equate to LOS A-B operations assuming Cumulative + Project traffic conditions. The analysis indicates that there would be adequate gaps in the traffic streams on both Green Valley Circle and Bristol Parkway to allow inbound and outbound movements at the project's driveways without significantly affecting traffic operations under Cumulative + Project conditions.

7.0 CUMULATIVE ANALYSIS

a. Traffic Forecasts

Cumulative traffic was forecast for Year 2013, the time period when the Chase Bank Project is anticipated to be completed and occupied. The 2013 horizon year forecasts include a 1% ambient growth factor applied to the 2012 traffic counts plus traffic generated by related projects. Lists of related projects were provided by City of Culver City staff and City of Los Angeles staff for this traffic study. Trip generation estimates were calculated for the City of Culver City related projects using rates published in the ITE Trip Generation report. Trip generation estimates for the City of Los Angeles related projects were provided by City of Los Angeles staff. Copies of the related projects lists are included in the Technical Appendix along with a map showing their locations and a worksheet showing their trip generation estimates.

³ Highway Capacity Manual, Transportation Research Board, 2010.

Traffic generated by the related projects were distributed and assigned to the study-area street network based on each project's location within the area street network, existing traffic patterns, and consideration of the residential, employment and retail centers in the area. Figure 8 shows traffic generated by the related projects at the study-area intersections. Figure 9 shows the Cumulative traffic forecasts for the study-area intersections (Existing + Ambient Growth + Related Projects). Traffic generated by the Chase Bank Project was then layered onto the Cumulative traffic forecasts in order to assess Cumulative + Project conditions. Figure 10 shows the Cumulative + Project traffic forecasts for the study-area intersections.

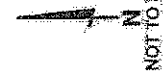
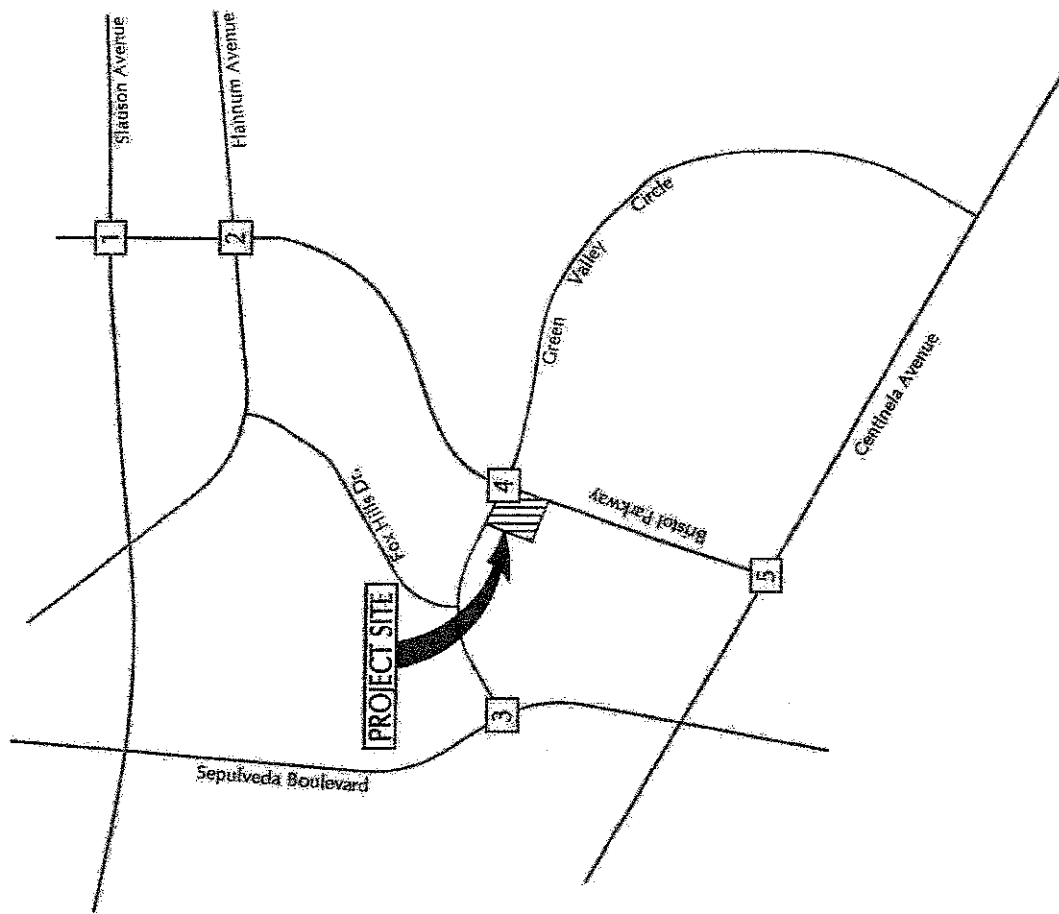
b. Cumulative + Project Levels of Service

Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project volumes shown on Figures 9 and 10. Tables 8 and 9 compare the peak hour levels of service and identify the significance of project-added traffic based on City thresholds.

As shown in Tables 8 and 9, the study-area intersections are forecast to operate at LOS C or better during the A.M. and P.M. peak hour period under Cumulative and Cumulative + Project conditions. The Chase Bank Project would not significantly impact the study-area intersections under Cumulative conditions based on the City's impact thresholds.

Table 8
Cumulative + Project Levels of Service - A.M. Peak Hour

Intersection	ICU / LOS		Project Added	
	Cumulative	Cumulative + Project	V/C	Impact?
Bristol Pkwy/Slauson Ave	0.797 / LOS C	0.797 / LOS C	0.000	No
Bristol Pkwy/Hannum Ave	0.514 / LOS A	0.516 / LOS A	0.002	No
Sepulveda Blvd/Green Valley Cir	0.758 / LOS C	0.760 / LOS C	0.002	No
Bristol Pkwy/Green Valley Cir	0.766 / LOS C	0.769 / LOS C	0.003	No
Bristol Pkwy/Centinel Ave	0.686 / LOS B	0.687 / LOS B	0.001	No



LEGEND

— (A.M.) P.M. Peak Hour Volume

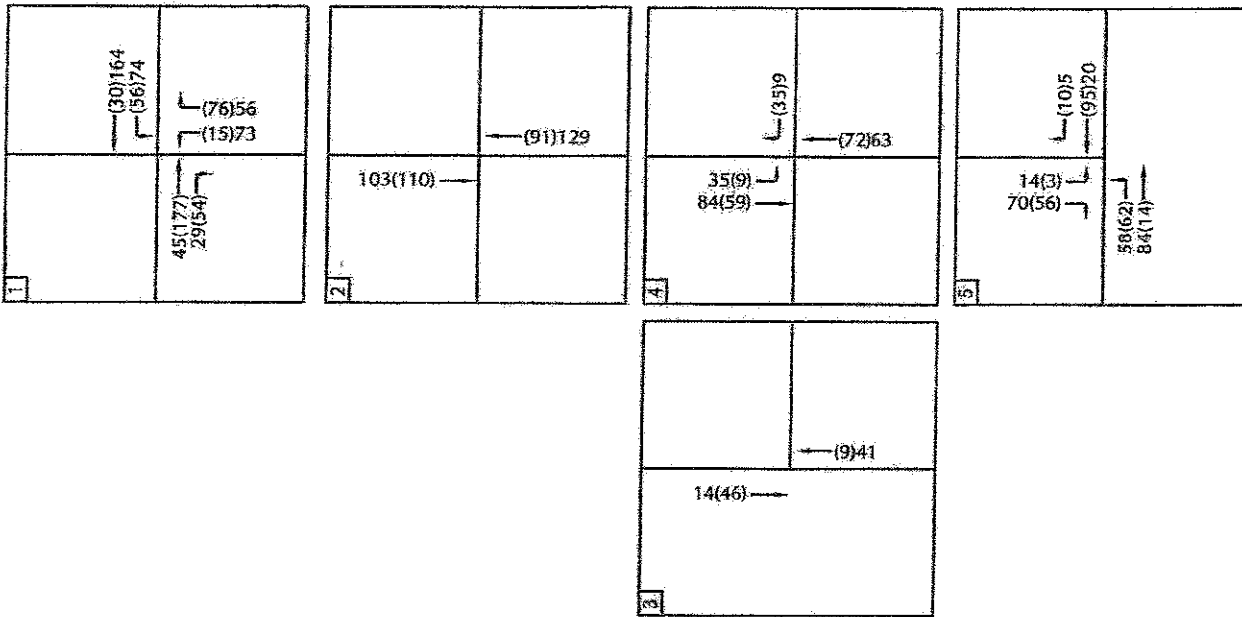


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RELATED PROJECT-ADDED A.M. & P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 8

MNF - #12098



1	(18)5 (277)51428 (159)131 (124)185 (74)2 (300)347 7(3) 9(0) 19(2) 1(16) 1931(1355) 230(398)	2	(60)99 (261)292 (101)112 (50)107 (345)372 (297)211
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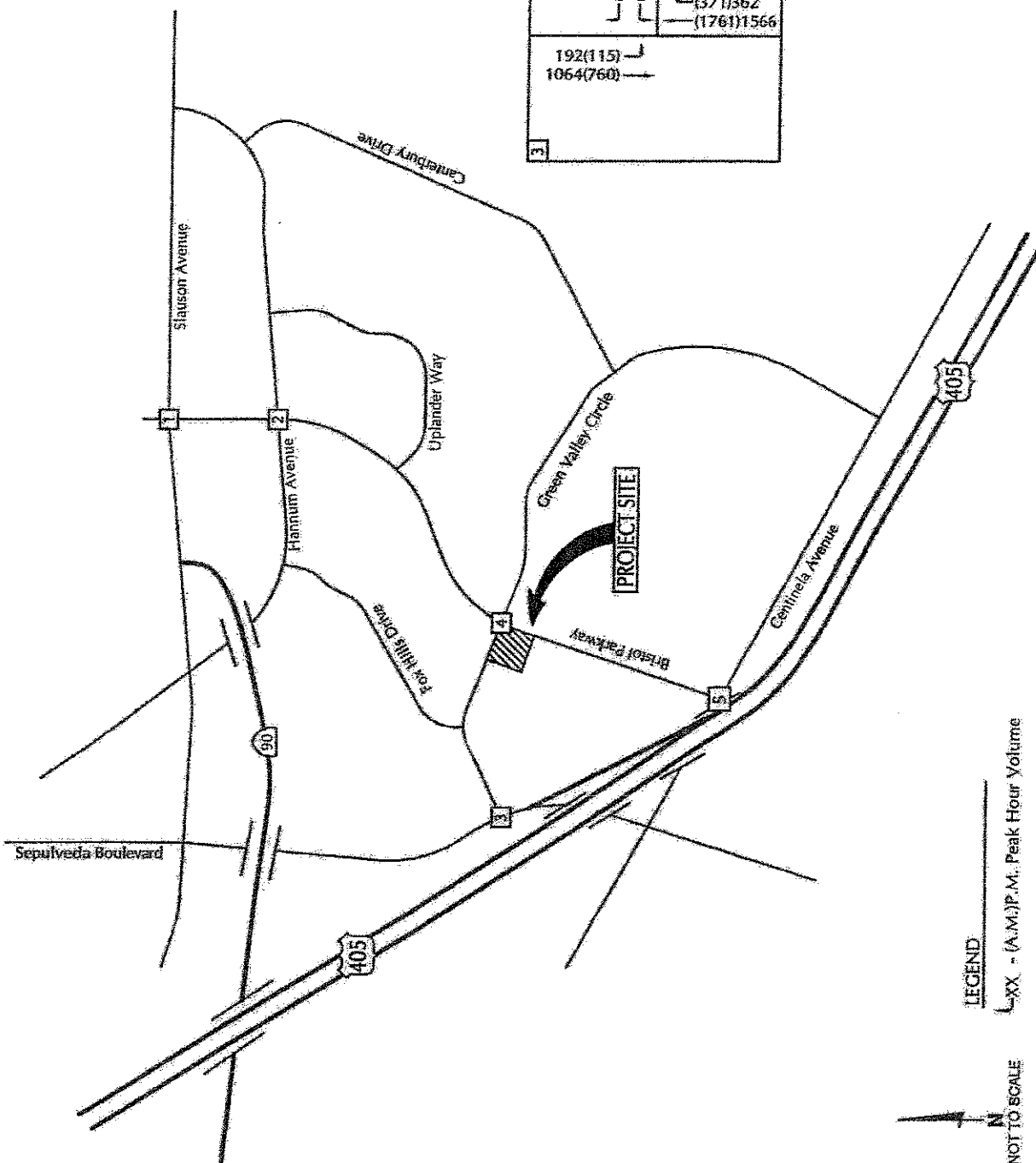


FIGURE 9

NMF - #12098

CUMULATIVE A.M. & P.M. PEAK HOUR TRAFFIC VOLUMES

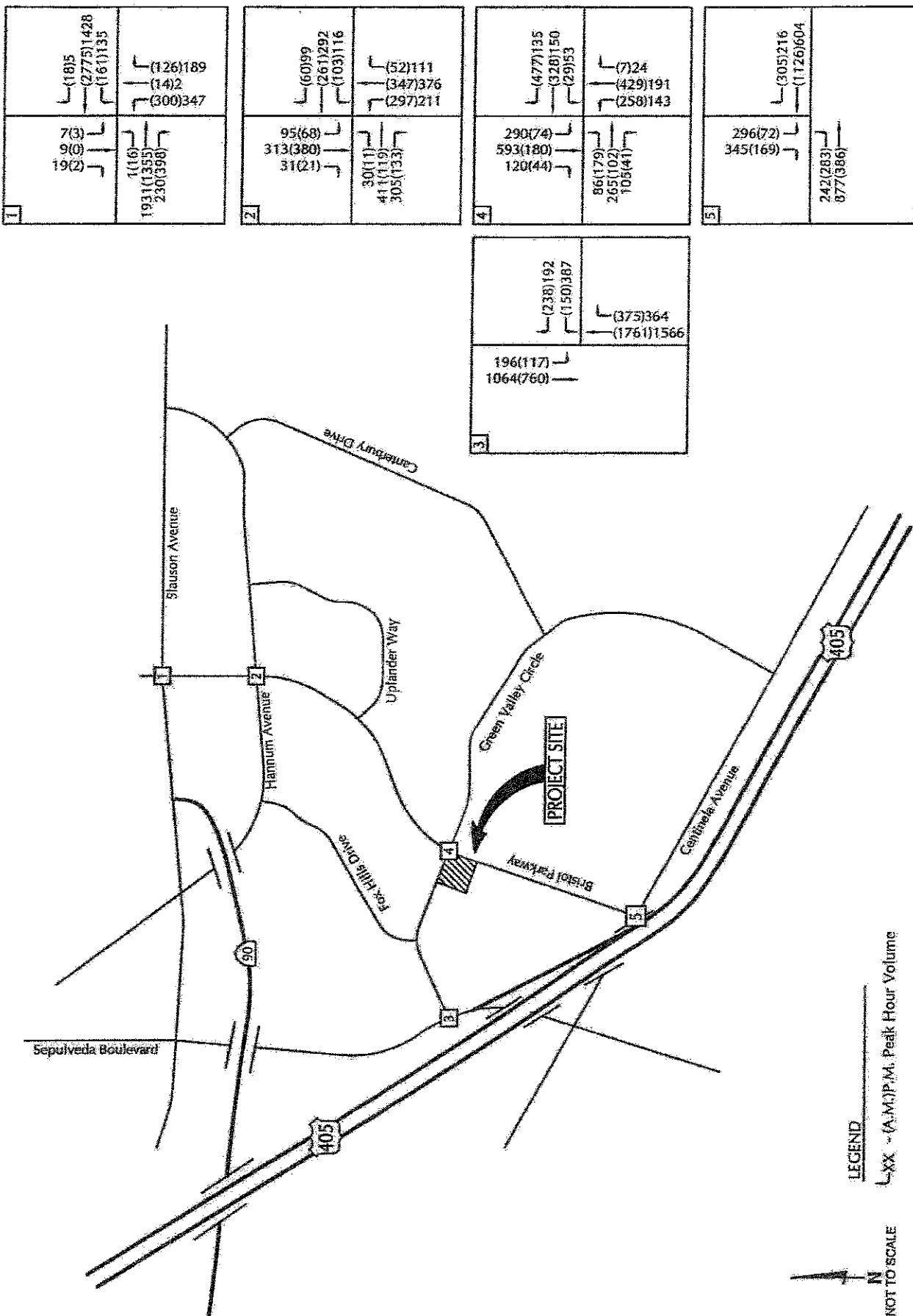


FIGURE 10

CUMULATIVE + PROJECT A.M. & P.M. PEAK HOUR TRAFFIC VOLUMES

Table 9
Cumulative + Project Levels of Service - P.M. Peak Hour

Intersection	ICU / LOS		Project Added	
	Cumulative	Cumulative + Project	V/C	Impact?
Bristol Pkwy/Slauson Ave	0.676 / LOS B	0.678 / LOS B	0.002	No
Bristol Pkwy/Hannum Ave	0.614 / LOS B	0.617 / LOS A	0.003	No
Sepulveda Blvd/Green Valley Cir	0.758 / LOS C	0.760 / LOS C	0.002	No
Bristol Pkwy/Green Valley Cir	0.604 / LOS B	0.613 / LOS B	0.003	No
Bristol Pkwy/Centinel Ave	0.548 / LOS A	0.550 / LOS A	0.002	No

8.0 MITIGATION MEASURES

The traffic analysis found that the project would not generate Project-Specific or Cumulative impacts. Mitigation measures are therefore not required.

9.0 CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Los Angeles County Metropolitan Transportation Authority has developed a set of traffic impact guidelines to assess the impacts of land use decisions made by local jurisdictions on the Congestion Management Program (CMP) system. The CMP requires analyses at mainline freeway monitoring locations where a project will add 150 or more trips, in either direction, during either the A.M. or P.M. weekday peak hours; and at all CMP arterial monitoring intersections, including existing and proposed freeway on-ramp and off-ramp intersections, where a proposed project will add 50 or more trips during either the A.M. or P.M. weekday peak hours.

Potential Impacts

As shown in Table 3, the Chase Bank Project would be forecast to generate a total of 38 A.M. peak hour trips and 80 P.M. peak hour trips that would be primary in nature (primary trips are the trips that would affect the street network beyond the project's driveways). Once distributed, the Chase Bank Project would add less than 150 trips, in either direction, to the mainline freeway monitoring locations during the A.M. or P.M. weekday peak hours; and would add less than 50 trips to the CMP intersections during the A.M. or P.M. weekday peak hours.

■ ■ ■

10.0 REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, AICP, PTP, Principal Transportation Planner
Justin S. Link, PE, Civil Engineer
Dan Dawson, PTP, Senior Transportation Planner
Matthew Farrington, Transportation Planner

References

2010 Highway Capacity Manual, Transportation Research Board, 2010.

2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010.

Trip Generation, Institute of Transportation Engineers, 8th Edition, 2008.

Persons Contacted

Barry Kurtz, City of Culver City
Blorfroshan, Mohammad, City of Los Angeles
Joshua Williams, City of Culver City

11.0 TECHNICAL APPENDIX

CONTENTS:

MEMORANDUM OF UNDERSTANDING

TRAFFIC COUNTS

CUMULATIVE PROJECT INFORMATION

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Bristol Parkway/Slauson Avenue

Reference 2 - Bristol Parkway/Hannum Avenue

Reference 3 - Sepulveda Boulevard/Green Valley Circle

Reference 4 - Bristol Parkway/Green Valley Circle

Reference 5 - Bristol Parkway/Centinela Avenue

DRIVEWAY VOLUMES AND LEVEL OF SERVICE CALCULATION WORKSHEETS

MEMORANDUM OF UNDERSTANDING



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

November 14, 2012

12098L02.WP

Barry Kurtz
City of Culver City
Public Works Department/Engineering Division
9770 Culver Boulevard
Culver City, CA 90232-0807

MEMORANDUM OF UNDERSTANDING: CHASE BANK @ BRISTOL PARKWAY/GREEN VALLEY CIRCLE

Attached is the completed and signed Memorandum of Understanding (MOU) form prepared for the Chase Bank Project. The project is proposed on the southwest corner of the Bristol Parkway/Green Valley Circle intersection in the City of Culver City. The project is proposing to develop a 4,113 SF bank (with drive-thru). The site was previously occupied with a medical office building.

The following text provides additional information related to trip generation and distribution assumptions as well as lists the study-area intersections to be analyzed.

Trip Generation

Trip generation estimates were developed for the project using the "Drive-In Bank" (Land Use Code #912) rates contained in the Institute of Transportation Engineers (ITE) Trip Generation report.¹ Table 1 shows the trip generation calculations for the project. Trip credits were not applied for the pre-existing medical office building since it was closed during the period when the baseline traffic counts were collected at the study-area intersections. Table 1 also shows a breakdown of the primary and pass-by trips for the proposed bank. While the ITE manual indicates that 47% of drive-in bank trips are pass-by in nature, the City's Traffic Study Criteria shows a maximum allowable rate of 25%. The 25% pass-by rate was therefore used for the trip generation analysis.

¹ Trip Generation, Institute of Transportation Engineers, 8th Edition, 2008.

Table 1
Project Trip Generation

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Drive-In Bank	4,113 SF	148.15	609	12.35	50 (28/22)	25.82	106 (53/53)
Pass-By Trips (25%)			152		12 (6/6)		26 (13/13)
Primary Trips (75%)			457		38 (22/16)		80 (40/40)

As shown, the proposed Chase Bank would generate 609 ADT, with 50 trips during the A.M. peak hour and 106 trips during the P.M. peak hour.

Trip Distribution

Trip distribution percentages were developed for the project by considering the location of other banks in the project vicinity, as well as the population, employment and retail centers in the project vicinity. Table 2 shows the trip pattern developed for assigning the primary trips to the study-area intersections.

Table 2
Project Trip Distribution

Origin/Destination	Direction	Percentage
Sepulveda Boulevard Hannum Avenue	North	5%
		10%
Sepulveda Boulevard	South	10%
Slauson Avenue Hannum Avenue Centinela Avenue	East	10%
		10%
		10%
Slauson Avenue Centinela Avenue	West	5%
		5%
Local	North, South, East, West	35%
Total		100%

Figure 1 (attached) shows the trip distribution pattern with the percentages shown in "clouds" as well as along the routes to/from the project site. Figure 2 (attached) shows the assignment of the project-generated primary trips at the study-area intersections for the A.M. and P.M. peak hours.

Primary trips were distributed and assigned to the project driveways based on the trip route pattern shown on Figure 1. Figure 3 (attached) shows the assignment of primary trips at the project driveways. Pass-by trips were distributed and assigned to the project driveways using the methods outlined in ITE trip generation report. Figure 4 (attached) shows the assignment of pass-by trips at the project driveways. The primary and pass-by trip assignments at the project driveways were then combined to show the total driveway volumes. Figure 5 (attached) shows the A.M. and P.M. peak hour trips at the two driveways that serve the site.

PROJECT STUDY-AREA

The traffic study will include analysis of the following intersections identified by City staff.

- Bristol Parkway/Slauson Avenue
- Bristol Parkway/Hannum Avenue
- Bristol Parkway/Green Valley Circle
- Bristol Parkway/Centinela Avenue
- Sepulveda Boulevard/Green Valley Circle

RELATED PROJECTS

The traffic study will include analysis of related project that could affect the project study area. The attached list was provided by City staff (Joshua Williams). ATE has also contacted City of Los Angeles staff (Mo Blorofroshan) to obtain a list of related projects in that jurisdiction. Once received, ATE will develop a list of related projects that could affect the project study area and submit to City staff for review and concurrence.

We appreciate your prompt review and approval so that we can move forward with the study. Please give me a call to discuss any questions.

Associated Transportation Engineers



Dan Dawson, PTP
Senior Transportation Planner

DLD/MMF

attachments

Attachment A

Memorandum of Understanding For a Traffic Study

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

Project Name: CHASE JIMMY & PATRICK PHASE 1 GREEN DRIVE AL
Project Address: 6201 BRISTOL PARKWAY, CULVER CITY
Project Description: _____ GFA* Office / _____ GFA Industrial
_____ GFA Retail / _____ Residential Units
4113 SF GFA Other / DRIVEIN PARK GFA Other

Project Horizon Year: 2014 Ambient Growth Rate: One (1.0) % Per Year
Directional Distribution: N: _____ % S: _____ % E: _____ % W: _____ %
[Attach map(s) illustrating directional distribution percentages at all intersections and driveways.]

Trip Generation Rate(s): ITE Latest Edition / Other: _____
[Show AM, PM and daily trip generation rates for each land use]
Land Use: _____

	ITE Code #:		ITE Code #:						
	In	/	Out	In	/	Out	Total In	/	Total Out
AM Trips:	_____	/	_____	_____	/	_____	_____	/	_____
PM Trips:	_____	/	_____	_____	/	_____	_____	/	_____

Attach Total Daily Trips Generation Calculations.

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

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

Study Intersections:
No. _____ Intersection: _____ / Jurisdiction: _____

Residential Streets To Be Studied:
No. _____ Street Name: _____ / Limits: _____ / Jurisdiction: _____

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

(2) - SEE ATTACHED

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

Maps:

The following maps shall be attached to the MOU:

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

Proposed Traffic Mitigation:

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

Post-Occupancy Traffic Counts:

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

Congestion Management Plan (CMP):

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

Fee:

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

(d) SEE ATTACHED

City of Culver City Traffic Study Criteria
Page 28

Signatures:

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

Property Owner / Applicant:

Matthew C. Strauss
Owner / Manager
M.C. Strauss Co.
990 Highland Dr. S. 200
Saline Beach, CA 92078
(658) 792-7500
(658) 792-7534
[]
[]

Developer / Applicant:

Consent for JF Mugar Chave.
Jose M. Cely
Project Manager
Consent
4675 MacArthur Court, Suite 200
Newport Beach, CA 92660
(714) 260-8536
(714) 553-1476
[]
jose.m.cely@genetec.com

Traffic Consultant:

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

DAN DAVIDSON
Senior Traffic Engineer
Associated Transportation Engineers
100 Ward Road, Suite 4
Santa Barbara, CA 93110
(805) 687-4410
[]
[]
davidson@atd.com

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

City of Los Angeles:

County of Los Angeles:

Name (Signed):
Name (Printed):
Title:
Department:

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

City of Los Angeles

County of Los Angeles

[]
[]
[]
[]

[]
[]
[]
[]

City of Culver City Traffic Study Criteria
Page 27

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

Approved By:

 11/13/12
Property Owner - Applicant Date

JOSE CELY 11/13/12
Developer - Applicant Date

 11/14/12
Traffic Consultant Date

 11/20/2012
City of Culver City Date

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

EC-JM/abn

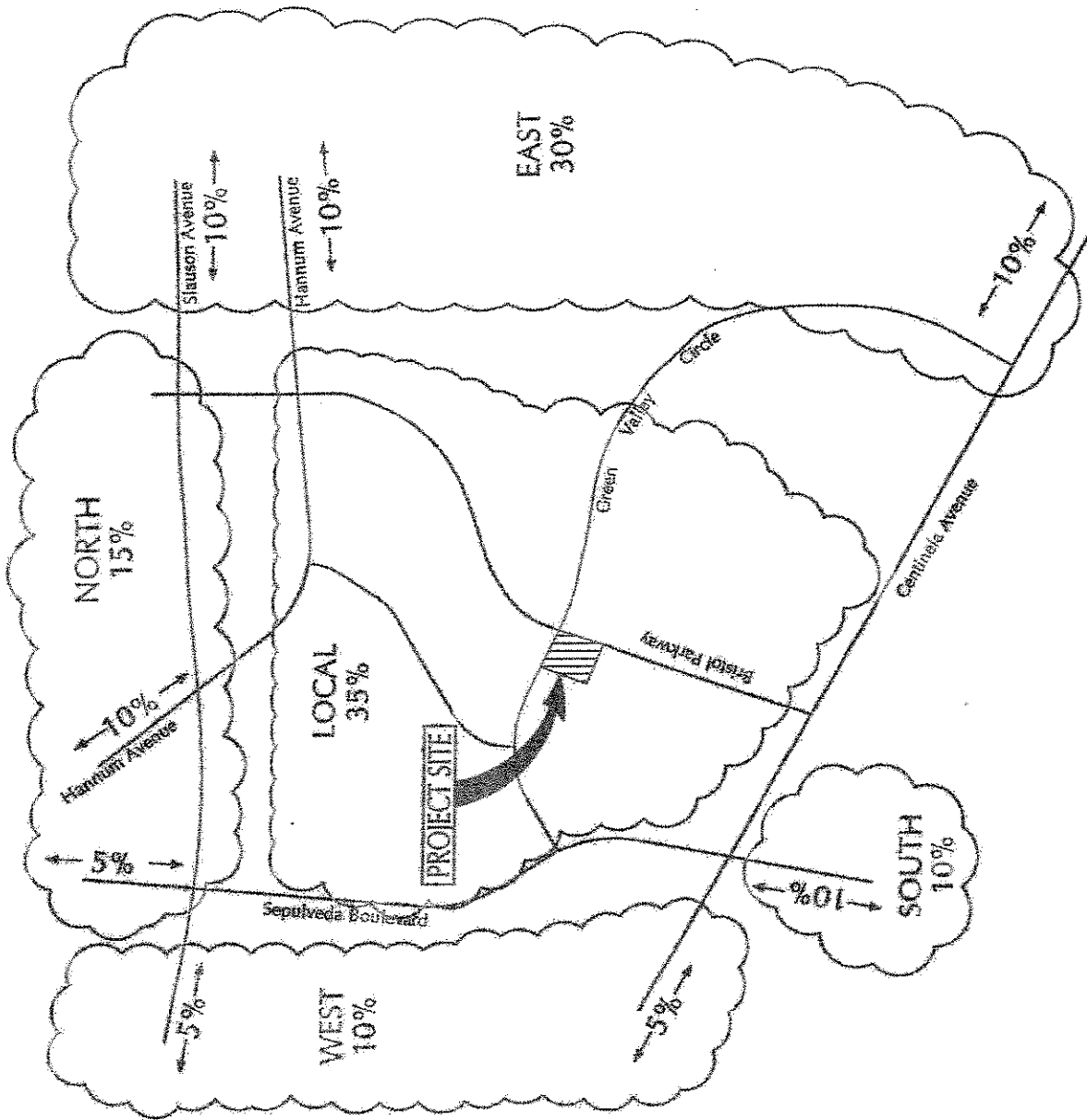
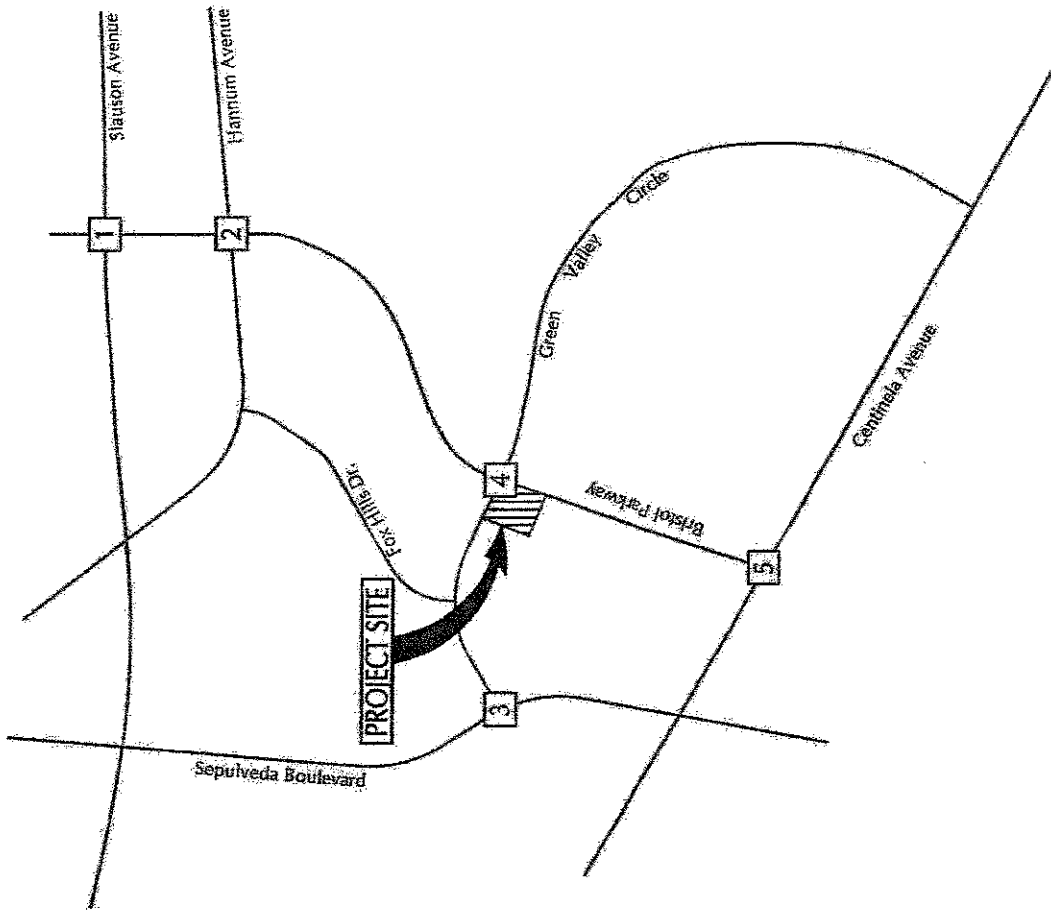
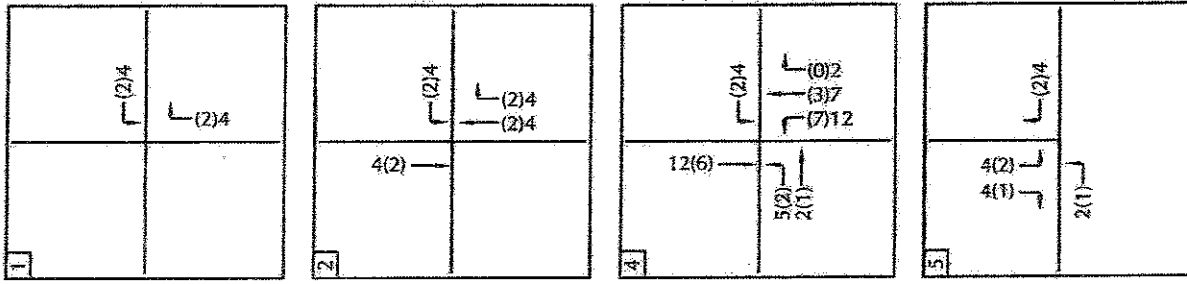


FIGURE 1

PROJECT TRIP DISTRIBUTION PERCENTAGES



LEGEND

XX - (A.M.)P.M. Peak Hour Volume

Note: Trip Assignments Include Local Trips

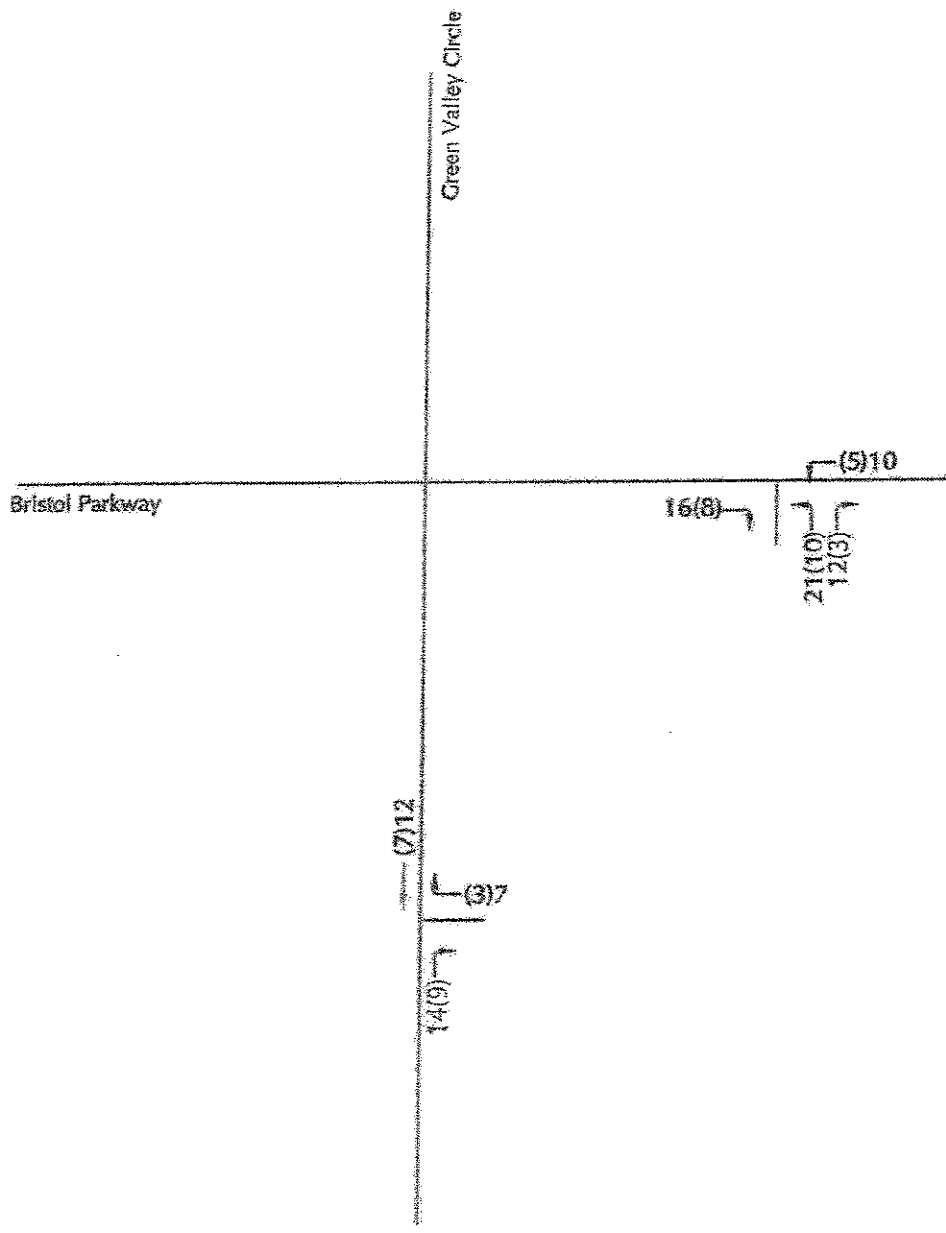
NOT TO SCALE



PROJECT-ADDED TRAFFIC VOLUMES

FIGURE 2

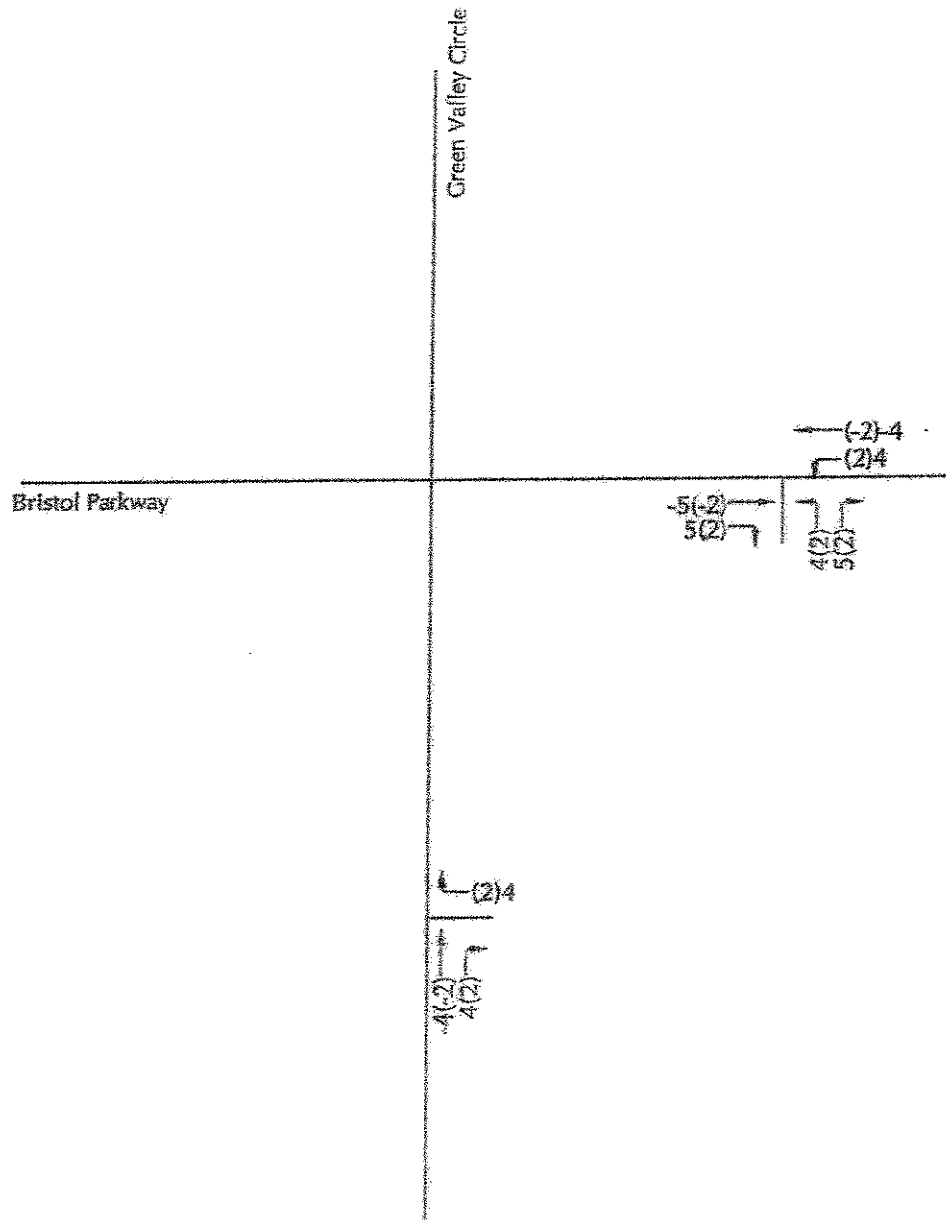
KMMF - #12090



 N
 NOT TO SCALE
LEGEND
 LXX - (A.M.) P.M. Peak Hour Volume



PROJECT-ADDED DRIVEWAY VOLUMES (PRIMARY TRIPS)



 **N**
 NOT TO SCALE
LEGEND
 LXX - (A.M.)P.M. Peak Hour Volume

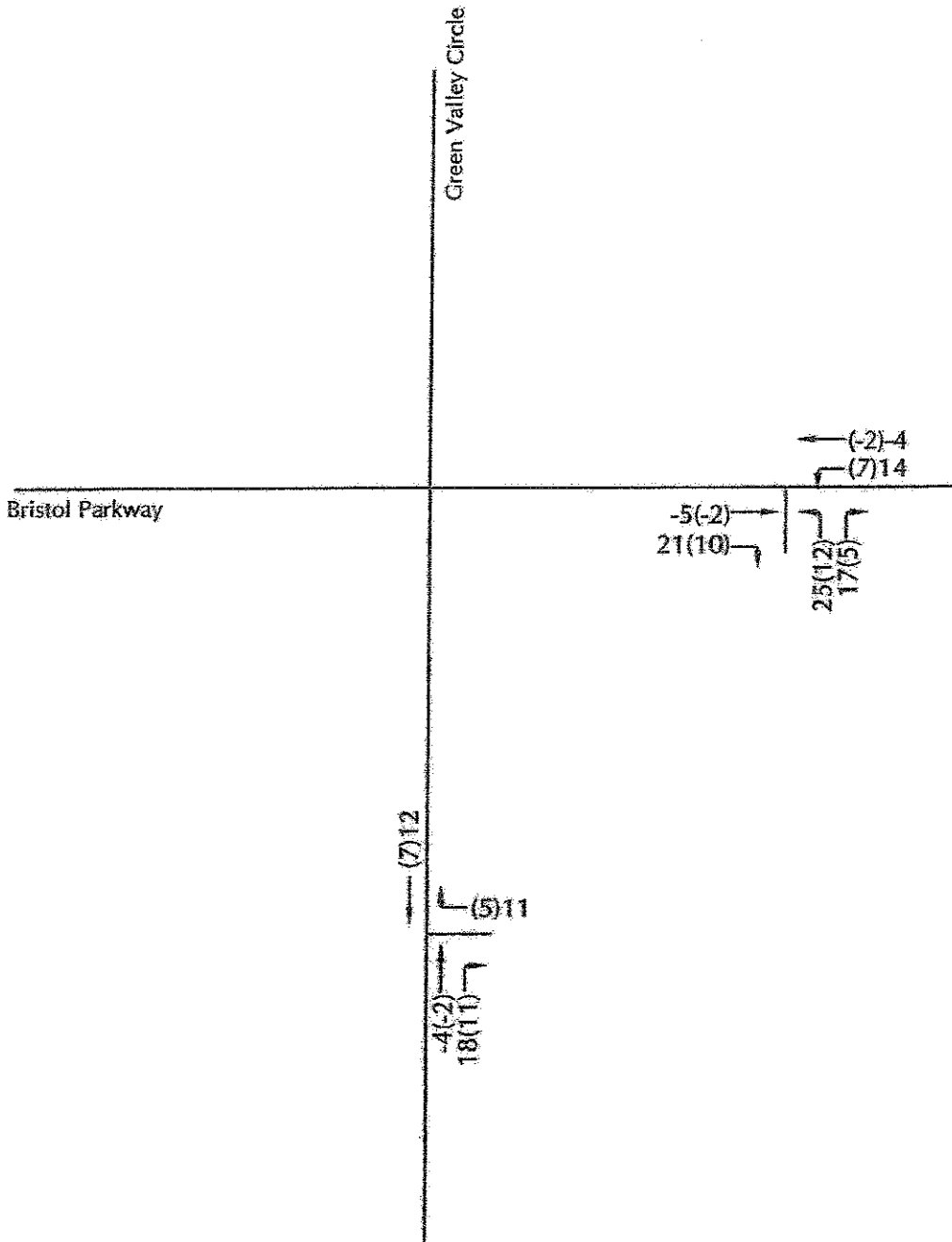


ASSOCIATED
 TRANSPORTATION
 ENGINEERS

PROJECT-ADDED DRIVEWAY VOLUMES (PASS-BY TRIPS)

FIGURE 4

MAP - 81209E



NOT TO SCALE
 N
LEGEND
 XXX - (A.M.) P.M. Peak Hour Volume
 Note: Negative Volumes Represent Pass-By Trips



ASSOCIATED
 TRANSPORTATION
 ENGINEERS

PROJECT-ADDED DRIVEWAY VOLUMES (PASS-BY + PRIMARY TRIPS)

Culver City Related Projects Link Updated April 2, 2012									
No.	Project Name	Address	Description	City	Year Completed	Project Status	Date of Last Update	Exclusion Date	Planner
1	Scry	10200 Washington Blvd.	Scry Ltd Project. Approved to build and sell 190,000 G.S.F. of office, post-production, design, and support space.	CC	2009	Completed - occupied	6/23/07	NA	Susan Yim (910) 253-6785
2	Westside Culver City Mini Expansion	6030 Sepulveda Blvd.	200,700 G.S.F. retail and 427 parking spaces	CC	2010	Completed - occupied	11/20/08	NA	Joseph Montoya (910) 253-6781
3	Four unit condominium	4028 Maple St.	Four unit condominium, TFM	CC	2010	Completed - occupied	6/14/09	NA	Nancy Tarrill (910) 253-6781
4	3 New Condominiums	4048 Lincoln Ave	Three Townhome Condominiums	CC	2010	Completed - occupied	10/24/07	NA	Joey Montoya (910) 253-6781
5	Eight Unit Condominiums	4037/4073 Lincoln Ave.	Eight unit condominiums, TFM, 2,000 G.S.F., 30 parking spaces provided	CC	2010	Completed - occupied	10/18/04	NA	Joey Montoya (910) 253-6781
6	Five Station Ma, 3	5000 Bixler Pl.	Two-story, 14,100 G.S.F. fire station	CC	2010	Completed - occupied	5/17/08	NA	Joey Montoya (910) 253-6781
7	Turning Point Network Corp	3764 National	School, addition/renovation of net 0,000 G.S.F.	CC	2010	Completed - occupied	3/28/08	01/01/2011	Joey Montoya (910) 253-6781
8	Upson Lane	5500 Culver Blvd.	2,487 G.S.F. office, 18 condominiums	CC	2010	Completed - occupied	11/14/2007	NA	Joey Montoya (910) 253-6781
9	Maplewood Architects Office	3440 Valley	11,667 Square foot, Architects office (previously Clifton Auto Body Shop)	CC	2011	Completed - occupied	7/20/10	08/10/2011	Susan Yim (910) 253-6785
10	Charles / Washington Blvd	12500 Washington Blvd.	4,185 G.S.F. ground floor retail and 19 units	CC	2012	Construction	11/20/07	11/20/2010	Joey Montoya (910) 253-6781
11	Four unit condominium	4014 Van Nuys Pl.	Four unit condominium, TFM	CC	2012	Construction	2/14/07	NA	Nancy Tarrill (910) 253-6781
12	Three Residential Office	3624 Irving Place	Four story, 28 residential units, 3 office units.	CC	2012	Construction	4/20/08	Extended to 3/27/11	Thomas Gorman (910) 253-6727
13	Lux 20 0001 Mixed Use	9801 Washington Blvd.	14,112 G.S.F. mixed use development with 191 dwelling units, 12,778 G.S.F. of retail and 200,000 sq. ft. of parking	LA	2012	Building Permit	3/20/09	City of LA project not able	Joey Montoya (910) 253-6781
14	New Dental office - building permit	10500, and 10550 Washington Blvd.	Construction of new four story dental and retail building (2,000 G.S.F.)	CC	2012	Construction	NA	NA	Nancy Tarrill (910) 253-6781
15	Union 70	10500 Culver Blvd.	Gas station and convenience store with new fuel vent, 2,000 G.S.F.	CC	2012	Building Permit	4/11/07	04/11/2011	Joey Montoya (910) 253-6781
16	Four unit condominium	4038 Madison Ave.	4 unit condominium, TFM	CC	2012	Building permit	10/10/07	10/10/2010	Joey Montoya (910) 253-6781
17	Stripper (Dix) - Low work units	15340 Washington Blvd.	41 unit condominium development with 8 elevators, 200,000 sq. ft. of retail and 35,100 sq. ft. of office	CC	2012	Construction	11/10/07	11/10/2010	Thomas Gorman (910) 253-6727
18	New vehicle repair shop	11107 Washington Place	Construction of a new vehicle repair shop with 1,100 G.S.F. of repair area with two service bays and 181 G.S.F. of office	CC	2012	Building Permit	10/20/08	10/20/2011	Nancy Tarrill (910) 253-6781

No.	Project Name	Address	Description	City	Year Date Constructed	Permit Status	Permit Number	Expiration Date	Owner
19	11204 Quiver Blvd. CLP for Auto repair shop	11204 Quiver Blvd.	T.I. to existing 1200 G.S.F., 3-bay vacant building for auto repair shop per plan.	CC	2012	TBD	06/22/2012	NA	Jose Hernandez (310) 253-5767
20	Alameda Bld Station	6022 Jefferson Blvd.	Renovate and restore renovation to an existing two-story building. Addition of a one-story, 17,000 G.S.F. building over a one-story building first addition is 14,000 G.S.F., -demo 2,001 G.S.F. of existing building used.	CC	2012	TBD	06/05/2011	NA	Jose Hernandez (310) 653-9757
21	China Warehouse Architects. new architect office and ATTORNEY OFFICE	6114, 6115, 6118 Washington Blvd	New two-story, 3,500 G.S.F. office building which includes an auxiliary retail or office.	CC	2012	TBD	04/22/2011	NA	Joseph Tardif (310) 253-5761
22	From AMPM - new carwash	5004 Washington Blvd.	New carwash and storage room totaling 1,200 G.S.F. of an existing building station.	CC	2012	3012	10/20/2009	10/20/11	Charles Rosa (310) 253-5765
23	Quiver (Storage)	4114 Sepulveda Blvd	T.I. and partial demo of 17,000 G.S.F. and renovation of 14,000 G.S.F. for a shopping center.	CC	2012	TBD	04/25/2012	NA	Jose Hernandez
24	Espresso LXT	Washington National	Light rail station	CC	2012	TBD	06/05/2011	NA	Jose Hernandez
25	12714-12718 Washington Blvd. Residential Mixed Use	12714-12718 Washington Blvd.	6 and mixed use project with approximately 2,300 G.S.F. ground floor retail.	CC	2013	TBD	06/05/2011	NA	Joseph Tardif (310) 253-5761
26	Redwood Office Tower	6101 Sepulveda Blvd	342,400 G.S.F. office tower and parking station	CC	2013	TBD	06/14/2009	04/15/2012	Thomas Galtman (310) 253-5727
27	New 7-Eleven convenience store, ASPH	4008 Sepulveda Blvd	Construction of new single story 2,000 G.S.F. convenience store	CC	2013	TBD	TBD	TBD	Jose Villanueva (310) 253-5765
28	Office Building	1916 Jefferson Blvd	115,207 G.S.F., three story office building	CC	2013	TBD	11/15/2011	11/03/2012	Henry Tardif
29	Dr. Edward Kuit	5800 Uplander Way	Add 3 acres 57,000 G.S.F. to a 4 story 20,140 G.S.F. office	CC	2013	TBD	07/23/2008	07/23/2013	Jose Hernandez
30	Modification in CLUP. expanding school	12025-12101 Washington Blvd.	Conversion of a 20,000 G.S.F. office building into classrooms & administrative offices.	CC	2013	TBD	TBD	TBD	Jose Villanueva (310) 253-5765
31	Washington Plaza Office Center	12402 Washington Blvd	42,000 square foot 4-story office and retail building, 4,200 G.S.F. of retail and 30,400 G.S.F. of office	CC	2013	TBD	10/22/07	07/23/2011	Henry Tardif
32	Washington Landmark Mixed Use (CLUP Platform)	6010, 6020, 6030 Washington Blvd. and 3020 Landmark	New commercial development consisting of approximately 41,200 G.S.F. of restaurant and retail use, and 20,100 G.S.F. of office use.	CC	2013	TBD	TBD	TBD	Susan Yun (310) 253-5765
33	New Restaurant	5054 Sepulveda 31/3077 La Cholla	Addition of 1,100 G.S.F. two story retail structure to existing 1,100 G.S.F. building for new restaurant use.	CC	2013	TBD	1/25/2011	01/25/2012	Jose Villanueva
34	New two story commercial building	1101211014 Washington Blvd.	Two story commercial building totaling 3,300 G.S.F.	CC	2013	TBD	07/23/2008	Expiring in 07/23/2012	Christina Rios (310) 253-5765
35	Tilden Terrace	11022-11024 Tilden Avenue	New three-story, 61,300 G.S.F. mixed use development with 10,400 G.S.F. of ground floor retail and 33 residential units.	CC	2013	TBD	07/23/2011	07/23/2012	Susan Yun (310) 253-5765
36	Quiver Ave Scandinavian Diner Diner	4155-4144 Sepulveda Avenue	Street (?) condominium units	CC	2013	TBD	TBD	TBD	Joseph Tardif (310) 253-5765

15

No.	Project Name	Address	Description	City	Est. Use Category	Permit Status	Permit Expiration Date	Planner
37	China & Retail Building	700-701 Corporate Plaza	240,813 G.S.F. offices; 51,240 G.S.F. retail	CC	TBD	Building	NA	Susan Yun (310) 253-5725
38	Bathhouse	1300 Washington Blvd	New 3 story commercial office and retail center with building (main ground floor) building 37,254 G.S.F.	CC	TBD	Pre Building permit	12/08/11 02/22/12	Susan Yun (310) 253-5725
39	Parade 8	5500 Culver Blvd	118,000 G.S.F. of offices, retail, and restaurant space.	CC	TBD	Building Permit	NA	Thomas Gorman (310) 253-5725
40	Warner Parking Structure	3511 Warner Drive	51,020 G.S.F. Retail/restaurant/794 parking spaces, five levels	CC	TBD	Pre Building permit	08/02/2008	Jane Morahan (310) 253-5725
41	Fraser Point Mixed Use	3265 Culver Blvd	Addition of second story office and third floor residential unit for a total of 5,700 G.S.F. to an existing office/warehouse building.	CC	TBD	Pre Building permit	04/05/2010	Christina Rice (310) 253-5725
42	Gray Railer Rehabilitation	3515 Hayden Plaza	Conversion 60,075 G.S.F. of Office	CC	TBD	Pre-Building Permit. Endorsements but no Building Permit.	12/15/08 02/05/2014	Joseph Macgregor (310) 253-5725
43	Theresa Black-Washington National TOC	Corner of Washington National Blvd.	New transit oriented development to include light rail station & mixed use development (preliminary concept includes up to 130 car, 149 room hotel, 200,000 G.S.F. office, 41,000 G.S.F. retail, & 20,000 G.S.F. restaurant.	CC	TBD	Pre-Application	NA	Susan Yun (310) 253-5725
44	Wilsons School Center/retail/Plaza	10500 Highway 1975 Warner	Phase I - new student parking; increased student enrollment by 50 from 425 to 475; Phase II & III increased student enrollment by 100,000, 475 to 575.	CC	TBD	Pre-application	TBD	John Williams (310) 253-5725
45	West Los Angeles College community College Master Plan and EIR (2010)	LA County	Approximately 62,000 of new building construction and renovation, Antelope Valley student population of approx. 15,500 students.	LA County	TBD	Construction	NA	Susan Yun (310) 253-5725
46	New single story retail building	11251 Washington Blvd	Approx 2,200 sq ft retail building with 100 car new	CC	TBD	Pre Application	NA	Christina Rice (310) 253-5725
47	Culver Station Amtrak, No. 2	1305 Washington Blvd.	Phase I - 28,053 G.S.F. office; 15,854 G.S.F. support, 322 parking spaces; Phase II - 63,053 G.S.F. office; 8,741 G.S.F. support.	CC	TBD	Pre-application	NA	John Williams (310) 253-5725
48	Legends Mixed Use TOC	5775 Washington Blvd.	New mixed use development w/ preliminary concept of up to (approx.) 110 residential units, retail (markets, pharmacy & cafe) 31,540 G.S.F.	CC	TBD	Pre-application	NA	Susan Yun (310) 253-5725
49	New single story retail building	5480 Sepulveda Blvd	Single story retail building totaling 14,850 square feet with 200 car station.	CC	TBD	Pre Application	NA	Christina Rice (310) 253-5725
50	Four unit condominium	5441 Danbury Avenue	Four unit condominium, 177M	CC	TBD	Building Permit	02/28/2014	Christina Rice (310) 253-5725

* Endorsement Expiration Date for Planning Commission actions (30, 60 days and one year after the approval date and for City Council actions 60 one year after the approval date, sorted by estimated date of completion

TRAFFIC COUNTS

ITM Peak Hour Summary

Prepared by:

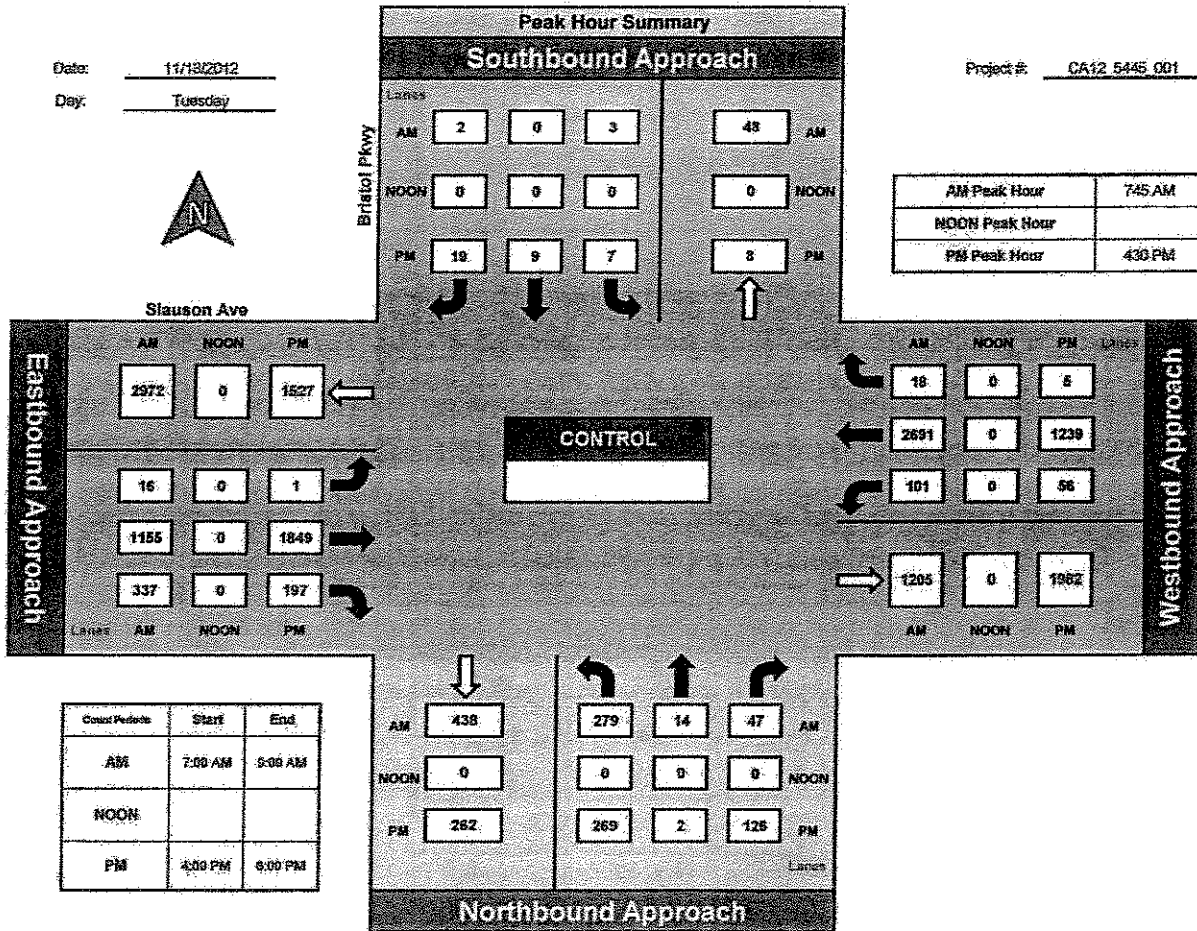
NDS

National Data & Surveying Services

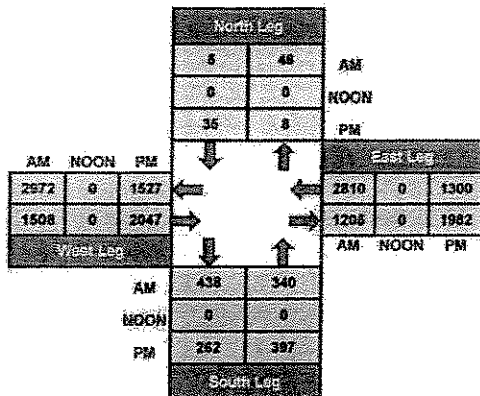
Bristol Pkwy and Slauson Ave., City of Culver City

Date: 11/13/2012
Day: Tuesday

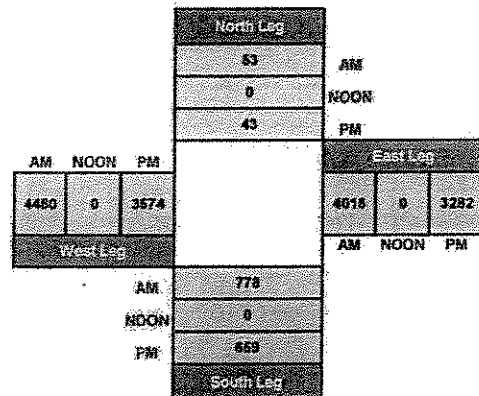
Project #: CA12 5445 001



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

Project ID: CA12_5445_001

National Data & Surveying Services

Day: TUESDAY

City: City of Claver City

Date: 11/13/2012

AM														
NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Slauson Ave			Slauson Ave				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
7:00 AM	57	2	8	0	0	0	0	176	21	4	726	1	995	
7:15 AM	84	1	9	0	0	0	0	213	41	10	719	0	1077	
7:30 AM	80	1	5	0	0	1	2	215	59	19	738	1	1133	
7:45 AM	60	1	7	0	0	1	3	287	75	18	690	1	1163	
8:00 AM	59	5	11	0	0	0	5	282	92	22	652	4	1133	
8:15 AM	56	3	14	1	0	1	3	302	75	19	704	10	1188	
8:30 AM	84	5	15	2	0	0	5	284	95	42	644	3	1179	
8:45 AM	52	0	18	0	1	5	2	342	92	27	558	0	1097	
TOTAL VOLUMES :	NL 560	NT 18	NR 87	SL 3	ST 1	SR 8	EL 20	ET 2105	ER 550	WL 161	WT 5432	WR 20	TOTAL 8965	
APPROACH %'s :	84.21%	2.71%	13.08%	25.00%	8.33%	66.67%	0.75%	78.69%	20.56%	2.87%	96.78%	0.36%		
PEAK HR START TIME :	745 AM													TOTAL
PEAK HR VOL :	279	14	47	3	0	2	16	1155	337	101	2691	18	4663	
PEAK HR FACTOR :	0.817			0.625			0.982			0.958			0.981	

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5445_001

Day: TUESDAY

City: City of Culver City

Date: 11/13/2012

PM													
NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	51	1	35	2	4	7	1	512	46	13	274	2	948
4:15 PM	44	1	18	4	4	6	2	486	38	17	295	3	918
4:30 PM	54	1	29	3	2	7	0	483	37	16	314	3	949
4:45 PM	56	1	24	2	0	2	0	477	47	13	292	2	916
5:00 PM	76	0	39	1	4	8	0	435	45	12	352	0	972
5:15 PM	83	0	34	1	3	2	1	454	68	15	281	0	942
5:30 PM	51	0	18	0	1	2	0	429	71	7	335	1	915
5:45 PM	49	0	17	0	0	0	1	451	57	17	307	0	899
TOTAL VOLUMES :	NL 464	NT 4	NR 214	SL 13	ST 18	SR 34	EL 5	ET 3727	ER 409	WL 110	WT 2450	WR 11	TOTAL 7459
APPROACH %'s :	68.04%	0.59%	31.38%	20.00%	27.69%	52.31%	0.12%	90.00%	9.88%	4.28%	95.29%	0.43%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	269	2	126	7	9	19	1	1849	197	56	1239	5	3779
PEAK HR FACTOR :	0.848			0.673			0.977			0.893			0.972

CONTROL :

ITM Peak Hour Summary

Prepared by:

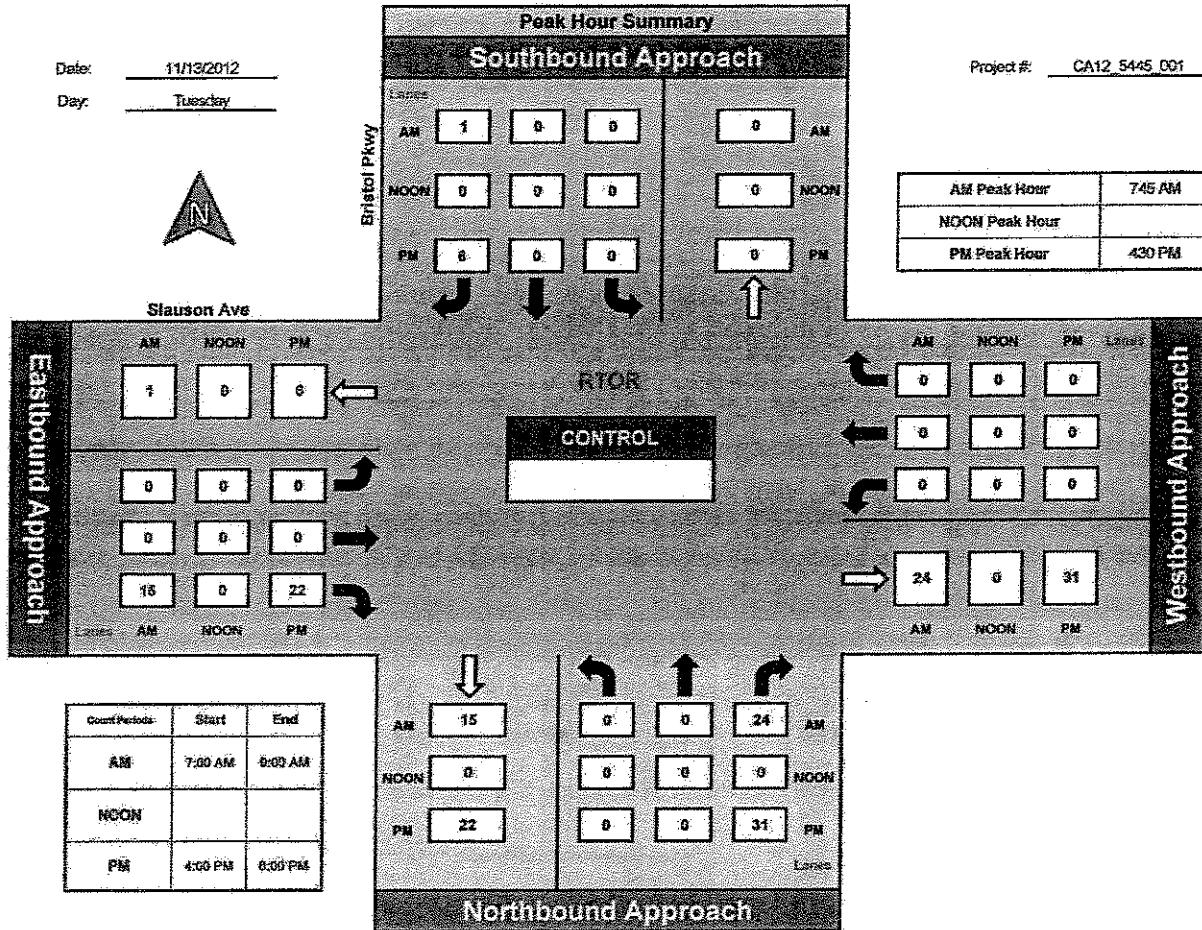
NDS

National Data & Surveying Services

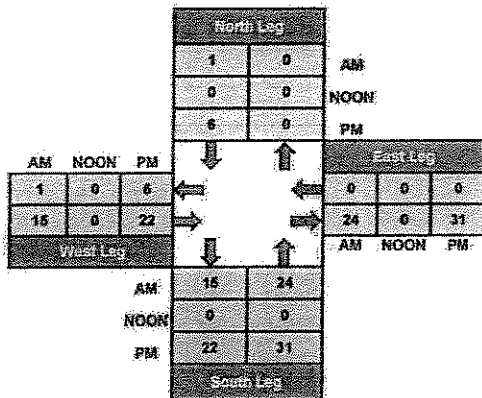
Bristol Pkwy and Slauson Ave., City of Culver City

Date: 11/13/2012
Day: Tuesday

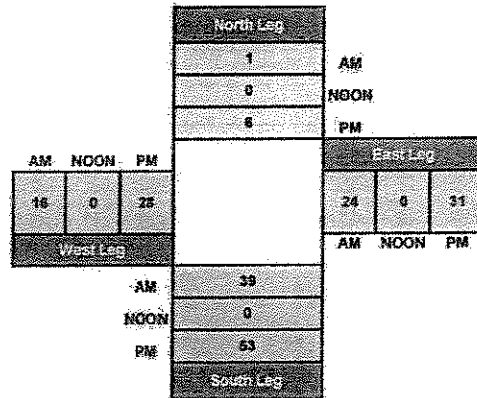
Project #: CA12_5445_001



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

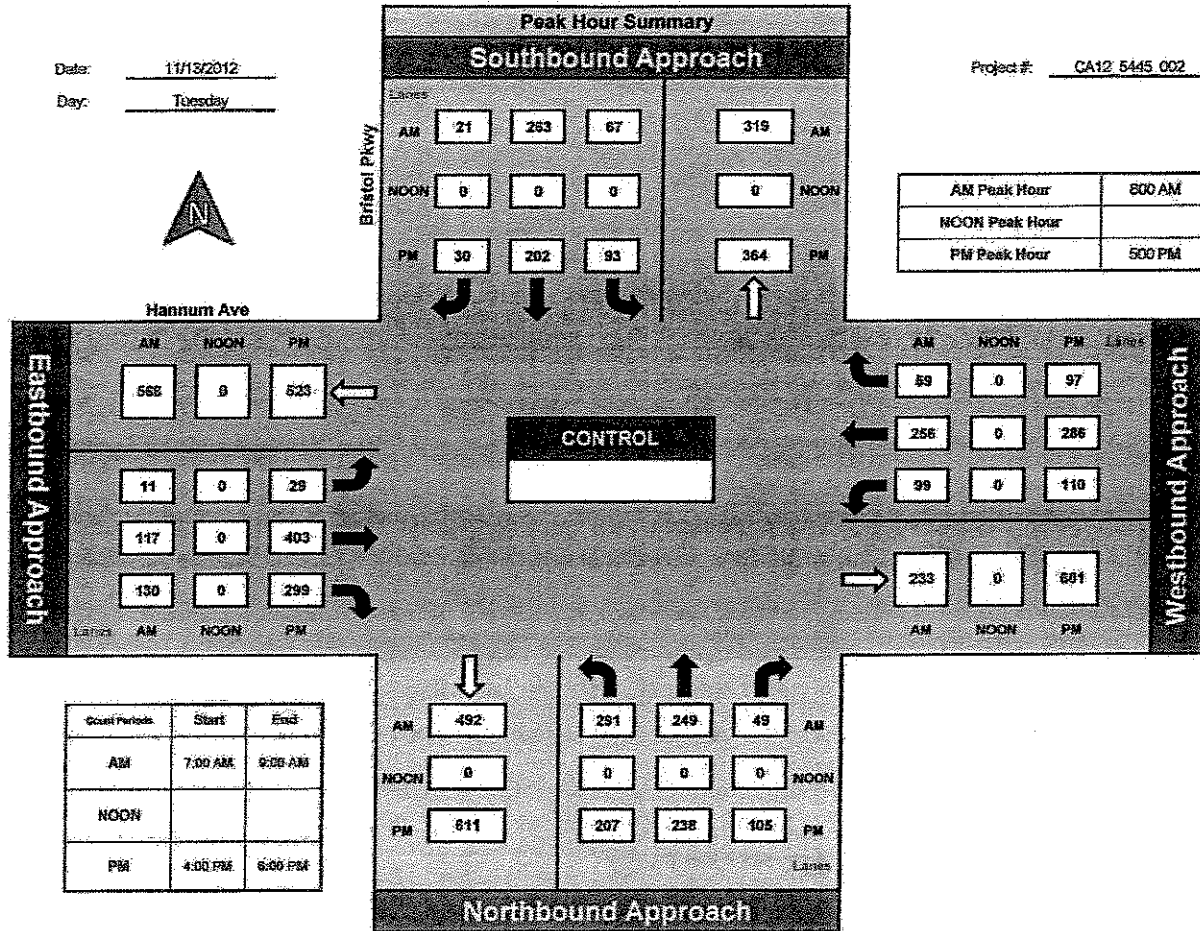
NDS

National Data & Surveying Services

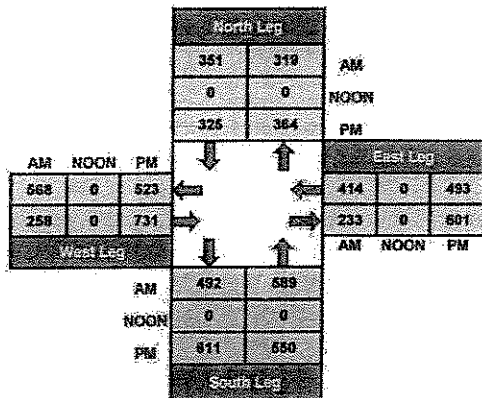
Bristol Pkwy and Hannum Ave., City of Culver City

Date: 11/13/2012
Day: Tuesday

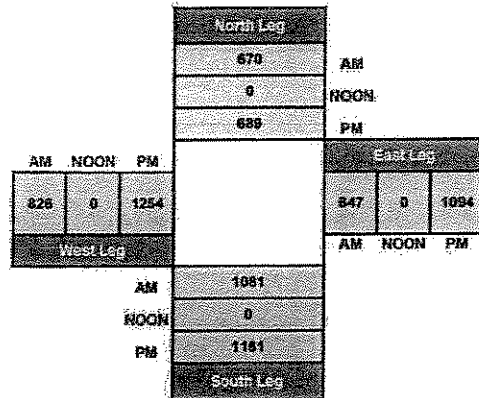
Project #: CA12 5445 002



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5445_002

Day: TUESDAY

City: City of Culver City

Date: 11/13/2012

AM

NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Hannum Ave			Hannum Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	76	60	8	8	30	4	0	10	17	31	54	7	305
7:15 AM	88	77	9	10	45	5	1	21	17	28	77	16	394
7:30 AM	97	80	17	21	59	7	0	32	36	39	80	14	482
7:45 AM	73	72	7	12	56	4	0	20	22	30	65	16	377
8:00 AM	60	62	4	9	46	5	2	18	28	20	51	11	316
8:15 AM	78	55	16	16	54	4	3	22	33	31	81	15	408
8:30 AM	89	80	15	24	80	7	2	37	34	22	64	19	473
8:45 AM	64	52	14	18	83	5	4	40	35	26	60	14	415

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	625	538	90	118	453	41	12	200	222	227	532	112	3170
APPROACH %'s :	49.88%	42.94%	7.18%	19.28%	74.02%	6.70%	2.76%	46.08%	51.15%	26.06%	61.08%	12.86%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	291	249	49	67	263	21	11	117	130	99	256	59	1612
PEAK HR FACTOR :	0.800			0.791			0.816			0.815			0.852

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5445_002

Day: TUESDAY

City: City of Culver City

Date: 11/13/2012

NS/EW Streets:	PM												TOTAL
	Bristol Pkwy			Bristol Pkwy			Hannum Ave			Hannum Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	35	54	22	13	48	3	5	82	44	24	51	27	408
4:15 PM	31	36	20	13	38	9	4	80	64	22	35	21	373
4:30 PM	46	55	28	7	43	8	9	76	66	20	55	20	433
4:45 PM	40	61	21	14	40	11	7	76	67	24	56	15	432
5:00 PM	66	75	38	12	48	3	8	92	82	37	86	32	579
5:15 PM	57	85	27	24	59	7	5	112	73	23	65	26	563
5:30 PM	47	39	25	34	56	5	7	108	65	31	60	23	500
5:45 PM	37	39	15	23	39	15	9	91	79	19	75	16	457
TOTAL VOLUMES :	359	444	196	140	371	61	54	717	540	200	483	180	3745
APPROACH %'s :	35.94%	44.44%	19.62%	24.48%	64.86%	10.66%	4.12%	54.69%	41.19%	23.17%	55.97%	20.86%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	207	238	105	93	202	30	29	403	299	110	286	97	2099
PEAK HR FACTOR :	0.768			0.855			0.962			0.795			0.906

CONTROL :

ITM Peak Hour Summary

Prepared by:

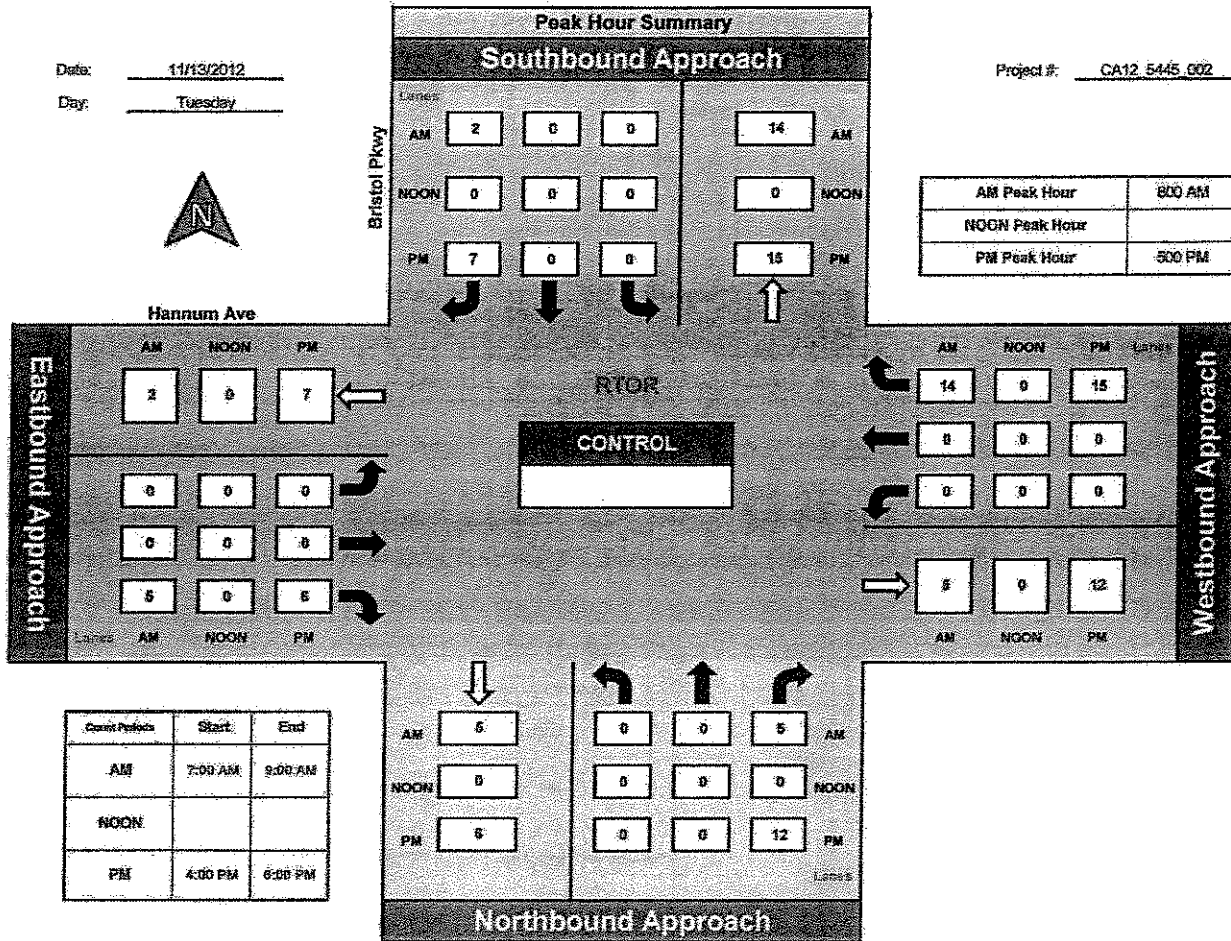
NDS

National Data & Surveying Services

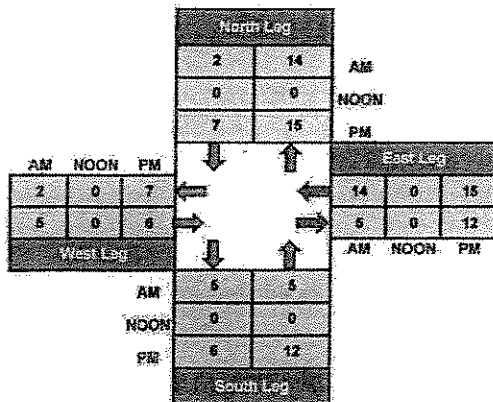
Bristol Pkwy and Hannum Ave., City of Culver City

Date: 11/13/2012
Day: Tuesday

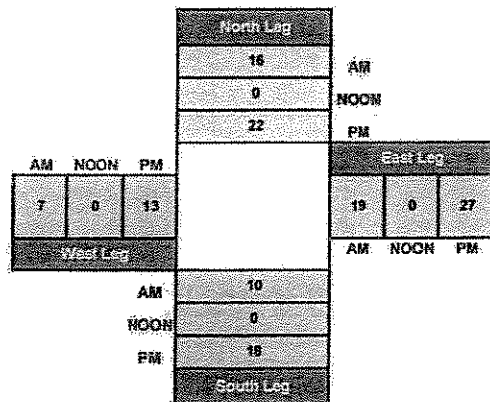
Project #: CA12 5445 002



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared By:



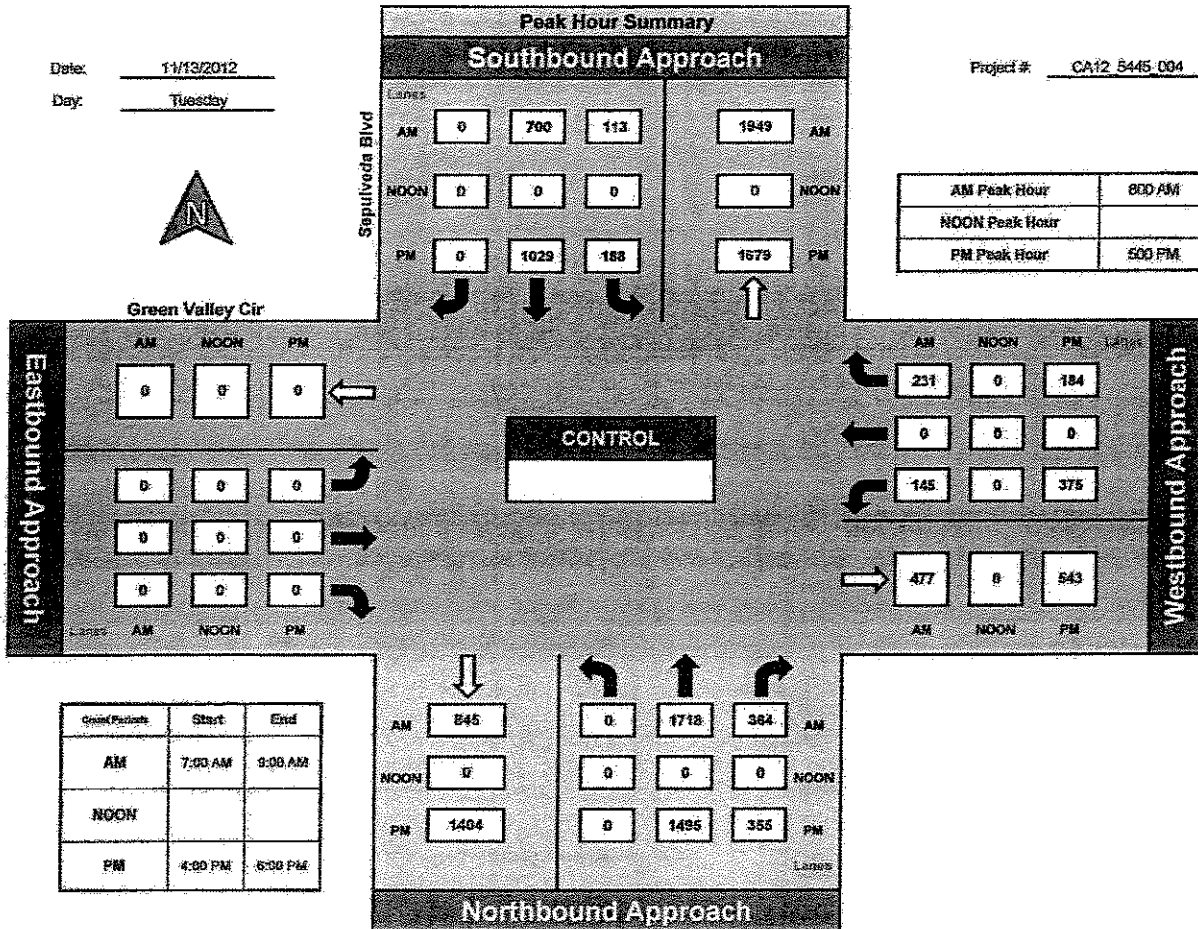
National Data & Surveying Services

Sepulveda Blvd and Green Valley Cir, City of Culver City

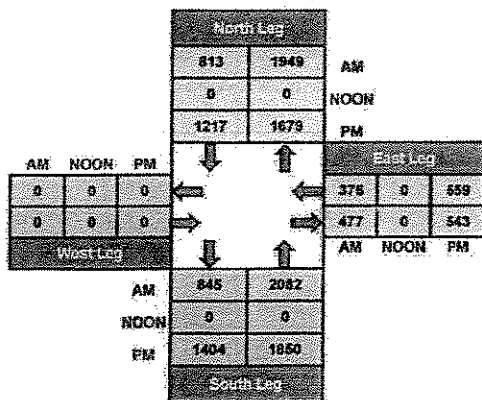
Date: 11/13/2012

Day: Tuesday

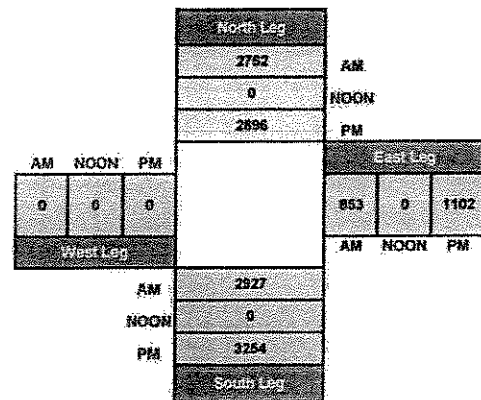
Project #: CA12 5445_004



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Project ID: CA12_5445_004

Prepared by: National Data & Surveying Services

Day: TUESDAY

City: City of Culver City

Date: 11/13/2012

AM														
NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Green Valley Cir			Green Valley Cir				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	EF	ER	WL	WT	WR	TOTAL	
7:00 AM		410	35	12	86					31		50	624	
7:15 AM		506	40	13	131					24		79	739	
7:30 AM		498	57	16	148					43		66	838	
7:45 AM		427	82	23	175					50		62	819	
8:00 AM		432	89	24	165					42		51	803	
8:15 AM		430	98	25	171					22		50	796	
8:30 AM		442	93	32	180					40		64	851	
8:45 AM		414	84	32	184					41		66	821	
TOTAL VOLUMES :	NL 0	NT 3559	NR 588	SL 177	ST 1240	SR 0	EL 0	EF 0	ER 0	WL 293	WT 0	WR 488	TOTAL 6345	
APPROACH %'s :	0.00%	85.82%	14.18%	12.49%	87.51%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	37.52%	0.00%	62.48%		
PEAK HR START TIME :	800 AM													TOTAL
PEAK HR VOL :	0	1718	364	113	700	0	0	0	0	145	0	231	3271	
PEAK HR FACTOR :	0.973			0.941			0.000			0.879			0.961	

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5445_004

Day: TUESDAY

City: City of Culver City

Date: 11/13/2012

PM													
NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Green Valley Cir			Green Valley Cir			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		300	76	55	229					70		52	782
4:15 PM		270	72	56	265					63		59	785
4:30 PM		369	83	56	269					82		52	911
4:45 PM		351	89	41	271					86		49	887
5:00 PM		364	84	49	244					114		55	910
5:15 PM		390	91	42	239					111		41	914
5:30 PM		360	84	50	278					71		41	884
5:45 PM		381	96	47	268					79		47	918
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	2785	675	396	2063	0	0	0	0	676	0	396	6991
	0.00%	80.49%	19.51%	16.10%	83.90%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	63.06%	0.00%	36.94%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1495	355	188	1029	0	0	0	0	375	0	184	3626
PEAK HR FACTOR :	0.962			0.928			0.000			0.827			0.987

CONTROL :

ITM Peak Hour Summary

Prepared by:

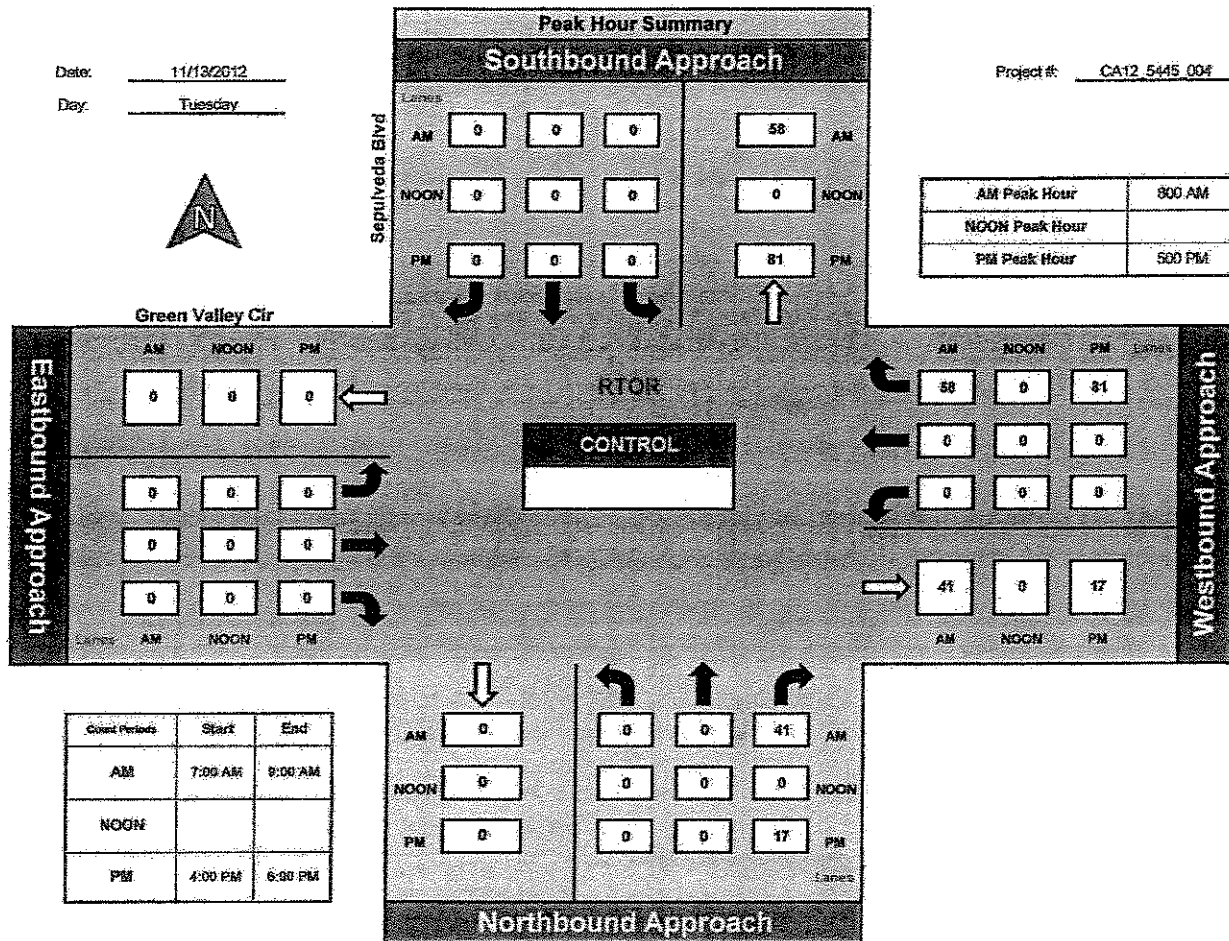
NDS

National Data & Surveying Services

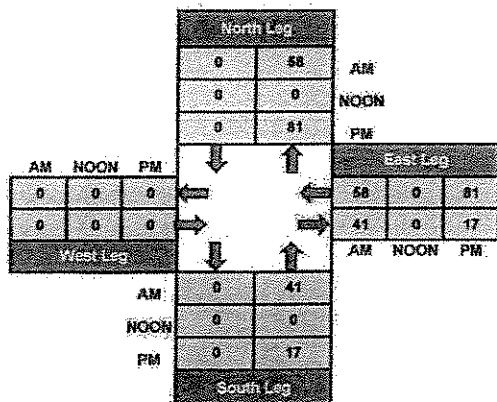
Sepulveda Blvd and Green Valley Cir., City of Culver City

Date: 11/13/2012
Day: Tuesday

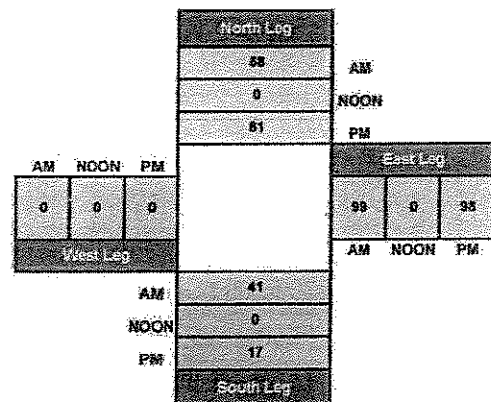
Project #: CA12_5445_004



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

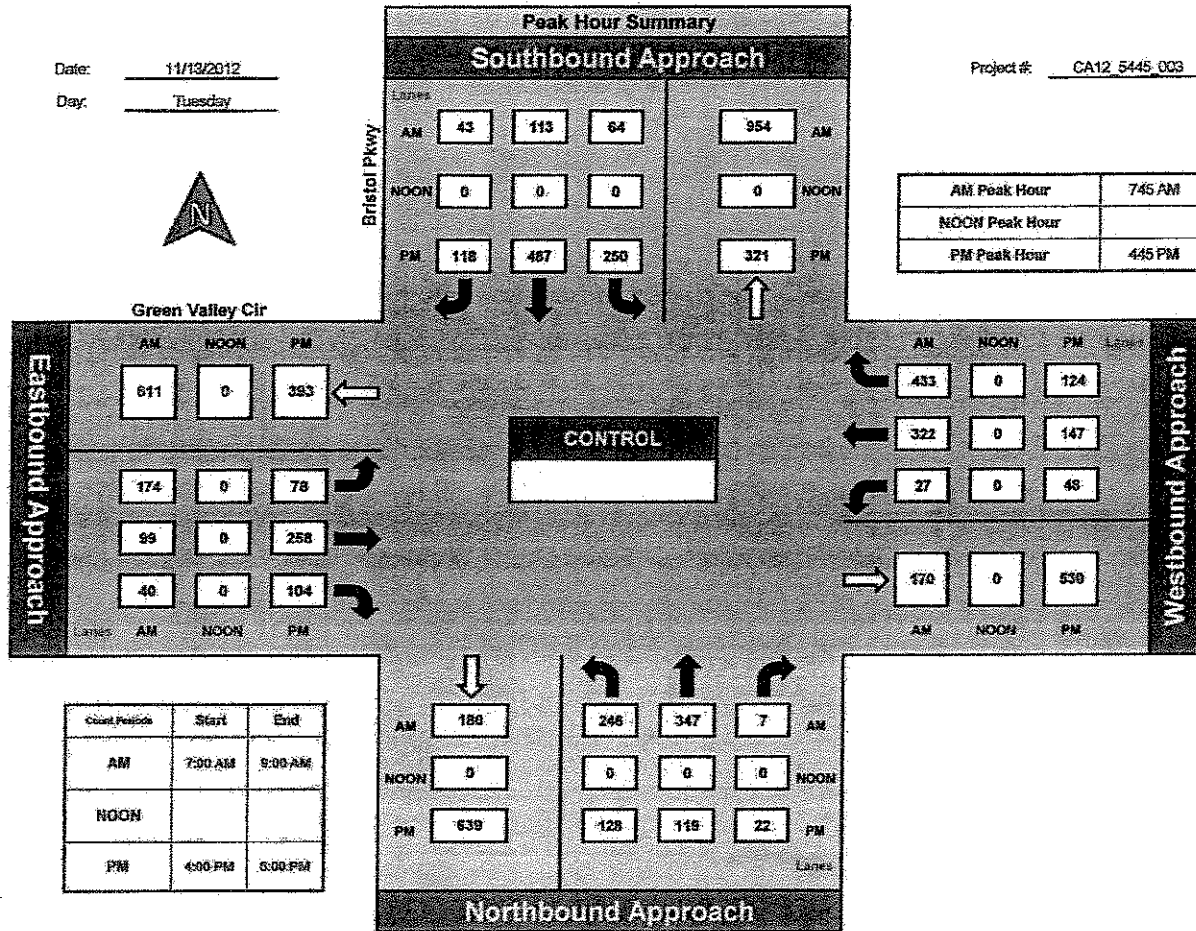
NDS

National Data & Surveying Services

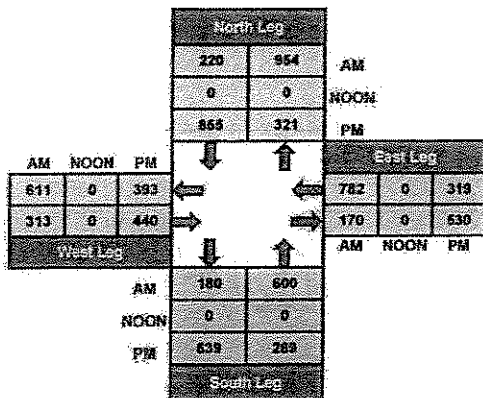
Bristol Pkwy and Green Valley Cir., City of Culver City

Date: 11/13/2012
Day: Tuesday

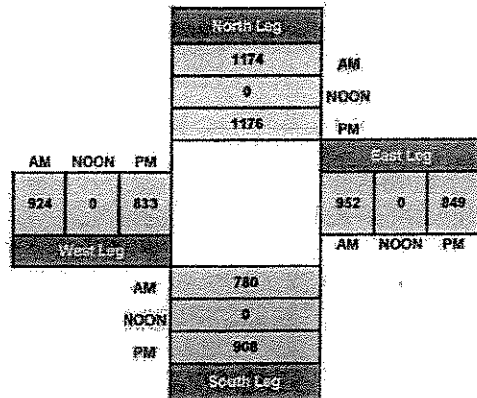
Project #: CA12_5445_003



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Project ID: CA12_5445_003 National Data & Surveying Services

Prepared by:

Day: TUESDAY

City: City of Ojai City

Date: 11/13/2012

AM														
NS/EW Streets:	Bristol Pkwy			Bristol Pkwy			Green Valley Cr			Green Valley Cr				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
7:00 AM	41	49	2	3	14	4	49	13	4	7	65	55	276	
7:15 AM	62	83	1	6	17	5	16	15	4	2	86	74	371	
7:30 AM	55	85	1	4	19	12	35	17	4	4	90	86	412	
7:45 AM	80	99	2	10	28	15	45	24	12	5	97	128	545	
8:00 AM	55	88	2	15	24	7	35	25	5	5	78	115	455	
8:15 AM	55	75	1	23	31	11	52	22	9	5	71	105	460	
8:30 AM	58	65	2	16	30	10	42	28	14	12	75	85	455	
8:45 AM	54	68	2	25	32	11	47	34	3	9	65	64	414	
TOTAL VOLUMES :	NL 458	NT 632	NR 13	SL 102	ST 195	SR 75	EL 291	ET 178	ER 55	WL 49	WT 628	WR 712	TOTAL 3388	
APPROACH %s :	41.52%	57.30%	1.18%	27.42%	52.42%	20.16%	55.53%	33.97%	10.50%	3.53%	45.21%	51.26%		
PEAK HR START TIME :	745 AM													TOTAL
PEAK HR VOL :	246	347	7	64	113	43	174	99	40	27	322	433	1915	
PEAK HR FACTOR :	0.829			0.846			0.932			0.850			0.878	

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5445_003

Day: TUESDAY

City: City of Culver City

Date: 11/13/2012

NS/EW Streets:	PM												
	Bristol Pkwy			Bristol Pkwy			Green Valley Cir			Green Valley Cir			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	26	31	4	39	81	29	24	59	17	9	42	24	385
4:15 PM	25	27	6	43	75	18	21	63	20	15	30	24	367
4:30 PM	24	26	4	60	95	23	35	60	25	9	33	25	419
4:45 PM	33	30	3	60	107	25	18	60	20	7	41	34	438
5:00 PM	38	32	6	74	152	45	22	62	25	15	31	36	538
5:15 PM	24	43	6	63	115	20	20	63	28	13	39	27	461
5:30 PM	33	14	7	53	113	28	18	73	31	13	36	27	446
5:45 PM	22	24	3	56	96	13	23	60	30	12	44	25	408
TOTAL VOLUMES :	225	227	39	448	834	201	181	500	196	93	296	222	3462
APPROACH %'s :	45.82%	46.23%	7.94%	30.21%	56.24%	13.55%	20.64%	57.01%	22.35%	15.22%	48.45%	36.33%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	128	119	22	250	487	118	78	258	104	48	147	124	1883
PEAK HR FACTOR :	0.885			0.789			0.902			0.973			0.875

CONTROL :

ITM Peak Hour Summary

Prepared by:

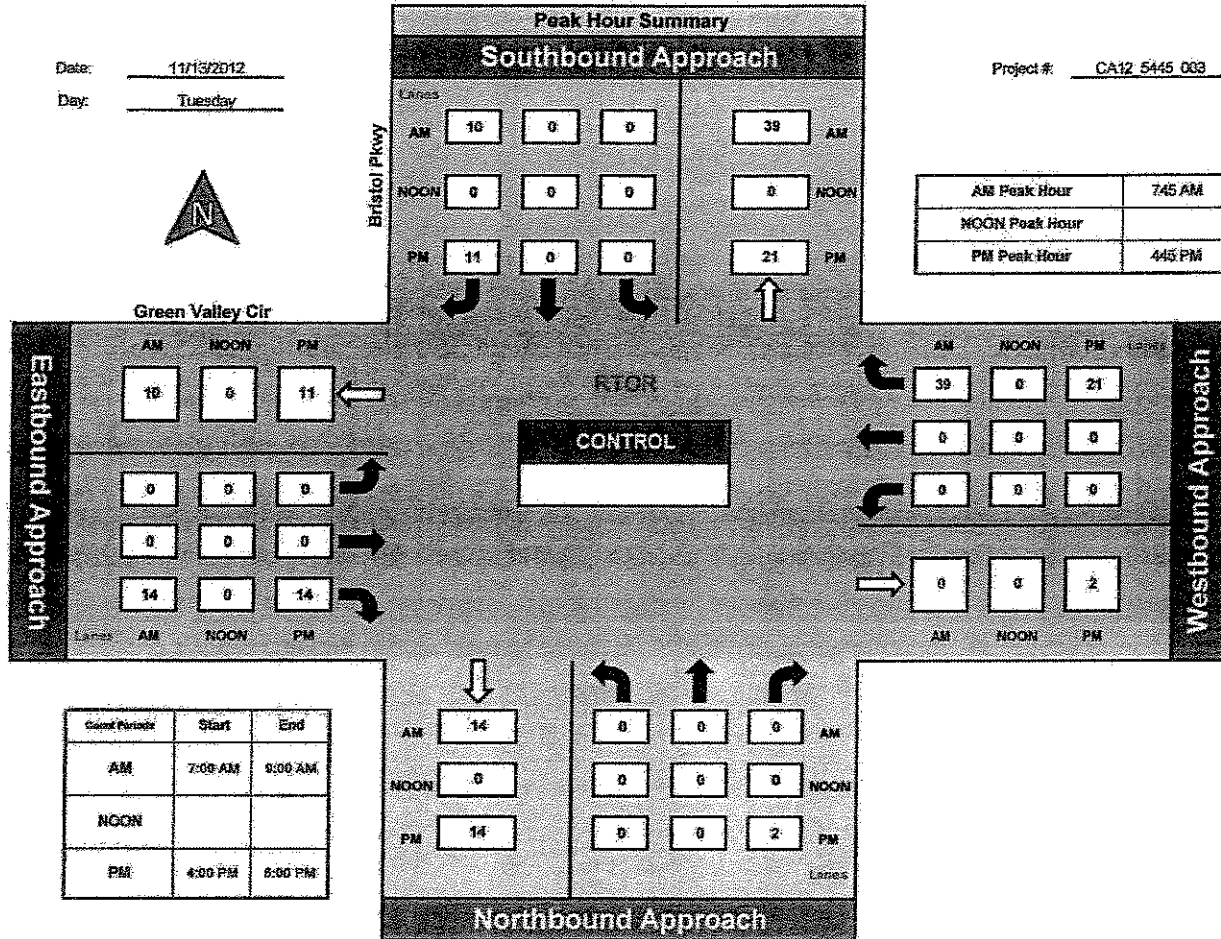


National Data & Surveying Services

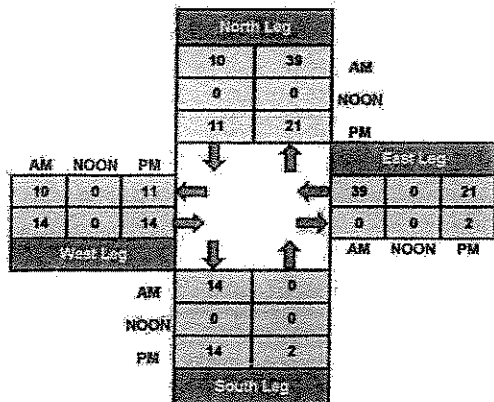
Bristol Pkwy and Green Valley Cir., City of Culver City

Date: 11/13/2012
Day: Tuesday

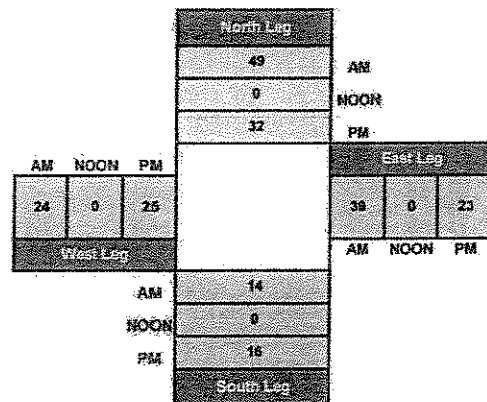
Project #: CA12 5445 003



Total Ins & Outs



Total Volume Per Leg



VEHICLE TURNING MOVEMENT COUNT

#061 Bristol Pkwy & Centinela Ave - AM PEAK

LOCATION#:
NORTH / SOUTH:
EAST / WEST:

061
Bristol Pkwy
Centinela Ave

QTD PROJ#:
DATE:
VICINITY:

100146
Thursday, June 17, 2010
Culver City, CA

DIRECTION:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS
LANES:	0	0	0	2	0	1	1	2	0	0	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	7	0	23	29	33	0	0	226	82	400
7:15 AM	0	0	0	14	0	29	37	48	0	0	234	95	457
7:30 AM	0	0	0	5	0	37	54	58	0	0	223	90	467
7:45 AM	0	0	0	16	0	32	62	84	0	0	270	85	549
8:00 AM	0	0	0	17	0	26	65	80	0	0	262	74	524
8:15 AM	0	0	0	14	0	14	45	111	0	0	255	69	508
8:30 AM	0	0	0	19	0	38	44	90	0	0	224	59	474
8:45 AM	0	0	0	21	0	41	41	99	0	0	238	41	481
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	0	0	0	113	0	240	377	603	0	0	1932	595	3860
P.H.V:	0	0	0	66	0	110	216	365	0	0	1011	287	2055
P.H.F:	0.000	0.000	0.000	0.772	0.000	0.458	0.931	0.931	0.000	0.000	0.914	0.481	0.936

(1) Peak Hour Volume (Peak Hour Begins At: 7:45 AM)

(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

9701 W Pico Blvd, Suite 205, Los Angeles, CA 90035
Phone: 310-341-0019 Fax: 310-807-9247 Info: QualityTrafficData.com

VEHICLE TURNING MOVEMENT COUNT

#061 Bristol Pkwy & Centinela Ave - PM PEAK

LOCATION#:
NORTH / SOUTH:
EAST / WEST:

081
Bristol Pkwy
Centinela Ave

QTD PROJ#:
DATE:
VICINITY:

100148
Thursday, June 17, 2010
Culver City, CA

DIRECTION:	ML	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTALS
LANES:	0	0	0	2	0	1	1	2	0	0	2	1	
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM	0	0	0	68	0	53	38	178	0	0	136	43	516
4:45 PM	0	0	0	79	0	58	50	182	0	0	151	49	569
5:00 PM	0	0	0	62	0	76	34	196	0	0	134	66	568
5:15 PM	0	0	0	57	0	57	38	193	0	0	150	39	534
5:30 PM	0	0	0	75	0	75	56	206	0	0	138	49	599
5:45 PM	0	0	0	57	0	48	44	213	0	0	142	48	552
6:00 PM	0	0	0	65	0	54	43	214	0	0	135	32	543
6:15 PM	0	0	0	54	0	45	34	209	0	0	120	45	507
6:30 PM													
6:45 PM													
VOLUME STATS:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
TOTAL:	0	0	0	517	0	466	337	1591	0	0	1105	371	4388
P.H.V.:	0	0	0	273	0	266	178	777	0	0	573	203	2270
P.H.F.:	0.000	0.000	0.000	0.898	0.000	0.571	0.528	0.911	0.000	0.000	0.970	0.203	0.947

(1) Peak Hour Volume (Peak Hour Begins At 4:45 PM)

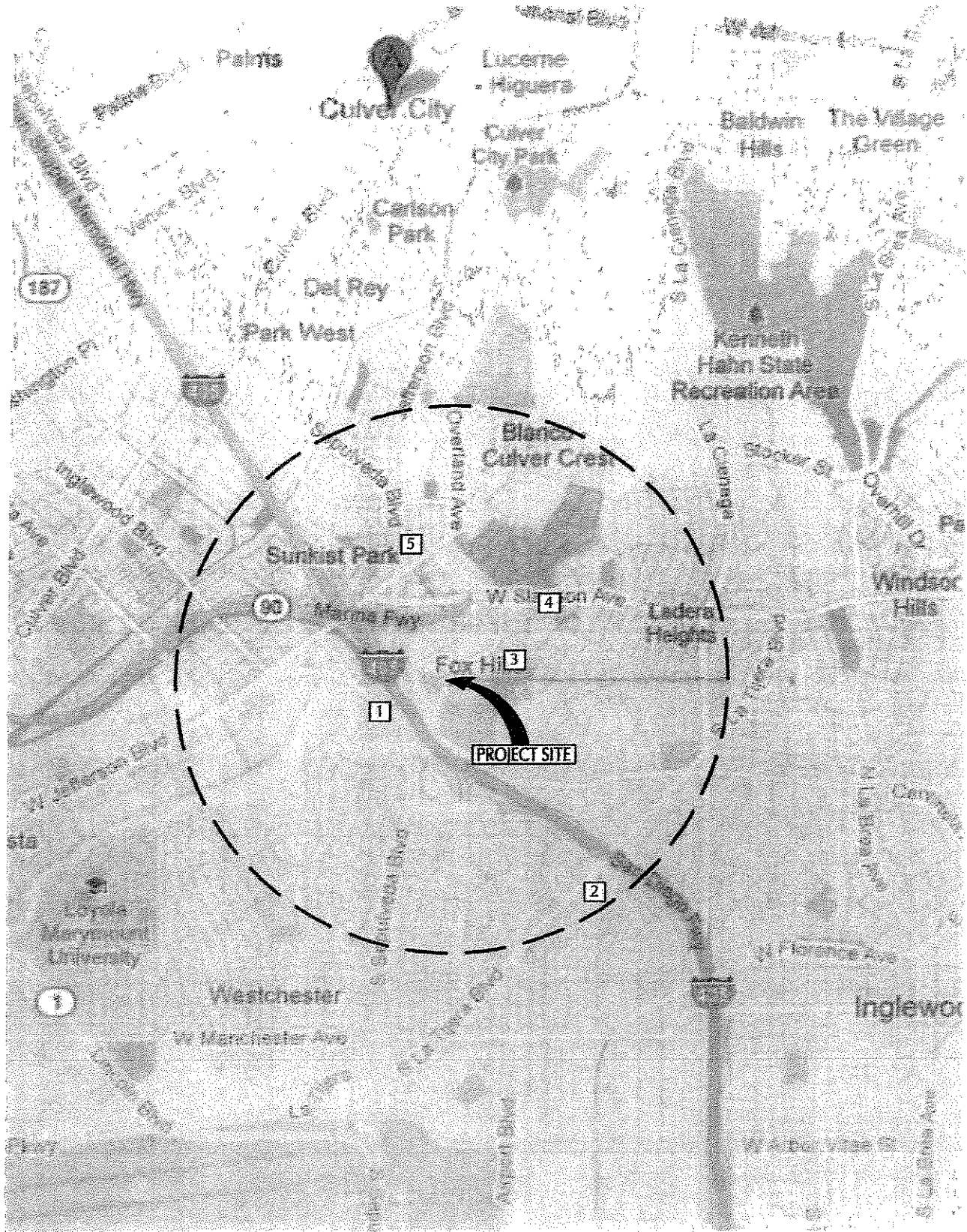
(2) Peak Hour Factor (directional aggregate)



QUALITY TRAFFIC DATA, LLC

9701 W Pico Blvd, Suite 205, Los Angeles, CA 90035
Phone: 310-341-0019 Fax: 310-807-9247 Info@QualityTrafficData.com

CUMULATIVE PROJECT INFORMATION



ASSOCIATED
TRANSPORTATION
ENGINEERS

CUMULATIVE PROJECTS WITHIN 1.5 MILES OF PROJECT SITE

FIGURE 1

MMF - #12098

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

CUMULATIVE PROJECT TRIP GENERATION														
Land Use	Size	Multi-Trip	ADT		A.M.			P.M.			Rate	Trips	Trips	Trips
			Rate	Trips	In %	Trips	Out %	In %	Trips	Out %				
City of Los Angeles														
1 Entrada Office (a)	342,409			3,442	502	88%	442	12%	60	17%	482	79	383	
2 La Tijera Mixed-Use (a)					65		10		55		83	57	26	
City of Culver City														
3 Dr. Brenord Dutt Office	57,050	1.00	36.13	2,061	131	79%	103	21%	28	27%	197	53	144	
4 Corporate Pointe (Office)	240,612	1.00	10.90	2,623	378	88%	333	12%	45	17%	349	59	290	
Corporate Pointe (Retail)	31,240	0.75	44.32	1,038	34	61%	19	39%	12	44%	63	28	35	
5 5450 Sepulveda (Retail)	14,800	0.75	44.32	492	15	61%	9	39%	6	44%	30	13	17	

(a) Trip generation estimate provided by City of Los Angeles staff.

RELATED PROJECTS

Centroid Info: PROJ ID: 40784
Address: 0
BOSTOL PARKWAY AND CENTINELA AVE,
Lat/Long: 33.98, -118.392
Buffer Radius: 1 mile

Search

Column

Record Count: 2 | Record Per Page: 5 records

Results generated since: 11/28/2012 10:04:41 AM

Trip Info

Include NULL "Trip Info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Projects":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

13106 Westchester CTC 11 2007 Office	342,409 sq. ft. commercial office	6161 W CENTINELA AV 06/05/2007
30476 Westchester CTC 11 2012 Apartment and 2,600 SF Retail	Mixed-Use (140-Unit Apartment and 2,600 SF Retail parking garage)	7407 S LA TIERRA BLVD 10/09/2012

Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	Net_AMin	Net_AMOut	NetPMIn	NetPMOut
Office	Gross Area	342409	502	462	3442	0	0	0	0

Land Use	Unit ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	Net_AMin	Net_AMOut	NetPMIn	NetPMOut
Mixed Use	Total Units	140	83	83	799	10	55	57	26

Culver City Related Projects List-Updated April 2, 2012										
No.	Project Name	Address	Description	City	Est. Date Completed	Construction Date	Project Status	Date of Entitlement Approved	Entitlement Expiration Date	Planner
1	Sony	10202 Washington Blvd.	Sony Let Project- Approved to build net new 100,000 G.S.F. of office, post-production, stage, and support uses.	CC	2008	2008	Completed - occupied	5/23/07	NA	Susan Yun (310) 253-5755
2	Westfield Culver City Mall Expansion	9000 Sepulveda Blvd.	203,760 G.S.F. retail and 427 parking spaces	CC	2010	2010	Completed - occupied	11/08/05	NA	Joseph Montoya (310) 253-5738
3	Four unit condominium	4025 Wiede St.	Four unit condominium, TPM	CC	2010	2010	Completed - occupied	5/14/08	NA	Nancy Tahvil (310) 253-5751
4	3 New Condominiums	4048 Lincoln Ave	Three Townhome Condominiums	CC	2010	2010	Completed - occupied	10/24/07	NA	Jose Mendivil (310) 253-5757
5	Eight Unit Condo -	4067/4073 Lincoln Ave.	Eight unit condominiums, TTM, 2,000 G.G.S.F., 20 parking spaces provided	CC	2010	2010	Completed - occupied	10/19/04	NA	Jose Mendivil (310) 253-5757
6	Fire Station No. 3	6030 Bristol Pkwy.	Two-story, 12,168 G.S.F. fire station	CC	2010	2010	Completed - occupied	8/17/06	NA	Jose Mendivil (310) 253-5757
7	Turning Point School- CUP modification	8794 National	School addition/remodel of net 6,000 G.S.F.	CC	2010	2010	Completed - occupied	3/08/08	01/31/2010	Jose Mendivil (310) 253-5757
8	Uptown Lofts	9900 Culver Blvd.	5,467 G.S.F. offices, 18 condominiums	CC	2010	2010	Completed - occupied	11/14/2007	NA	Jose Mendivil (310) 253-5757
9	Morphosis Architects Office	3440 Wesley	11,867 Square foot Architects office (previously Clyde's Auto Body shop)	CC	2011	2011	Completed-Occupied	7/28/10	09/01/2011	Susan Yun (310) 253-5755
10	Glencoe / Washington Mixed Use	13355 Washington Blvd.	4,183 G.S.F. ground floor retail and 19 units	CC	2012	TBD	Construction	11/28/07	11/28/2010	Jose Mendivil (310) 253-5757
11	Four unit condominium	4014 Van Buren Pl.	Four unit condominium, TPM	CC	2012	TBD	Construction	2/14/07	NA	Nancy Tahvil (310) 253-5751
12	Living Residential/Office	4019 Irving Place	Four Story, 28 residential units; 3 office units.	CC	2012	TBD	Construction	4/08/08 PC approval date; 2/08/2008 CC appeal approval date	Extended to 2/8/12	Thomas Gohlam (310) 253-5727
13	Lux @ 9901 Mixed Use	9901 Washington Blvd. City of LA	14,112 G.S.F. mixed use development with 131 dwelling units, 12,178 G.S.F. of retail and three level subterranean parking structure with 244 parking spaces.	LA	2012	TBD	Building Permit	3/20/09	City of LA project not sure	Jose Mendivil (310) 253-5757
14	New Dental office - building permit	10628. and 10830 Washington Blvd.	Construction of new one story dental and retail building (2,988 G.S.F.).	CC	2012	TBD	Construction	NA	NA	Nancy Tahvil (310) 253-5752
15	Union 76	10638 Culver Blvd.	Gas station and convenience store with new car wash; 2,800 G.S.F.	CC	2012	TBD	Building Permit	4/11/07	04/11/2011	Jose Mendivil (310) 253-5757
16	Four unit condominium	4058 Madison Ave.	4 unit condominium, TPM	CC	2012	TBD	Building permit	10/10/07	10/10/2010	Jose Mendivil (310) 253-5757
17	Burger King - Live/work units	13340 Washington Blvd.	41 unit condominium development with 6 live/work condominium units in Culver City and 35 units in LA	CC/LA	2012	TBD	Construction	TTM approved 2/27/09, SPR approved 1/23/09 extended to 1/2/2009	12/12/2009	Thomas Gohlam (310) 253-5727
18	New vehicle repair shop	11167 Washington Place	Construction of a new vehicle repair shop with 1,190 G.S.F. of repair area with two service bays and 191 G.S.F. of office.	CC	2012	TBD	Building Permit	9/24/2008	09/24/2011	Nancy Tahvil (310) 253-5751

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Status	Date of Estimation Approval	Entitlement Expiration Date	Planner
19	11304 Culver Blvd. CLP for Auto repair shop	11304 Culver Blvd.	T.I. to existing 1280 G.S.F., 3-bay vacant building for auto repair shop per plan.	CC	2012	TBD	Construction	02/23/2012	NA	Jose Mendivil (310) 253-5757
20	Alvarez Bio Science	9820 Jefferson Blvd.	Exterior and interior renovation to an existing two-story building. Addition of a three-story, 17,000 G.S.F. building over a one-story building (net addition is 14,999 G.S.F. - demo 2,001 G.S.F. of existing building area).	CC	2012	TBD	Construction	06/05/2011	NA	Jose Mendivil (310) 253-5757
21	Clive Wilkinson Architects, new architects office and ancillary retail or office	6114, 6116, 6118 Washington Blvd	New two-story, 5,560 G.S.F. office building which includes an ancillary retail or office.	CC	2012	TBD	Building Permit	03/22/2011	4/6/12	Nancy Tavilli (310) 253-5761
22	Arco AUPM - new carwash	5084 Washington Blvd.	New carwash and storage room totaling 1,200 G.S.F., at an existing fueling station.	CC	2012	2012	Completed-Occupied	10/28/2009	10/28/11	Christina Rios (310) 253-5756
23	Culver Crossroads	4114 Sepulveda Blvd	T1 and partial demo of 17,653 s.f. and construction of 14,900 s.f. for a shopping center.	CC	2012	TBD	Construction	01/25/2012	NA	Jose Mendivil
24	Expo LRT	Washington/National	Light rail station	CC	2012	TBD	Construction	EIR Certified 2008	N/A	Susan Yun (310) 253-5755
25	12714-12718 Washington Boulevard Mixed Use	12714-12718 Washington Blvd.	5 unit mixed use project with approximately 3,300 G.S.F. ground floor retail.	CC	2013	TBD	Pre-application	TBD	TBD	Josh Williams (310) 253-5706
26	Radisson Office Tower	6161 Centinela Blvd	342,000 G.S.F. office tower and parking addition	CC	2013	TBD	Building Permit	05/15/2008	04/15/2013	Thomas Gorman (310) 253-5727
27	New 7-Eleven convenience store, ASPR	4438 Sepulveda Blvd	Construction of new single story 2,500 G.S.F. convenience store	CC	2013	TBD	Entitlement	TBD	TBD	Josh Williams (310) 253-5706
28	Office Building	9919 Jefferson Blvd	113,467 G.S.F. three story office building	CC	2013	TBD	Building Permit	11/13/2011	11/03/2012	Nancy Tavilli
29	Dr. Brenard Out.	5800 Uplander Way	Add 3 stories/57,050 G.S.F. to a 2 story 26,140 G.S.F. office	CC	2013	TBD	Pre Building permit	07/23/2008	07/22/2013	Jose Mendivil
30	Modification to CLUP, expanding school	12085-12101 Washington Blvd.	Conversion of a 20,090 G.S.F. office building into classrooms & administrative offices.	CC	2013	TBD	Entitlement	TBD	TBD	Josh Williams (310) 253-5706
31	Washington Place Office Condos	12402 Washington Place	42,000 square foot 4-story office and retail building, 9,300 G.S.F. of retail and 30,400 G.S.F. of office	CC	2013	TBD	Pre-Building Permit Entitlements but no Building Permits.	10/22/07	07/25/2011	Nancy Tavilli
32	Washington Landmark Mixed Use TOD(Platform)	8810, 8840, 8850 Washington Blvd. and 3920 Landmark	New commercial development consisting of approximately 41,253 G.S.F. of restaurant and retail use, and 38,120 G.S.F. of office use.	CC	2013	TBD	Entitlement	TBD	TBD	Susan Yun (310) 253-5755
33	New Restaurant	5654 Blackwater St/ 3077 La Cienega	Addition of 1,150 G.S.F. two story retail structure to existing 1,185 G.S.F. building for new restaurant use.	CC	2013	TBD	Entitlement	1/25/2011	01/25/2013	Josh Williams
34	New two story commercial building	11012/11014 Washington Blvd.	Two story commercial building totaling 3,365 G.S.F.	CC	2013	TBD	Entitlement	07/08/2009	Extended to 07/08/2012	Christina Rios (310) 253-5756
35	Tilden Terrace	11042-11058 Tilden Avenue	New three-story, 51,360 G.S.F. mixed use development with 10,400 G.S.F. of ground floor retail and 33 residential units.	CC	2013	TBD	Construction	3/15/11 (PC) and 3/21/11 (City Council)	3/30/12	Susan Yun (310) 253-5755
36	Duquesne Ave condominiums Dana Syles	4139-4145 Duquesne Avenue	Seven (7) condominium units	CC	2013	TBD	Entitlement	TBD	TBD	Joseph Montoya (310) 253-5755

No.	Project Name	Address	Description	City	Est. Date Completion	Completed Date	Project Status	Date of Entitlement Approval	Entitlement Expiration Date	Planner
37	Office & Retail Building	700-701 Corporate Pointe	240,612 G.S.F. office; 31,240 G.S.F. retail	CC	2014	TBD	Entitlement	13th Amend. To Corporate Pointe would extend CDA to 2017	NA	Susan Yun (310) 253-5755
38	Baldwin Site	12803 Washington Blvd	New 3 story commercial (office and retail) condominium building (retail ground floor) totaling 37,308 G.S.F.	CC	2014	TBD	Pre Building permit	08/07/2008 12/08/08	12/08/11 8/22/12	Susan Yun (310) 253-5755
39	Parcel B	8300 Culver Blvd	118,000 G.S.F. of office, retail, and restaurant spaces.	CC	2014	TBD	Building Permit	07/67/2012	NA	Thomas Gortman (310) 253-5727
40	Warner Parking Structure	8511 Warner Drive	51,620 G.S.F. Retail/Restaurant; 784 parking spaces, five levels	CC	2014	TBD	Pre Building permit	08/03/2009	8/3/12	Joan Mendivil
41	Fresh Point Mixed Use	9355 Culver Blvd	Addition of second story office and third floor residential unit for a total of 5,708 G.S.F. to an existing office/warehouse building.	CC/LA	2014	TBD	Pre Building permit	04/05/2010	Extended to 4/5/2013	Christina Rios (310) 253-5756
42	Greg Reitz' Rethink Development	8665 Hayden Plaza	Construct 69,678 G.S.F. of Office	CC	2014	TBD	Pre-Building Permit. Entitlements but no Building Permits.	12/15/08	02/09/2014	Joseph Montoya (310) 253-5789
43	Triangle Blaw-Washington/ National TOD	Corner of Washington/ National Blvd.	New transit oriented development to include light rail station & mixed use development (preliminary concept includes up to 130 du, 148 room hotel, 200,000 G.S.F. office, 51,800 G.S.F. retail, & 20,000 G.S.F. restaurant.	CC	2014	TBD	Pre-Application	TBD	NA	Susan Yun (310) 253-5755
44	Willows School Comprehensive Plan	8509 Higuera 8476 Warner	Phase I - new surface parking. Increased student enrollment by 50 from 425 to 475; Phase II & III increased student enrollment by 100, from 475 to 575.	CC	2014	TBD	Pre-application	TBD	TBD	Joan Williams 310-253-5708
45	West Los Angeles College community College Master Plan and EIR (2010)	LA County	Approximately 92,000 of new building construction and renovation. Anticipate future student population of approx. 18,904 students.	LA County	2014	TBD	Construction	EIR Certified 2004	NA	Susan Yun (310) 253-5755
46	New single story retail center	11281 Washington Place	Retail center totaling 6,294 square feet with 25 parking spaces.	CC	2014	TBD	Pre Application	TBD	NA	Christina Rios (310) 253-5729
47	Culver Studios Amend. No.6	8336 Washington Blvd.	Net new: Phase I - 26,031 G.S.F. office; 13,634 G.S.F. support, 322 parking spaces; Phase II - 63,500 G.S.F. office; 5,741 G.S.F. support.	CC	2014	TBD	Pre-application	TBD	NA	Joan Williams (310) 253-5708
48	Legado Mixed Use TOD	8770 Washington Blvd.	New mixed use development w/ preliminary concept of up to (approx.) 116 residential units, retail (market, pharmacy & cafe) 31,240 G.S.F.	CC	2014	TBD	Pre-application	TBD	NA	Susan Yun (310) 253-5755
49	New single story retail building	5450 Sepulveda Blvd	Single story retail building totaling 14,800 square feet with rooftop parking	CC	2014	TBD	Pre Application	TBD	NA	Christina Rios (310) 253-5756
50	Four unit condominium	3948 Bentley Avenue	Four unit condominium, TPM	CC	2015	TBD	Building Permit	6/28/03	Extended to 05/28/2014	Christina Rios (310) 253-5756

* Entitlement Expiration Date for Planning Commission actions is 15 days and one year after the approval date and for City Council actions it's one year after the approval date.
Sorted by Estimated Date of Completion

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Bristol Parkway/Slauson Avenue
- Reference 2 - Bristol Parkway/Hannum Avenue
- Reference 3 - Sepulveda Boulevard/Green Valley Circle
- Reference 4 - Bristol Parkway/Green Valley Circle
- Reference 5 - Bristol Parkway/Centinel Avenue

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: SLAUSON AVENUE
 CONTROL TYPE: SIGNAL

REF: 01 AM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	279	14	47	3	0	2	16	1155	337	101	2691	18
(B) PROJECT-ADDED:	0	0	2	0	0	0	0	0	0	2	0	0
(C) CUMULATIVE:	300	14	124	3	0	2	16	1355	398	159	2775	18

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LL	T	TR	LT	TR		L	TT	R	LL	TT	TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	2	2880	279	279	300	300	0.097 *	0.097 *	0.104 *	0.104 *		
NBT	2	3200	14	14	14	14	0.012	0.012	0.023	0.024		
NBR (a)	0	0	23	24	61	62	-	-	-	-		
SBL	0	0	3	3	3	3	-	-	-	-		
SBT	2	3200	0	0	0	0	0.001 *	0.001 *	0.001 *	0.001 *		
SBR (b)	0	0	1	1	1	1	-	-	-	-		
EBL	1	1600	16	16	16	16	0.010 *	0.010 *	0.010 *	0.010 *		
EBT	3	4800	1155	1155	1355	1355	0.241	0.241	0.282	0.282		
EBR (c)	1	1600	324	324	382	382	0.203	0.203	0.239	0.239		
WBL	2	2880	101	101	159	161	0.035	0.036	0.055	0.056		
WBT	3	4800	2691	2691	2775	2775	0.564 *	0.564 *	0.582 *	0.582 *		
WBR (d)	0	0	18	18	18	18	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.772	0.772	0.797	0.797		
SCENARIO LEVEL OF SERVICE:							C	C	C	C		

NOTES:

RTOR: (a) 51%
 (b) 50%
 (c) 4%
 (d) 0%

Printed: 11/30/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: SLAUSON AVENUE
 CONTROL TYPE: SIGNAL

REF: 01 PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	269	2	126	7	9	19	1	1849	197	56	1239	5
(B) PROJECT-ADDED:	0	0	4	0	0	0	0	0	0	4	0	0
(C) CUMULATIVE:	347	2	185	7	9	19	1	1931	230	131	1428	5

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	LL	T	TR	LT	TR		L	TT	R	LL	TT	TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	2	2880	269	269	347	347	0.093 *	0.093 *	0.120 *	0.120 *		
NBT	2	3200	2	2	2	2	0.030	0.031	0.044	0.045		
NBR (a)	0	0	95	98	139	142	-	-	-	-		
SBL	0	0	7	7	7	7	-	-	-	-		
SBT	2	3200	9	9	9	9	0.009 *	0.009 *	0.009 *	0.009 *		
SBR (b)	0	0	13	13	13	13	-	-	-	-		
EBL	1	1600	1	1	1	1	0.001	0.001	0.001	0.001		
EBT	3	4800	1849	1849	1931	1931	0.385 *	0.385 *	0.402 *	0.402 *		
EBR (c)	1	1600	175	175	205	205	0.109	0.109	0.128	0.128		
WBL	2	2880	56	60	131	135	0.019 *	0.021 *	0.045 *	0.047 *		
WBT	3	4800	1239	1239	1428	1428	0.259	0.259	0.299	0.299		
WBR (d)	0	0	5	5	5	5	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.606	0.608	0.676	0.678		
SCENARIO LEVEL OF SERVICE:							B	B	B	B		

NOTES:

RTOR: (a) 25%
 (b) 32%
 (c) 11%
 (d) 0%

Printed: 11/30/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: HANNUM AVENUE
 CONTROL TYPE: SIGNAL

REF: 02 AM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	291	249	49	67	263	21	11	117	130	99	256	59
(B) PROJECT-ADDED:	0	2	2	0	2	0	0	0	0	2	0	0
(C) CUMULATIVE:	297	345	50	68	378	21	11	119	133	101	261	60

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	291	291	297	297	0.182 *	0.182 *	0.186 *	0.186 *		
NBT	1	1600	249	251	345	347	0.156	0.157	0.216	0.217		
NBR (a)	1	1600	44	46	45	47	0.028	0.029	0.028	0.029		
SBL	2	2880	67	67	68	68	0.023	0.023	0.024	0.024		
SBT	2	3200	263	265	378	380	0.088 *	0.089 *	0.124 *	0.125 *		
SBR (b)	0	0	19	19	19	19	-	-	-	-		
EBL	1	1600	11	11	11	11	0.007	0.007	0.007	0.007		
EBT	2	3200	117	117	119	119	0.068 *	0.068 *	0.069 *	0.069 *		
EBR (c)	0	0	99	99	101	101	-	-	-	-		
WBL	1	2880	99	101	101	103	0.034 *	0.035 *	0.035 *	0.036 *		
WBT	2	3200	256	256	261	261	0.080	0.080	0.082	0.082		
WBR (d)	1	1600	57	57	58	58	0.036	0.036	0.036	0.036		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.472	0.474	0.514	0.516		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

RTOR: (a) 10%
 (b) 10%
 (c) 24%
 (d) 4%

Printed: 11/30/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: HANNUM AVENUE
 CONTROL TYPE: SIGNAL

REF: 02 PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	207	238	105	93	202	30	29	403	299	110	286	97
(B) PROJECT-ADDED:	0	4	4	0	4	0	0	0	0	4	0	0
(C) CUMULATIVE:	211	372	107	95	309	31	30	411	305	112	292	99

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	207	207	211	211	0.129 *	0.129 *	0.132	0.132		
NBT	1	1600	238	242	372	376	0.149	0.151	0.233 *	0.235 *		
NBR (a)	1	1600	93	97	95	99	0.058	0.061	0.059	0.062		
SBL	2	2880	93	93	95	95	0.032	0.032	0.033 *	0.033 *		
SBT	2	3200	202	206	309	313	0.070 *	0.072 *	0.104	0.105		
SBR (b)	0	0	23	23	24	24	-	-	-	-		
EBL	1	1600	29	29	30	30	0.018	0.018	0.019	0.019		
EBT	2	3200	403	403	411	411	0.205 *	0.205 *	0.209 *	0.209 *		
EBR (c)	0	0	254	254	259	259	-	-	-	-		
WBL	1	2880	110	114	112	116	0.038 *	0.040 *	0.039 *	0.040 *		
WBT	2	3200	286	286	292	292	0.089	0.089	0.091	0.091		
WBR (d)	1	1600	95	95	97	97	0.059	0.059	0.061	0.061		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.542	0.546	0.614	0.617		
SCENARIO LEVEL OF SERVICE:							A	A	B	B		

NOTES:

RTOR: (a) 11%
 (b) 23%
 (c) 15%
 (d) 2%

Printed: 12/04/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: SEPULVEDA BOULEVARD
 E/W STREET: GREEN VALLEY CIRCLE
 CONTROL TYPE: SIGNAL

REF: 03 AM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	1718	364	113	700	0	0	0	0	145	0	231
(B) PROJECT-ADDED:	0	0	4	2	0	0	0	0	0	2	0	2
(C) CUMULATIVE:	0	1761	371	115	700	0	0	0	0	148	0	236

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	TT	R		LL	TT					L	LR	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO VC RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	1718	1718	1761	1761	0.537 *	0.537 *	0.550 *	0.550 *		
NBR (a)	1	1600	324	328	330	334	0.203	0.205	0.206	0.209		
SBL	2	2880	113	115	115	117	0.039 *	0.040 *	0.040 *	0.041 *		
SBT	2	3200	700	700	760	760	0.219	0.219	0.238	0.238		
SBR (b)	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR (c)	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	145	147	148	150	-	-	-	-		
WBT	3	4800	0	0	0	0	0.066 *	0.067 *	0.068 *	0.069 *		
WBR (d)	0	0	173	175	177	179	-	-	-	-		
LOST TIME							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION: SCENARIO LEVEL OF SERVICE:							0.742 C	0.744 C	0.758 C	0.760 C		

NOTES:

RTOR: (a) 11%
 (b) 0%
 (c) 0%
 (d) 25%

Printed: 11/30/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: SEPULVEDA BOULEVARD
 E/W STREET: GREEN VALLEY CIRCLE
 CONTROL TYPE: SIGNAL

REF: 03 PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	1495	355	188	1029	0	0	0	0	375	0	184
(B) PROJECT-ADDED:	0	0	2	4	0	0	0	0	0	4	0	4
(C) CUMULATIVE:	0	1566	362	192	1064	0	0	0	0	383	0	188

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	LL TT		L LR R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	1495	1495	1566	1566	0.467 *	0.467 *	0.489 *	0.489 *		
NBR (a)	1	1600	337	339	344	346	0.211	0.212	0.215	0.216		
SBL	2	2880	188	192	192	196	0.065 *	0.067 *	0.067 *	0.068 *		
SBT	2	3200	1029	1029	1064	1064	0.322	0.322	0.333	0.333		
SBR (b)	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR (c)	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	375	379	383	387	-	-	-	-		
WBT	3	4800	0	0	0	0	0.100 *	0.101 *	0.102 *	0.103 *		
WBR (d)	0	0	103	105	105	108	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.732	0.735	0.738	0.768		
SCENARIO LEVEL OF SERVICE:							C	C	C	C		

NOTES:

RTOR: (a) 5%
 (b) 0%
 (c) 0%
 (d) 44%

Printed: 11/30/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: GREEN VALLEY CIRCLE
 CONTROL TYPE: SIGNAL

REF: 04 AM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	246	347	7	64	113	43	174	99	40	27	322	433
(B) PROJECT-ADDED:	7	3	0	0	6	0	2	1	0	2	0	0
(C) CUMULATIVE:	251	426	7	74	174	44	177	101	41	27	328	477

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 - EXISTING VOLUMES (A)
 SCENARIO 2 - EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 - CUMULATIVE (C)
 SCENARIO 4 - CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	246	253	251	258	0.154	0.158	0.157	0.161		
NBT	1	1600	347	350	426	429	0.221 *	0.223 *	0.271 *	0.273 *		
NBR (a)	0	0	7	7	7	7	-	-	-	-		
SBL	1	1600	64	64	74	74	0.040 *	0.040 *	0.046 *	0.046 *		
SBT	2	3200	113	119	174	180	0.046	0.048	0.065	0.067		
SBR (b)	0	0	33	33	34	34	-	-	-	-		
EBL	1	1600	174	176	177	179	0.109 *	0.110 *	0.111 *	0.112 *		
EBT	1	1600	99	100	101	102	0.062	0.063	0.063	0.064		
EBR (c)	1	1600	26	26	27	27	0.016	0.016	0.017	0.017		
WBL	1	1600	27	29	27	29	0.017	0.018	0.017	0.018		
WBT	2	3200	322	322	328	328	0.224 *	0.224 *	0.238 *	0.238 *		
WBR (d)	0	0	394	394	434	434	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.694	0.697	0.766	0.769		
SCENARIO LEVEL OF SERVICE:							B	B	C	C		

NOTES:

RTOR: (a) 0%
 (b) 23%
 (c) 35%
 (d) 9%

Printed: 11/29/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: GREEN VALLEY CIRCLE
 CONTROL TYPE: SIGNAL

REF: 04 PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	128	119	22	250	487	118	78	258	104	48	147	124
(B) PROJECT-ADDED:	12	7	2	0	12	0	5	2	0	4	0	0
(C) CUMULATIVE:	131	184	22	290	581	128	81	263	105	49	150	135

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 - EXISTING VOLUMES (A)
 SCENARIO 2 - EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 - CUMULATIVE (C)
 SCENARIO 4 - CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	128	140	131	143	0.080 *	0.088 *	0.082	0.089		
NBT	1	1600	119	126	184	191	0.087	0.093	0.128 *	0.133 *		
NBR (a)	0	0	20	22	20	22	-	-	-	-		
SBL	1	1600	250	250	290	290	0.156	0.156	0.181 *	0.181 *		
SBT	2	3200	487	499	581	593	0.186 *	0.189 *	0.216	0.219		
SBR (b)	0	0	107	107	109	109	-	-	-	-		
EBL	1	1600	78	83	81	86	0.049	0.052	0.051	0.054		
EBT	1	1600	258	260	263	265	0.161 *	0.163 *	0.164 *	0.166 *		
EBR (c)	1	1600	90	90	91	91	0.056	0.056	0.057	0.057		
WBL	1	1600	48	52	49	53	0.030 *	0.033 *	0.031 *	0.033 *		
WBT	2	3200	147	147	150	150	0.078	0.078	0.082	0.082		
WBR (d)	0	0	103	103	112	112	-	-	-	-		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.557	0.573	0.604	0.613		
SCENARIO LEVEL OF SERVICE:							A	A	B	B		

NOTES:

RTOR: (a) 9%
 (b) 9%
 (c) 13%
 (d) 17%

Printed: 12/06/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: CENTINELA AVENUE
 CONTROL TYPE: SIGNAL

REF: 05 AM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	66	0	110	216	365	0	0	1011	287
(B) PROJECT-ADDED:	0	0	0	2	0	1	1	0	0	0	0	2
(C) CUMULATIVE:	0	0	0	70	0	168	282	386	0	0	1126	303

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 - EXISTING VOLUMES (A)
 SCENARIO 2 - EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 - CUMULATIVE (C)
 SCENARIO 4 - CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR (a)	0	0	0	0	0	0	-	-	-	-		
SBL	2	2880	66	68	70	72	0.023	0.024	0.024	0.025		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR (b)	1	1600	61	61	92	93	0.038 *	0.038 *	0.058 *	0.058 *		
EBL	1	1600	216	217	282	283	0.135 *	0.136 *	0.176 *	0.177 *		
EBT	2	3200	365	365	386	386	0.114	0.114	0.121	0.121		
EBR (c)	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	1011	1011	1126	1126	0.316 *	0.316 *	0.352 *	0.352 *		
WBR (d)	1	1600	287	289	303	305	0.179	0.181	0.189	0.191		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.589	0.590	0.686	0.687		
SCENARIO LEVEL OF SERVICE:							A	A	B	B		

NOTES:

RTOR: (a) 0%
 (b) 45%
 (c) 0%
 (d) 0%

Printed: 12/06/12

#12098 - CHASE BANK PROJECT CULVER CITY
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 11/13/2012
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: BRISTOL PARKWAY
 E/W STREET: CENTINELA AVENUE
 CONTROL TYPE: SIGNAL

REF: 05 PM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	273	0	266	178	777	0	0	573	203
(B) PROJECT-ADDED:	0	0	0	4	0	4	2	0	0	0	0	4
(C) CUMULATIVE:	0	0	0	292	0	341	240	877	0	0	604	212

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
 SCENARIO 3 = CUMULATIVE (C)
 SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR (a)	0	0	0	0	0	0	-	-	-	-		
SBL	2	2880	273	277	292	296	0.095 *	0.096 *	0.101	0.103		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR (b)	1	1600	136	138	174	176	0.085	0.086	0.109 *	0.110 *		
EBL	1	1600	178	180	240	242	0.111 *	0.113 *	0.150 *	0.151 *		
EBT	2	3200	777	777	877	877	0.243	0.243	0.274	0.274		
EBR (c)	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	573	573	604	604	0.179 *	0.179 *	0.189 *	0.189 *		
WBR (d)	1	1600	203	207	212	216	0.127	0.129	0.138	0.135		
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.485	0.488	0.548	0.550		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

RTOR: (a) 0%
 (b) 49%
 (c) 0%
 (d) 0%

Printed: 12/04/12

DRIVEWAY VOLUMES AND LEVEL OF SERVICE CALCULATION WORKSHEETS

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DLD	Intersection	GREEN VALLEY/PROJECT DWY
Agency/Co.	ATE	Jurisdiction	CULVER CITY
Date Performed	12/3/2012	Analysis Year	CUMULATIVE + PROJECT
Analysis Time Period	AM PEAK		

Project Description CUMULATIVE + PROJECT DRIVEWAY ANALYSIS

East/West Street: GREEN VALLEY CIRCLE

North/South Street: PROJECT DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		317	11		623	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	317	11	0	623	0
Percent Heavy Vehicles	0	—	—	0	—	—
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR		T	
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			5			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	5	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					5			
C (m) (veh/h)					886			
v/c					0.01			
95% queue length					0.02			
Control Delay (s/veh)					9.1			
LOS					A			
Approach Delay (s/veh)	—	—	9.1					
Approach LOS	—	—	A					

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	DLD		Intersection	GREEN VALLEY/PROJECT DWY
Agency/Co.	ATE		Jurisdiction	CULVER CITY
Date Performed	12/3/2012		Analysis Year	CUMULATIVE + PROJECT
Analysis Time Period	PM PEAK			

Project Description CUMULATIVE + PROJECT DRIVEWAY ANALYSIS

East/West Street: GREEN VALLEY CIRCLE

North/South Street: PROJECT DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		445	18		401	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	445	18	0	401	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR		T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			11			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	11	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					11			
C (m) (veh/h)					812			
v/c					0.01			
95% queue length					0.04			
Control Delay (s/veh)					9.5			
LOS					A			
Approach Delay (s/veh)	--	--	9.5					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	DLD		Intersection	BRISTOL PARKWAY
Agency/Co.	ATE		Jurisdiction	CULVER CITY
Date Performed	12/3/2012		Analysis Year	CUMULATIVE + PROJECT
Analysis Time Period	AM PEAK			
Project Description CUMULATIVE + PROJECT DRIVEWAY ANALYSIS				
East/West Street: PROJECT DRIVEWAY			North/South Street: BRISTOL PARKWAY/PROJECT DWY	
Intersection Orientation: North-South			Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	682			240	10
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	682	0	0	240	10
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12		5			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	0	5	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	7						17	
C (m) (veh/h)	1327						605	
v/c	0.01						0.03	
95% queue length	0.02						0.09	
Control Delay (s/veh)	7.7						11.1	
LOS	A						B	
Approach Delay (s/veh)	--	--					11.1	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DLD	Intersection	BRISTOL PARKWAY
Agency/Co.	ATE	Jurisdiction	CULVER CITY
Date Performed	12/3/2012	Analysis Year	CUMULATIVE + PROJECT
Analysis Time Period	PM PEAK		

Project Description CUMULATIVE + PROJECT DRIVEWAY ANALYSIS

East/West Street: PROJECT DRIVEWAY

North/South Street: BRISTOL PARKWAY/PROJECT DWY

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	14	333			730	21
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	14	333	0	0	730	21
Percent Heavy Vehicles	0	—	—	0	—	—
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	25		17			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	25	0	17	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	14						42	
C (m) (veh/h)	868						446	
v/c	0.02						0.09	
95% queue length	0.05						0.31	
Control Delay (s/veh)	9.2						13.9	
LOS	A						B	
Approach Delay (s/veh)	—	—					13.9	
Approach LOS	—	—					B	

ATTACHMENT NO. 4

Drive-In and Drive-Thru Facilities. Retail or service facilities where products or services are provided to motorists who remain in their vehicles. These facilities include drive-thru fast-food restaurants, and drive-up bank teller windows, dry cleaners, pharmacies, etc. **Does not include: automatic teller machines (ATMs),** automobile service stations, or car washes, which are separately defined.

17.400.025 – Automatic Teller Machines (ATMs)

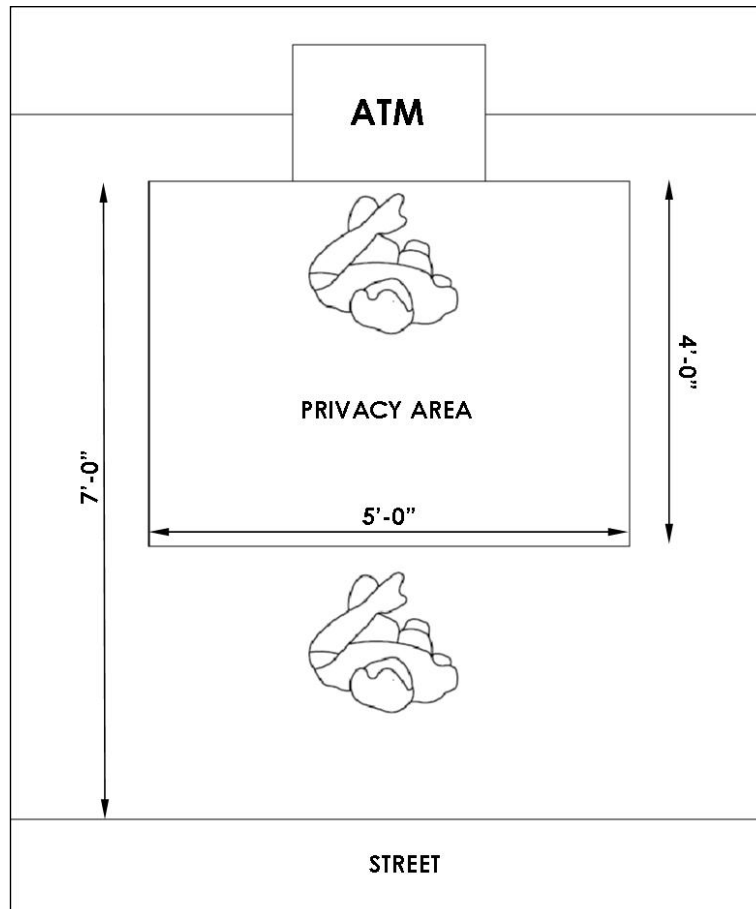
This Section provides location, development, and operating standards for automatic teller machines (ATMs), in compliance with Article 2 (Zoning Districts, Allowable Land Uses and Zone-Specific Standards):

A. Location Requirements. ATMs proposed on the exterior of structures shall be (see Figure 4-1):

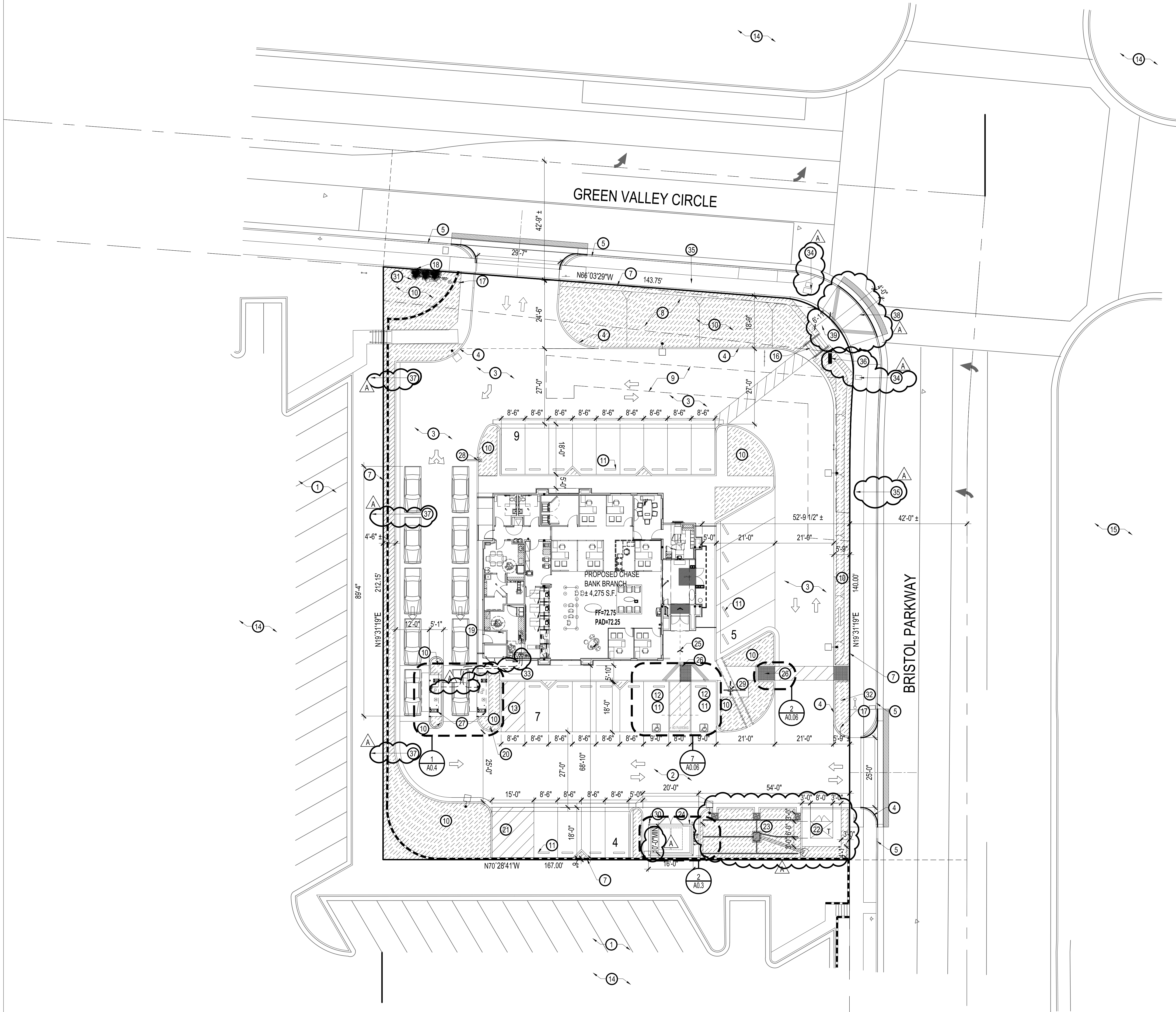
1. Setback from an adjacent street curb or alley by a minimum of 7 feet.
2. A privacy area immediately in front of each ATM measuring at least 5 feet wide by 4 feet deep shall be provided. Methods for defining the privacy area shall be approved by the Director.
3. Located to not eliminate or substantially reduce any landscaped areas.
4. Located to not allow drive-through access from a vehicle.
5. Located to ensure the safety and security of patrons.

ATTACHMENT NO. 4

Figure 4-1
ATM Location Requirements



- B. Design.** All construction and modifications to the exterior of the structure pertaining to the installation of the ATMs shall be completed in a manner consistent with the architectural design of the structure and in conformance with all applicable City architectural standards and guidelines.
- C. Lighting.** Each exterior ATM shall be provided with security lighting in compliance with Section 17.300.040 (Outdoor Lighting) or State law, whichever is more restrictive.
- D. Maintenance.** Each ATM shall be provided with receptacles sufficient in size and number to accommodate trash and smoking materials generated by users of the ATM.
- E. Parking.** In addition to any other off-street parking required by Chapter 17.320 (Off-Street Parking and Loading) for any other uses located on the site, each exterior ATM shall require one off-street parking space. The required parking shall be located as close as possible to, but not more than 100 feet from, the ATM, and shall be marked, as approved by the Director, for the exclusive use of ATM customers. ATMs located within the CD Zone are exempt from both the parking space and proximity requirements.



- 1 ADJACENT PARCEL
- 2 EXISTING DRIVEWAY TO REMAIN
- 3 PROPOSED NEW DRIVEWAY
- 4 NEW RAISED CURB
- 5 EXISTING CURB TO REMAIN
- 6 DEMO (E) BLDG
- 7 PROPERTY LINE
- 8 EXISTING EASEMENT FOR PUBLIC SANITARY SEWER
- 9 EXISTING EASEMENT FOR ELECTRIC LINES AND INCIDENTAL PURPOSES
- 10 LANDSCAPED AREA PER LANDSCAPE PLANS, TYP.
- 11 CONCRETE WHEEL STOP
- 12 ACCESSIBLE PARKING SIGNAGE
- 13 LOADING AREA
- 14 COMMERCIAL USE
- 15 RESIDENTIAL USE
- 16 NEW STAIR WITH HAND RAIL, DEMOLISH PORTION OF LANDSCAPING TO PROVIDE 48" CLEAR FOR PEDESTRIAN ACCESS.
- 17 ADA TOW-AWAY SIGNAGE FOR UNAUTHORIZED VEHICLES.
- 18 SCREENING WITH LANDSCAPE
- 19 NEW FDC LOCATION
- 20 "WRONG WAY" (R-51A) SIGN.
- 21 TURN AROUND AREA.
- 22 PROPOSED PAD MOUNTED TRANSFORMER LOCATION (6'X8' WITH 3' CLEARANCE ALL AROUND)
- 23 LANDSCAPE AREA FOR BIORETENTION AND WATER TREATMENT
- 24 NEW TRASH ENCLOSURE, CMU WITH PLASTER FINISH TO MATCH BUILDING COLOR.
- 25 PATH OF TRAVEL TO PUBLIC R.O.W.. NOTE: EXTERIOR PATH OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND MAXIMUM 2% IN THE TRANSVERSE DIRECTION.
- 26 NEW ACCESSIBLE CURB RAMP, 1:12 MAX SLOPE
- 27 REMOTE VAT AND CANOPY. SEE SHEET A3.30.
- 28 HEADACHE BAR.
- 29 INVERTED U-SHAPE BICYCLE RACK-PROVIDES 2 PARKING SPACES.. SEE DETAIL 1/A0.2
- 30 STEEL PIPE BOLLARDS.
- 31 DDC, PIV, FDC.
- 32 DOMESTIC BACKFLOW
- 33 VAT PATH UNDERGROUND, REFER TO CIVIL AND SHOP DRAWINGS FOR ADDITIONAL INFORMATION.
- 34 PROVIDE NEW TRAFFIC CONTROL COVERS IN EXISTING SIDEWALK, TYP.
- 35 GRIND DOWN EXISTING SIDEWALK JOINTS WHERE LIFTED UP.
- 36 NEW MONUMENT SIGN, UNDER SEPARATE PERMIT BY CHASES SIGNAGE VENDOR.
- 37 TRIM ALL EXISTING TREES AND LANDSCAPING ALONG PROPERTY LINE. COORDINATE APPROVAL WITH THE ADJACENT PROPERTY OWNER.
- 38 CURB RAMP TO BE REPLACE WITH A SMOOTH PATTERN AND DETECTABLE WARNING PAD (BRICK RED COLOR) AT THE BOTTOM OF THE RAMP. SEE CIVIL DWGS.
- 39 MODIFIED CORNER CUT-OFF, DEDICATED TO THE CITY FOR STREET PURPOSES. SEE CIVIL DWGS.

LEGEND

--- ACCESSIBLE PATH OF TRAVEL

PARKING REQUIRMENTS

TOTAL BUILDING SQUARE FOOTAGE:	4,275 SQ. FT.
REQUIRED OFFSTREET PARKING: BUILDING AREA / 250	17 SPACES
REQUIRED ACCESSIBLE PARKING: CBC CODE SECTION 1129B	01 SPACE
PROVIDED OFFSTREET PARKING:	25 SPACES
PROVIDED ACCESSIBLE PARKING:	02 SPACES
BICYCLE RACK FOR SHORT TERM PARKING:	02 SPACES

LANDSCAPE REQU.

TOTAL SITE AREA:	34,270 SQ. FT.
TOTAL LANDSCAPE AREA	6,571 SQ. FT.
PERCENTAGE OF TOTAL LANDSCAPE AREA OF OVERALL SITE AREA:	19.17% > 6%
NOTE: NO ADDITIONAL LANDSCAPE IS REQUIRED	

CHASE

BRISTOL &
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NEW RETAIL BANKING CENTER

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Culver City, CA 90230

ARCHITECT / ENGINEER OF RECORD

Gensler

4675 MacArthur Court
Suite 350
Newport Beach, CA 92660
Tel: 949.863.9434
Fax: 949.553.1676

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SEAL

ISSUE	DATE	DESCRIPTION
01	11/04/11	CLIENT SUBMITTAL
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04	08/21/12	PPR SUBMITTAL
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06	10/26/12	CLIENT REVIEW
07	11/01/12	CLIENT REVIEW
08	11/19/12	CUP SUBMITTAL
09	12/07/12	PLAN CHECK SUBMITTAL
10	02/15/13	PLAN CHECK RESUBMITTAL

PROJECT INFORMATION BLOCK

JOB NUMBER: 07.6215.130

DRAWN BY: LC

CHECKED BY: JC

SCALE:

REF. NORTH:  Ref. North

MODEL:

SHEET TITLE:

SITE PLAN

SHEET NUMBER:

A0.10

PLANT LEGEND

SYMBOL	ABBREVI	BOTANICAL / COMMON NAME	QTY	SIZE	REMARKS	WATER USE FACTOR
EXISTING TREES						
	MAG GRA	MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA	1	EXISTING	PROTECT IN PLACE	PLANT FACTOR 0.5
	FOD MAK	PODOCARPUS MACROPHYLLUS 'MAKI' / MAKI YEU FINE (STREET TREE)	1			
	PIN CAN	PINUS CANARENSIS / CANARY ISLAND FINE (STREET TREE)	3			
	SCH TER	SCHINUS TEREBINTHIFOLIUS / BRAZILIAN PEPPER	1			

NEW TREES (PER WUCOLS REGION 3)						
	ARB MAR	AREBUTUS 'MARINA' / NO COMMON NAME	4	3 1/2" BOX	SEE DETAIL 'C', SHEET L-3.00	PLANT FACTOR 0.3
	LHG HYB	LAEGERSTEDIA HYBRIDA 'MIRAGEE' / LAMBERS' SCORCH THIRLE	3	5" GALLON		PLANT FACTOR 0.5
	MAG GRA	MAGNOLIA GRANDIFLORA 'ST. MARK' / SOUTHERN MAGNOLIA	2	3 1/2" BOX		PLANT FACTOR 0.3
	LOP CON	LOPHOSTEMON CORNETIUS / BRISBANE BOX	2	3 1/2" BOX		

SHRUBS (PER WUCOLS REGION 3)						
	BOU SFE	BOGANVILLEA SPECTABILIS 'ROSENKA' / BUSH BOGANVILLEA	51	1" GALLON	SEE DETAIL 'R', SHEET L-3.00	PLANT FACTOR 0.3
	CAL VM	CALLISTEMON V. 'LITTLE JOHN' / LITTLE JOHN BOTTLEBRUSH	10	5" GALLON		
	EBC FRA	ESCALONIA 'TRADES' / NO COMMON NAME	11	5" GALLON		
	HEM HYB	HEMEROCALLIS HYBRID / 'YELLOW EVERGREEN' DAYLILY	118	1" GALLON		
	LIG TEX	LIQUISTRUM JAPONICUM 'TEXANUM' / WAX-LEAF PRIVET	12	5" GALLON		
	PIT UHE	PITTOSPORUM TOBIIRA 'WHEELERII' / WHEELER'S DUAR	21	5" GALLON		
	FOD MAC	PODOCARPUS MACROPHYLLUS 'MAKI' / 9-RUEBYS YEU	21	5" GALLON		
	RUA ND	RUAPHOLEPIS INDICA 'PINK LADY' / PINK INDIAN HAITHORN	41	5" GALLON		
	STREL ITZA	STRELITZIA REGINAE / BIRD OF PARADISE	36	5" GALLON		

GROUND COVER (PER WUCOLS REGION 3)						
	TEA JAB	TEACHELOPERFUM JASMINOIDES / STAR JASMINE - ROOTED CUTTINGS FROM FLATS SPACE AT 12" ON CENTER	--	FLATS	SEE DETAIL 'S', SHEET L-3.00	PLANT FACTOR 0.5
	EXISTING	HEDERA HELIX 'HANNI' / HANN'S Ivy TO REMAIN TYPICAL - PROTECT IN PLACE. - IN-FILL VOID AREAS WITH ROOTED CUTTINGS FROM FLATS SPACE AT 12" ON CENTER	--	FLATS		PLANT FACTOR 0.5
	EXISTING	THIS AREA TO REMAIN TYPICAL - PROTECT IN PLACE.	--	--		--
	MULCH	2" LAYER OF 2" PINUS FOREST FLOOR MULCH TO REMAIN TYPICAL - PROTECT IN PLACE. - THROUGHOUT SHRUB PLANTING AREAS.	--	--		--
	NO-MOW	NO-MOW FINE FESCUE BLEND ORNAMENTAL GRASS AVAILABLE THROUGH PACIFIC SOD (800) 942-5236	--	SOD		PLANT FACTOR 0.5

NOTE: PLANT COUNT IS FOR CONTRACTOR CONVENIENCE ONLY AND MUST BE VERIFIED WHILE PREPARING INSTALLATION PROPOSAL. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION AT THE 10% ARCHITECTS' MEETING.

PLANTING NOTES

THE LANDSCAPE CONTRACTOR SHALL INSTALL ALL PLANT MATERIAL IN ACCORDANCE WITH THE PLAN AND DETAILS.

PRIOR TO SOIL PREPARATION CONTRACTOR SHALL HIRE A LICENSED SOIL LABORATORY TO ANALYZE THE SITE SOIL IN PLANTING AREAS TO DETERMINE THE NUTRIENT LEVELS OF NITROGEN, PHOSPHORUS, POTASSIUM, AND SODIUM. THE LANDSCAPE CONTRACTOR SHALL THEN PREPARE AND SUBMIT THE LAB RECOMMENDATIONS FOR THE AMENDING OF THE SOIL TO THE OWNER AND THE LANDSCAPE ARCHITECT TO BE IMPLEMENTED BY THE CONTRACTOR IN ADDITION TO THE ORIGINAL SOIL PREP-TX.

SOIL PREPARATION AMENDMENTS (PER 1000 SQUARE FEET):

- 4 CUBIC YARDS OF NITROGEN STABILIZED, FIR OR CEDAR SHAVINGS
- 50 POUNDS GROUND BONE MEAL
- 50 POUNDS GROUND KENTONITE
- 50 POUNDS GROUND-FOLIAR PLUS

THE REQUIRED SITE SPECIFIC SOILS REPORT AND ITS RECOMMENDATIONS WILL DIVIDE THE FINAL SOIL PREPARATION REQUIREMENTS.

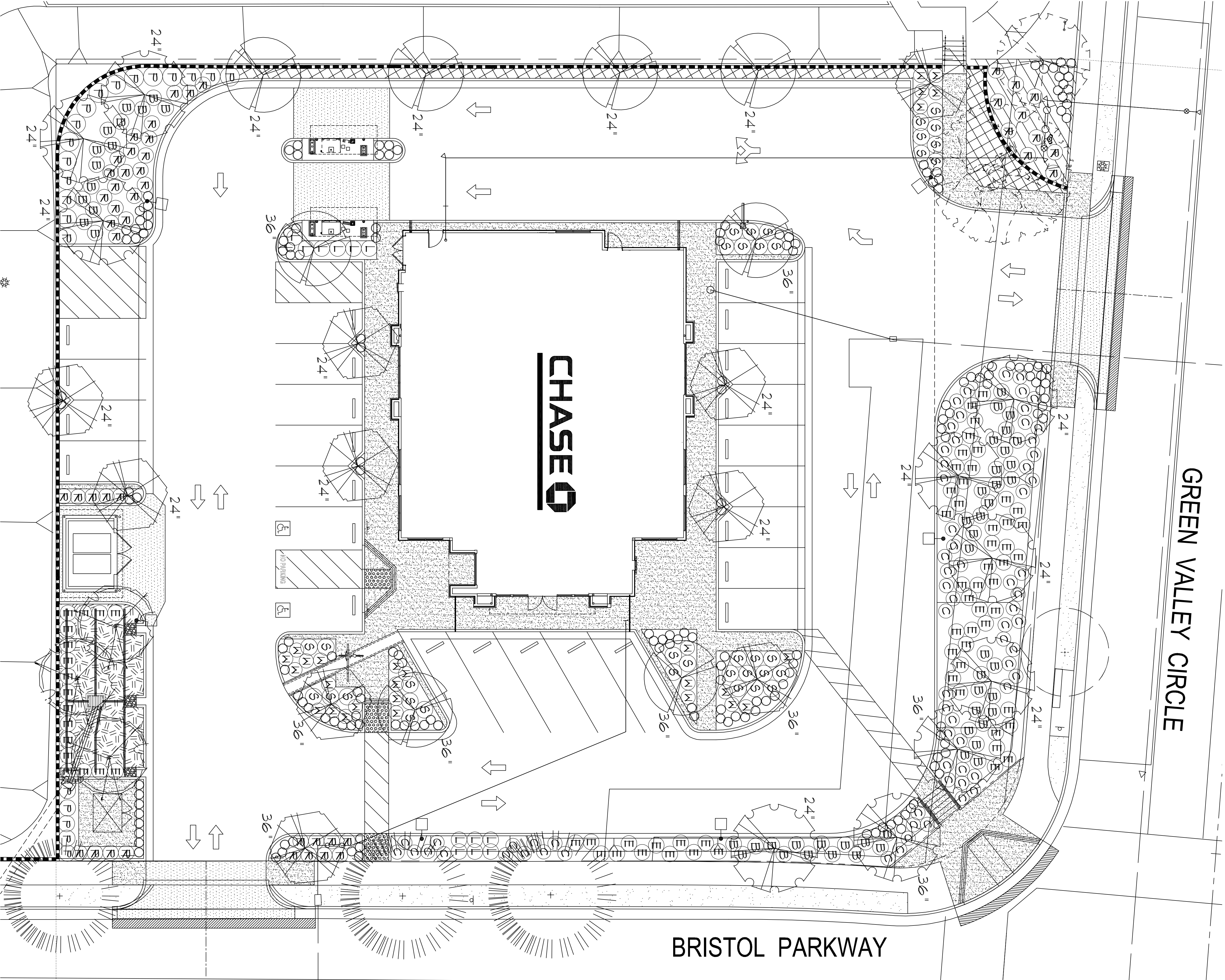
CULTIVATE (ROTILL) PLANTING AREAS TO A DEPTH OF SIX (6) INCHES TO REMOVE ALL EXISTING WEEDS AND DEBRIS. THE CULTIVATION SHALL BE ENOUGH TO HOLD A UNIFORM AND SMOOTH CONSISTENCY TO ALLOW FOR DRAINAGE AND AIR PENETRATION. DO NOT ROTILL SLOPED AREAS THAT ARE OVER A 3% GRADIENT.

FOR WEED CONTROL, CONTINUE TO IRRIGATE THOROUGHLY FOR A PERIOD OF TWO TO THREE WEEKS OR UNTIL THE WEED SEEDS HAVE GERMINATED. WHEN THESE 3 SPECIFIC WEEDS ARE IDENTIFIED, THE CONTRACTOR SHALL APPLY AN APPROVED WEED KILLER TO THE WEEDS. THE CONTRACTOR SHALL THEN WAIT AN ADDITIONAL ONE WEEK TO ALLOW THE WEED KILLER TO DISAPPEAR PRIOR TO PLANTING.

BACKFILL MIX FOR TREE AND SHRUB PLANTING (PER CUBIC YARD):

- 1/3 CUBIC YARD ON SITE SOIL
- 1/3 CUBIC YARD ORGANIC AMENDMENT (NUTRIOLIZED SHAVINGS)
- 1/3 CUBIC YARD SOD (NO-MOW FINE FESCUE BLEND ORNAMENTAL GRASS)
- 2 POUNDS 6-10-20 COMPOSTAL FERTILIZER
- 10 POUNDS GROUND-FOLIAR PLUS

GREEN VALLEY CIRCLE



BRISTOL PARKWAY



BRISTOL PKWY & GREEN VALLEY CIRCLE

NEW RETAIL BANKING CENTER

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Culver City, CA 90230

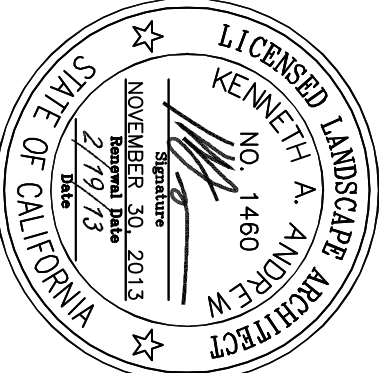
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4675 MacArthur Court
Suite 350
Newport Beach, CA 92660
Tel: 949.865.9434
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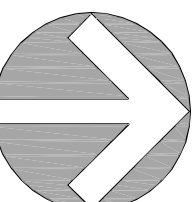
ISSUE	DATE	DESCRIPTION
11/08/12	11/08/12	CIP SUBMITTAL
08	11/19/12	CIP SUBMITTAL
2/19/13	2/19/13	CITY SUBMITTAL

PROJECT INFORMATION BLOCK	JOB NUMBER: 07.6216.130
DRAWN BY: JGS	CHECKED BY: KGA
SCALE: 1" = 10'	
REF NORTH:	
MODEL:	

PLANTING PLAN

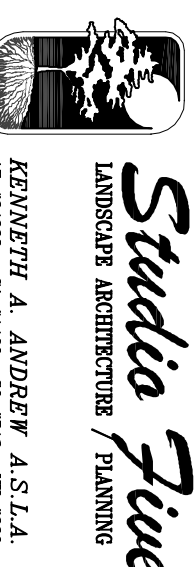
SHEET NUMBER:

L-2.0



PLAN NORTH

Scale: 1" = 10'



STUDIO FIVE
ARCHITECTS
470 MADISON AVENUE
NEW YORK, NY 10017

STUDIO FIVE
ARCHITECTS
470 MADISON AVENUE
NEW YORK, NY 10017


$$\begin{aligned} \text{CALCULATIONS: ETWU} &= (\text{ETa}) \left(\frac{0.62}{0.85} \left(\frac{\text{PF} \times \text{HA}}{0.90} + \frac{\text{PF} \times \text{HA}}{0.90} + \frac{\text{PF} \times \text{HA}}{0.75} \right) \right) \times \text{SLA} \\ &\quad \text{Tree Bubblers} \quad \text{Shrub Drip} \quad \text{Lawn Spray} \\ &= (50.1) (0.62) \left(\frac{(0.5 \times 675)}{0.85} + \frac{(0.3 \times 5701)}{0.90} + \frac{(0.7 \times 1041)}{0.75} \right) = \\ &= (50.1) (0.62) (397.06 + 1990.33 + 972.1) = \\ &\quad (50.1) (0.62) (3269.39) = \\ &\quad \text{ESTIMATED TOTAL WATER USE} = 101,554 \text{ GALLONS PER YEAR} \end{aligned}$$




EAST ELEVATION

SCALE: 1/4"=1'-0"

EE_01

1

- ① PAINTED LIGHT SAND FLOAT FINISH PLASTER WALLS.
- ② METAL CLAD ENTRANCE CANOPY.
- ③ CLEAR ANODIZED ALUMINUM STOREFRONT SYSTEM WITH CLEAR GLAZING, TYP.
- ④ STACKED STONE WALL VENEER, TYP.
- ⑤ POTENTIAL SIGNAGE LOCATION (FINAL LOCATION T.B.D.)
- ⑥ NOT USED.
- ⑦ 1" X 8" PRE-FINISHED MANUFACTURED TREX TRANSCEND "TREE HOUSE" SLATE SIDING OVER PRESSURE TREATED SLEEPERS AT 2" O.C.
- ⑧ ARCADIA CLEAR ALUMINUM FACED FASCIAS, WALL CORNICES AND COLUMNS.
- ⑨ PAINTED LIGHT SAND FLOAT FINISH PLASTER WALLS WITH 1/2" FRY REGLET CLEAR ALUMINUM REVEALS.
- ⑩ LOCATION OF SWITCH GEAR.
- ⑪ NOT USED.
- ⑫ DECORATIVE LIGHT FIXTURES.
- ⑬ "GREEN SCREEN" METAL MESH SCREEN WALL.
- ⑭ CAST-IN-PLACE CONCRETE PLINTH.

MATERIAL LEGEND

- (A) EPT-1 SHERWIN-WILLIAMS SW7045 (INTELLECTUAL GRAY)
- (B) EPT-2 SHERWIN-WILLIAMS SW7036 (ACCESSIBLE BEIGE)
- (C) EPT-3 SHERWIN-WILLIAMS SW6108 (LATTE)
- (D) EPT-4 MATHEWS PAINT MP00366 (CHASE BLUE)
- (E) EPT-5 MATHEWS PAINT MP 1989 (CHASE NICKEL)
- (F) EPT-6 FRAZEE, CLW 1007W (BLAEBERRY)
- (G) NOT USED
- (H) ST-1 EL DORADO STONE, MOUNTAIN LEDGE DURANGO (DRY STACK)
- (I) EPT-8 FRAZEE, CL 3215D (ELF)



NORTH ELEVATION

SCALE: 1/4"=1'-0"

EE_01

2

CHASE

BRISTOL &
GREEN VALLEY
NEW RETAIL BANKING CENTER
6201 BRISTOL PKWY
Culver City, CA 90230

ARCHITECT / ENGINEER OF RECORD

Gensler

4675 MacArthur Court
Suite 350
Newport Beach, CA 92660
Tel: 949.863.9434
Fax: 949.553.1676

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03	03/27/12	CUP SUBMITTAL
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05	10/03/12	CUP SUBMITTAL
06	10/26/12	CLIENT REVIEW
07	11/01/12	CLIENT REVIEW
08	11/19/12	CUP SUBMITTAL

PROJECT INFORMATION BLOCK

JOB NUMBER: 07.6215.130

DRAWN BY: LC

CHECKED BY: JC

SCALE:

REF. NORTH:

MODEL:

SHEET TITLE:

EXTERIOR ELEVATIONS

SHEET NUMBER:

A3.10

WEST ELEVATION

SCALE: 1/4"=1'-0" EE_01

3

CHASE

BRISTOL &
GREEN VALLEY
NEW RETAIL BANKING CENTER
6201 BRISTOL PKWY
Culver City, CA 90230

ARCHITECT / ENGINEER OF RECORD

Gensler

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ISSUE	DATE	DESCRIPTION
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03	03/27/12	CUP SUBMITTAL
04	08/21/12	PPR SUBMITTAL
05	10/03/12	CUP SUBMITTAL
06	10/26/12	CLIENT REVIEW
07	11/01/12	CLIENT REVIEW
08	11/19/12	CUP SUBMITTAL

PROJECT INFORMATION BLOCK

JOB NUMBER: 07.6215.130

DRAWN BY: LC

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SCALE:

REF. NORTH:

MODEL:

SHEET TITLE:

EXTERIOR ELEVATIONS

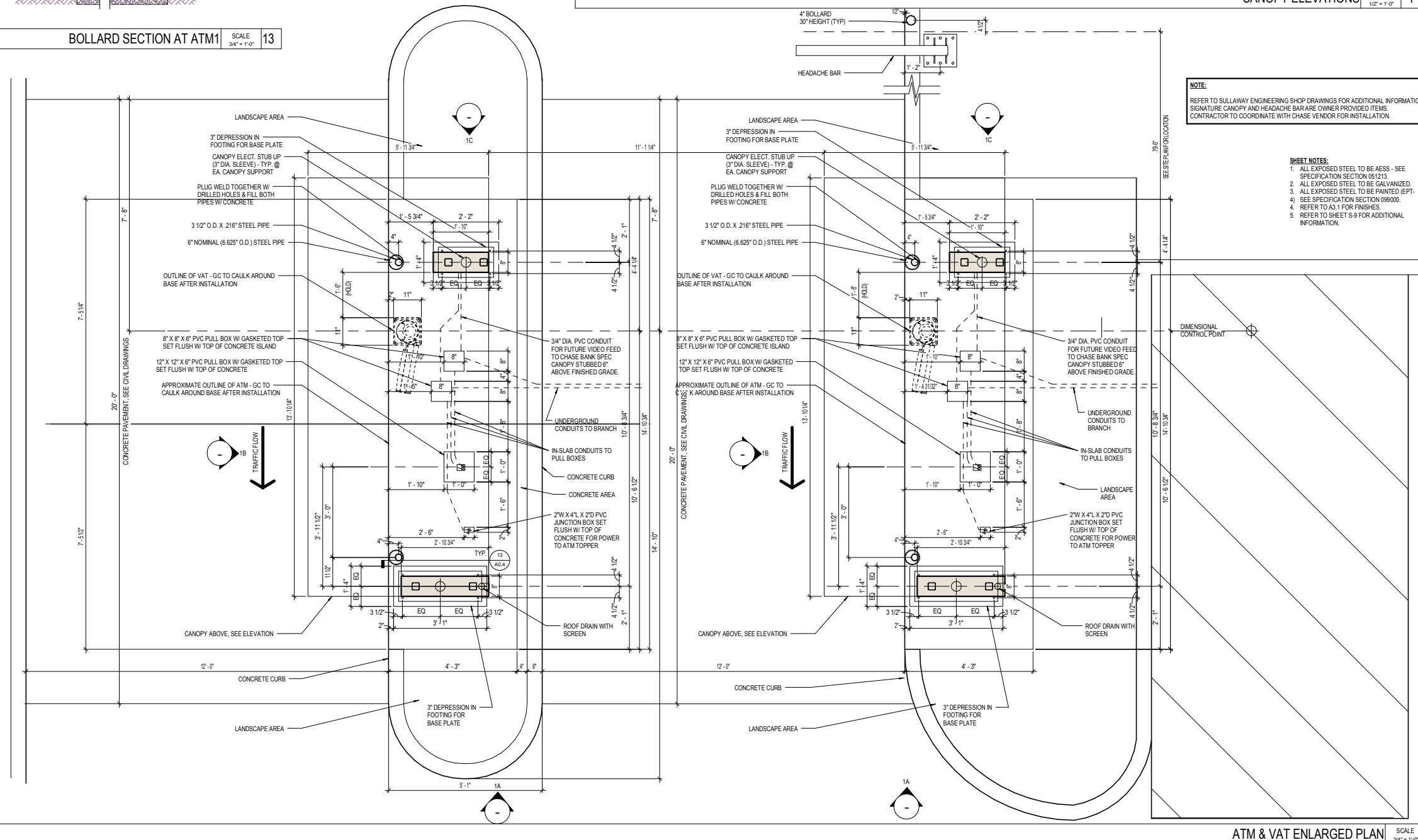
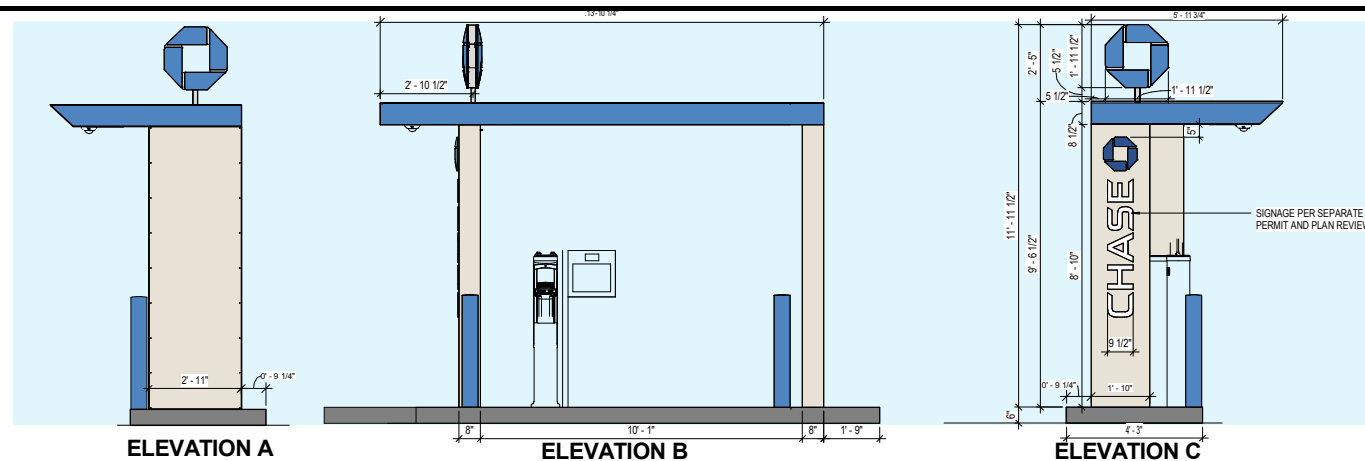
SHEET NUMBER:

A3.20

SOUTH ELEVATION

SCALE: 1/4"=1'-0" EE_01

4



NOTE:
REFER TO SULLAWAY ENGINEERING SHOP DRAWINGS FOR ADDITIONAL INFORMATION
SIGNATURE CANOPY AND HEADACHE BAR ARE OWNER PROVIDED ITEMS.
CONTRACTOR TO COORDINATE WITH CHASE VENDOR FOR INSTALLATION.

SHEET NOTES:

1. ALL EXPOSED STEEL TO BE AESS - SEE SPECIFICATION SECTION 051213.
2. ALL EXPOSED STEEL TO BE GALVANIZED.
3. ALL EXPOSED STEEL TO BE PAINTED (EP)
- 4) SEE SPECIFICATION SECTION 099000.
4. REFER TO A3.1 FOR FINISHES.
5. REFER TO SHEET S-9 FOR ADDITIONAL INFORMATION.



BRISTOL & GREEN VALLEY

**NEW RETAIL BANKING CENTER
6201 BRISTOL PKWY.
CULVER CITY, CA 90230**

ARCHITECT / ENGINEER OF RECORD

Gensler

4675 MacArthur Court
Suite 350
Newport Beach CA 92660
Tel: 949.863.9434
Fax: 949.553.1676

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SEAL

[illegible]

PROJECT INFORMATION BLOCK

JOB NUMBER: 07.6215.130

DRAWN BY: LC

CHECKED BY:

SCALE: As indicated

REF. NORTH:

MODEL: 11.1-LG-WD-R-PF-1

SHEET TITLE:

CANOPY PLAN & ELEVATIONS

SHEET NUMBER:

ATM & VAT ENLARGED PLAN	SCALE 3/4" = 1'-0"	4
-------------------------	-----------------------	---

A0.4



BRISTOL &
GREEN VALLEY
NEW RETAIL BANKING CENTER
6201 BRISTOL PKWY
Culver City, CA 90230

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Gensler

4675 MacArthur Court
Suite 330
Newport Beach, CA 92660
Tel.: 949.863.9434
Fax: 949.553.1676

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SEAL

ISSUE	DATE	DESCRIPTION
01	11/04/11	CLIENT SUBMITTAL
02	02/16/12	CITY REVIEW
03	03/27/12	CIP SUBMITTAL
04	08/21/12	FPD SUBMITTAL
05	10/03/12	CIP SUBMITTAL
06	10/26/12	CLIENT REVIEW
07	11/19/12	CIP SUBMITTAL

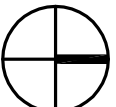
PROJECT INFORMATION BLOCK

JOB NUMBER: 072216.130

DRAWN BY: LC

CHECKED BY: JC

SCALE:

REF. NORTH:  Ref. North

MODEL:

SHEET TITLE:

FLOOR PLAN

SHEET NUMBER:

A1.10



**BRISTOL &
GREEN VALLEY**
NEW RETAIL BANKING CENTER
6201 BRISTOL PKWY
Culver City, CA 90230

ARCHITECT / ENGINEER OF RECORD

Gensler

4675 MacArthur Court
Suite 350
Newport Beach, CA 92660
Tel.: 949.863.9434
Fax: 949.553.1676

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SEAL

ISSUE DATE DESCRIPTION

01 11/19/12 CJP SUBMITTAL

PROJECT INFORMATION BLOCK

JOB NUMBER: 07/22/10.130

DRAWN BY: LC

CHECKED BY: JC

SCALE:

REF. NORTH:

MODEL:

SHEET TITLE:

ROOF PLAN

SHEET NUMBER:

A1.5

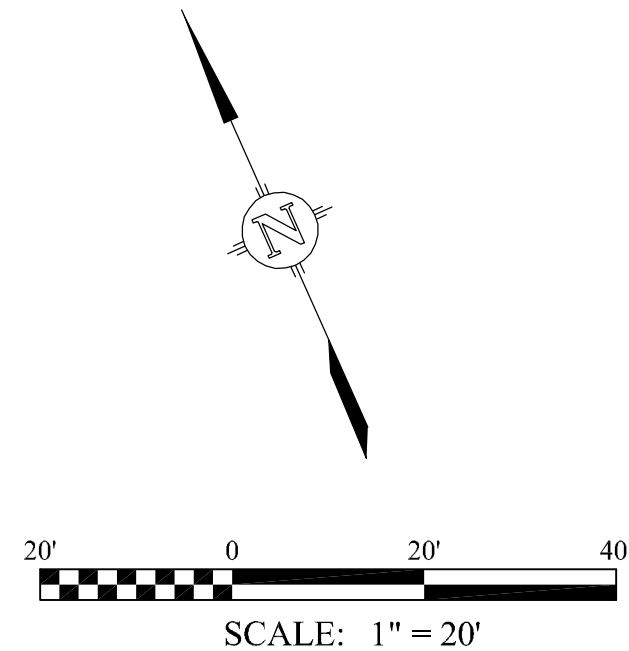
#	ROOF PLAN KEYNOTES
1	CLASS A SINGLE PLY MEMBRANE ROOFING SYSTEM. ULI/CLASS A R-1012M/C ESR 1660. REFER TO DET. 414A.5 FOR ROOF OVERLAP. INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
2	MECHANICAL UNIT. REFER TO MECHANICAL DRAWINGS FOR INFORMATION. REFER TO 714A.6 FOR ROOF CURB FLASHING DETAIL.
3	EQUIPMENT PLATFORM. SEE DETAIL 1114A.5.
4	ROOF PIPE PENETRATION REFER TO DET. 1414A.6. REFER TO PLUMBING DMS. FOR INFORMATION (TYP.).
5	ROOF TILE VENT FOR HIGH VENTILATION TO MATCH ROOF. PROVIDE A MINIMUM OF 1.05 SF - FREE AIR.
6	SCHEDULE SHEET #21. FL DOOR. REFER TO DOOR SCHEDULE SHEET #21.
7	APPROXIMATE LOCATION OF SATELLITE DISH FOR MUZZAK SYSTEM BELOW (BY OWNERS VENDOR). PROVIDE CABLE STUB UP FROM RECEIVER BELOW.
8	NOT USED.
9	ROOF PARAPET.
10	METAL COPING.
11	REF. 1 CLAY TILE ROOF. PRODUCT: STRAIGHT BARREL MISSION TILES. MANUFACTURE: M.C.A. SUPERIOR. HIGH PROFILE SHAPE. TYPE 1. COLOR: STANDARD BLEND B 550-R - OLD SANTA BARBARA BLEND. ICC-ES REPORT - ESR-2144. MORTAR: INTEGRAL COLOR TO MATCH SHERWIN WILLIAMS ASP 008 (LATE) INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
12	STEEL ROOF LADDER. PAINTED SEE 814A.6
13	ROOF MEMBRANE INSTALLED @ DENS DECK @ ~30 R/FID INSULATION. SEE DETAIL.

#	CHASE PROTOTYPICAL CONSTRUCTION KEYNOTES
P1	NOT USED.
P2	ROOF ACCESS LADDER AND HATCH. REFER TO 1614A.6.
P3	EXTEND LADDER ROOM WALLS TO UNDERSIDE OF ROOF STRUCTURE TYP.
P4	LINE OF SLOFT ABOVE.
P5	WALK PADS PER ROOFING MANUFACTURERS SPECIFICATIONS. PROVIDE WEATHER TIGHT WITH CONFIGURATION OF MECHANICAL UNITS.
P6	PRECAST CONCRETE SPLASH BLOCK WITH 60 MIL TPO PAD ON FLAT ROOF. EXTEND DOWNSPOUT TO SPLASH BLOCK AND SECURE BOTTOM ELBOW TO SPLASH BLOCK. NOT USED.
P7	TAPERED RIGID INSULATION. FORM CRICKETS AND SADDLES FOR PROPER ROOF DRAINAGE WITH TAPERED RIGID INSULATION. MINIMUM SLOPE: 1/2" PER 1'-0" (TYP.) REFER TO 1614A.6 FOR TYP. DETAIL.
P8	NOT USED.
P9	GUTTERS AND DOWNSPOUTS. REFER TO ELEVATIONS AND KEYNOTES. NOT USED.
P10	THROUGH-WALL ROOF DRAIN. SEE PLUMBING DRAWINGS FOR ADDITIONAL INFORMATION.
P11	ROOF DRAIN. PROVIDE SUMP PAN. GALVANIZED STEEL. COORDINATE MOUNTING HEIGHT WITH OCCA. MOUNT FLUSH WITH SURROUNDING WALL SURFACE. VERIFY LOCATION WITH LOCAL MUNICIPALITY TO ENSURE COMPLIANCE. PAINT TO BLEND WITH SURROUNDING WALL FINISH.
P12	ENTRANCE CANOPY. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
P13	EXTERIOR ARCHITECTURAL LIGHTING. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
P14	RAINFALL LEADERS. ROUTE INTERNAL LINES IN PIERS. SEE PLUMBING DRAWINGS FOR ADDITIONAL INFORMATION.
P15	NOT USED.
P16	ROOF DRAIN. PROVIDE SUMP PAN. GALVANIZED STEEL. SLOPE TO DRAIN AND CUP RING. WELD TO ROOF MEMBRANE PER MANUFACTURERS RECOMMENDATIONS. REFER TO DET. 414A.6.
P17	POWER / DATA FLOOR BOX. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION. COORDINATE LOCATION WITH STRUCTURAL DRAWINGS.
P18	RECESSED FLUSH SILL. PROVIDE BLOCK OUT IN SLAB FOR FLUSH SILL. REFER TO DETAILS FOR ADDITIONAL INFORMATION.
P19	AUTOMATIC DOOR OPERATOR. LOCATE CARD READER AND 4.3M SQUARE PUSH PLATES (HIGH & LOW) AT 1/2" FROM EXTERIOR FINISH. PROVIDE WEATHER TIGHT INSTALLATION.

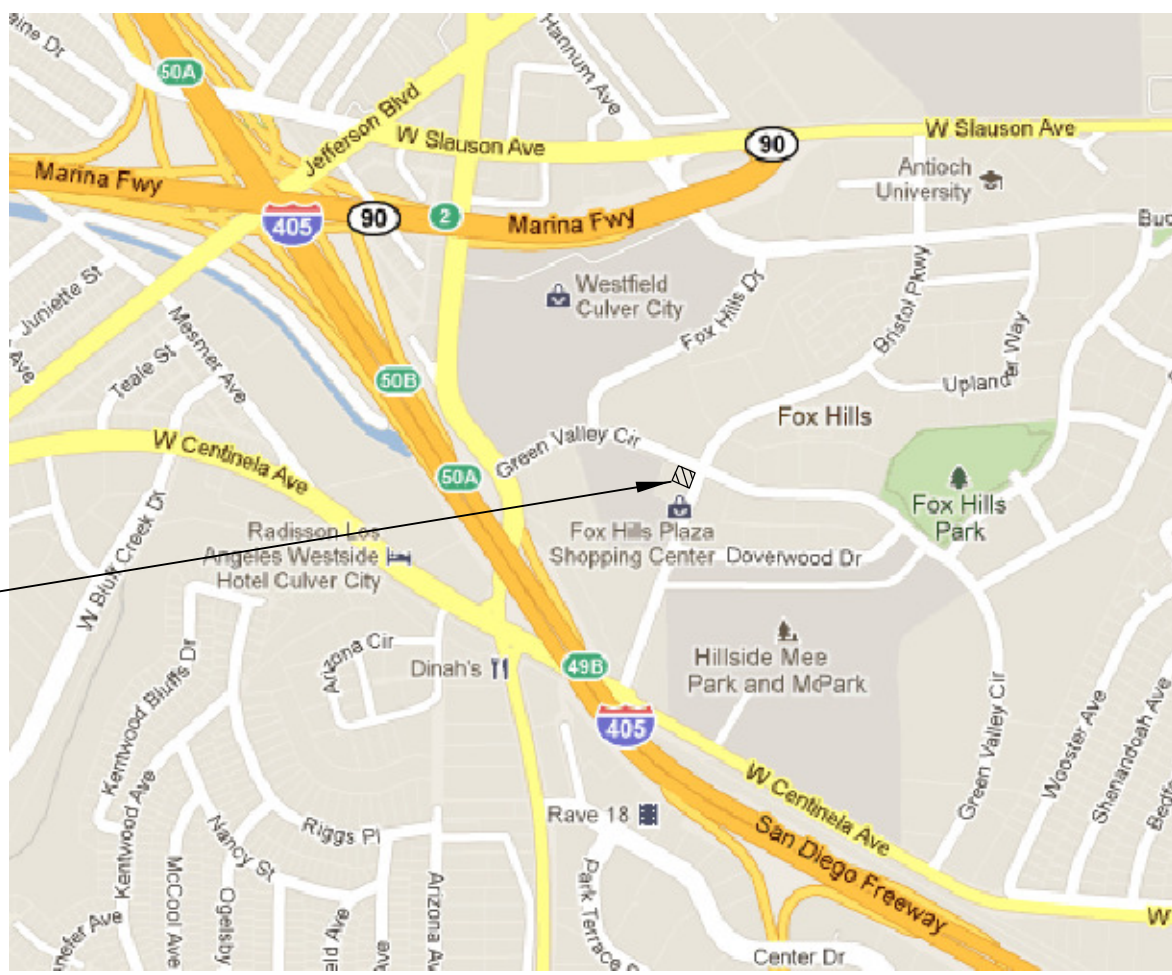
A.	REF. MECH AND PLUMB. DRAWINGS FOR ROOF TOP EQUIPMENT. COORDINATE CURB AND ROOFING.
B.	ALL ROOF SLOPES AS SHOWN ARE TO BE REVIEWED.
C.	ALL EQUIPMENT ON ROOF TO BE MOUNTED ON CURBS MANUFACTURERS AND ROOF MANUFACTURERS RECOMMENDATIONS. SEE 1114A.5 & 714A.6
D.	CRICKETS ARE TO BE PROVIDED WITH SUFFICIENT DEPTH AND SLOPE TO ACCOMMODATE PROPER DRAINAGE ON ROOF AT ALL EQUIPMENT OR PENETRATIONS.
E.	COORDINATE ALL ROOF PENETRATIONS WITH STRUCTURAL AND MECHANICAL DRAWINGS.
F.	REFERENCE STRUCT. SHEETS FOR TYPICAL ROOFING DETAILS.
G.	AT ROOF DRAINS AND CRICKET LOCATIONS ONLY: 1/4" PER FOOT FULLY TAPERED POLYISOCYANURATE INSULATION MECHANICALLY ATTACHED TO DECK BELOW AS PART OF ATTACHMENT OF LAYER ABOVE. 1/2" START AT DRAINS
H.	MIN. SRI VALUE OF 78
I.	CONTINUOUS INSPECTION REQUIRED DURING ROOF INSTALLATION.

ALTA/ACSM LAND TITLE SURVEY

6201 BRISTOL PARKWAY, CULVER CITY, CALIFORNIA



SITE
LOCATION



VICINITY
MAP
NOT TO SCALE

OWNERSHIP:

REFERENCE IS MADE TO ALTA PLAIN LANGUAGE TITLE COMMITMENT NO. NCS-495581-SAI, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES, DATED JUNE 30, 2011.

1. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR COVERED BY THIS COMMITMENT IS:

FEE SIMPLE.

2. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

MATTHEW C. STRAUSS AND IRIS LYNN STRAUSS, CO-TRUSTEES OF THE STRAUSS FAMILY TRUST DATED JUNE 5TH, 1982, AS TO AN UNDIVIDED 40% INTEREST AND FRED S. LEEDS, TRUSTEE UNDER DECLARATION OF TRUST DATED JANUARY 23, 1981, UNDER WHICH FRED S. LEEDS AND BERTHA LEEDS ARE TRUSTEES, AS TO AN UNDIVIDED 40% INTEREST, SUBJECT TO ITEM #12.

3. THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED IN THE LEGAL DESCRIPTION, ATTACHED HERETO.

LEGAL DESCRIPTION PER TITLE COMMITMENT:

PARCEL 1 OF PARCEL MAP NO. 3773, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53, PAGE 41 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TITLE COMMITMENT EXCEPTIONS:

REFERENCE IS MADE TO THE EXCEPTIONS TO COVERAGE CONTAINED IN SCHEDULE "B", SECTION 2 OF ALTA PLAIN LANGUAGE TITLE COMMITMENT NO. NCS-495581-SAI, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES, DATED JUNE 30, 2011.

○ - DENOTES PLOTTED AS SHOWN

1. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2011-2012.

2. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

3. AN EASEMENT FOR PUBLIC SANITARY SEWER AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF LOS ANGELES PER DOCUMENT RECORDED DECEMBER 16, 1957 IN BOOK 56256, PAGE 294 OF OFFICIAL RECORDS.

4. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "WAIVER OF DAMAGES, INDEMNIFICATION AGREEMENT AND RIGHT OF INGRESS AND EGRESS - COVENANT TO RUN WITH THE LAND" RECORDED JUNE 15, 1966 AS INSTRUMENT NO. 3696 IN BOOK M2254, PAGE 985 OF OFFICIAL RECORDS.

5. AN EASEMENT FOR PUBLIC STORM DRAIN IMPROVEMENT AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CULVER CITY PER DOCUMENT RECORDED SEPTEMBER 21, 1972 AS INSTRUMENT NO. 4133 IN BOOK D5610, PAGE 613 OF OFFICIAL RECORDS.

(SURVEYOR'S NOTE: SAID EASEMENT DOES NOT AFFECT THE PROPERTY DESCRIBED HEREON.)

6. AN EASEMENT FOR ELECTRIC LINES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY PER DOCUMENT RECORDED OCTOBER 09, 1973 AS INSTRUMENT NO. 4801 IN BOOK D6045, PAGE 132 OF OFFICIAL RECORDS.

7. AN EASEMENT FOR ELECTRIC LINES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY PER DOCUMENT RECORDED JUNE 01, 1973 AS INSTRUMENT NO. 4923 IN BOOK D5893, PAGE 337 OF OFFICIAL RECORDS.

(SURVEYOR'S NOTE: SAID EASEMENT DOES NOT EFFECT THE PROPERTY DESCRIBED HEREON.)

8. AN EASEMENT FOR PUBLIC SEWER AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CULVER CITY PER DOCUMENT RECORDED JANUARY 30, 1974 AS INSTRUMENT NO. 2450 IN BOOK D6155, PAGE 230 OF OFFICIAL RECORDS.

(SURVEYOR'S NOTE: SAID EASEMENT DOES NOT EFFECT THE PROPERTY DESCRIBED HEREON.)

9. AN EASEMENT FOR WATER PIPE LINES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA WATER COMPANY PER DOCUMENT RECORDED JANUARY 26, 1975 AS INSTRUMENT NO. 1843 IN BOOK D6541, PAGE 312 OF OFFICIAL RECORDS.

(SURVEYOR'S NOTE: SAID EASEMENT DOES NOT EFFECT THE PROPERTY AREA DESCRIBED HEREON.)

10. A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF \$2,100,000.00 RECORDED DECEMBER 27, 1996 AS INSTRUMENT NO. 96-2088436 OF OFFICIAL RECORDS.

DATED: DECEMBER 16, 1996

TRUSTOR: GARY M. LEEDS, GARY MICHAEL LEEDS, AS SUCCESSOR TRUSTEE U/D/T DATED JANUARY 23, 1981, UNDER WHICH FRED S. LEEDS AND BERTHA LEEDS ARE TRUSTEES; AND MATTHEW C. STRAUSS AND IRIS LYNN STRAUSS, AS CO-TRUSTEES OF THE STRAUSS FAMILY TRUST U/D/T DATED JUNE 05, 1992

TRUSTEE: EQUITABLE DEED COMPANY, A CALIFORNIA CORPORATION

BENEFICIARY: BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION

11. TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED NOVEMBER 26, 1996, BY AND BETWEEN LEEDS AND STRAUSS ENTERPRISES, A CALIFORNIA JOINT VENTURE AS LESSOR AND MARSHALLS OF MA, INC., A MASSACHUSETTS CORPORATION AS LESSEE, AS DISCLOSED BY A MEMORANDUM OF LEASE RECORDED APRIL 23, 1997 AS INSTRUMENT NO. 97-612803 OF OFFICIAL RECORDS.

12. THE EFFECT OF A DEED EXECUTED BY ADAM LEEDS, SUCCESSOR TRUSTEE OF TRUST A CREATED UNDER THE DECLARATION OF TRUST DATED JANUARY 23, 1981 AS TO AN UNDIVIDED 40% INTEREST TO ADAM LEEDS, TRUSTEE OF THE LEEDS IRREVOCABLE TRUST DATED DECEMBER 30, 2010, AS TO AN UNDIVIDED 40% INTEREST, RECORDED DECEMBER 30, 2010 AS INSTRUMENT NO. 20101942994 OF OFFICIAL RECORDS.

AT THE DATE OF RECORDING OF THE DOCUMENT, THE GRANTOR HAD NO RECORD INTEREST IN THE LAND.

13. RIGHTS OF PARTIES IN POSSESSION.

ABBREVIATIONS:

A/C - ASPHALT PAVEMENT
AV - AIR VENT
BFPV - BACK FLOW PREVENTER VALVE
BW - BLOCK WALL
CATV - CABLE TELEVISION
CBD - CONCRETE BOLLARD
CONC. - CONCRETE
DI - DROP INLET
D/W - DRIVE-WAY
EMH - ELECTRIC MANHOLE
EPB - ELECTRIC PULL BOX
EVT - ELECTRIC VAULT
FF - FINISHED FLOOR
FH - FIRE HYDRANT
FL - FLOWLINE
FS - FINISHED SURFACE
GM - GAS METER
HM - HANDRAIL
L/T - LEAD, TACK AND TAG

MON. - MONUMENT
MH - MANHOLE
OH - BUILDING OVERHANG
PL - PROPERTY LINE
PLL - PARKING LOT LIGHT
SCO - SEWER CLEANOUT
SDMH - STORM DRAIN MANHOLE
SLPB - STREET LIGHT PULL BOX
SMH - SEWER MANHOLE
ST LT - STREET LIGHT
S/W - SIDEWALK
TC - TOP OF CURB
TE - TRASH ENCLOSURE
TEL - TELEPHONE
TS - TRAFFIC SIGNAL
TSPB - TRAFFIC SIGNAL PULL BOX
WM - WATER METER
WV - WATER VALVE

LEGEND:

○ - DECIDUOUS TREE
- BLOCK WALL
- ATT UNDERGROUND UTILITY MARKING
- GAS UNDERGROUND UTILITY MARKING
- SOUTHERN CALIFORNIA EDISON UNDERGROUND MARKING
- CABLE TELEVISION UNDERGROUND MARKING
- AIR VENT LINE UNDERGROUND UTILITY MARKING
- SPOT ELEVATION

GENERAL NOTES:

- THIS SURVEY HAS BEEN COMPLETED IN ACCORDANCE WITH ALTA PLAIN LANGUAGE TITLE COMMITMENT NO. NCS-495581-SAI, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY NATIONAL COMMERCIAL SERVICES, DATED JUNE 30, 2011.
- NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THIS TITLE COMMITMENT IS ASSUMED BY THIS MAP OR THE SURVEYOR.
- THE SITE IS CURRENTLY OCCUPIED BY A 2 STORY VACANT OFFICE BUILDING AND IMPROVED PARKING LOT.
- GROSS AREA: 0.787 ACRES
- THE SITE CONTAINS 41 REGULAR PARKING SPACES AND 1 HANDICAP PARKING SPACE FOR A TOTAL OF 42 PARKING SPACES.
- UNAUTHORIZED REUSE OF THIS ALTA SURVEY OR THE INFORMATION CONTAINED HEREON IS PROHIBITED WITHOUT THE WRITTEN AUTHORIZATION OF PLUMP ENGINEERING, INC.
- ASSESSOR'S PARCEL NUMBER: APN 4134-018-004
- THIS MAP WAS COMPILED FROM AN ON THE GROUND SURVEY PERFORMED ON AUGUST 2, 2011.
- LOCATIONS OF THE UTILITIES SHOWN ON THIS MAP ARE BASED ON VISIBLE ABOVE GROUND EVIDENCE.
- I HEREBY STATE THAT THE PROJECT SHOWN HEREON LIES WITHIN ZONE X, "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" PER FEMA FLOOD MAP 06037C1760F, COMMUNITY NO. 060114 (CITY OF CULVER CITY), PANEL NO. 1760, SUFFIX F, EFFECTIVE DATE SEPTEMBER 26, 2008.
- THERE IS NO VISIBLE EVIDENCE THAT THE SITE HAS BEEN USED FOR A DUMP, LANDFILL OR SLUMP. THERE IS NO VISIBLE EVIDENCE OF RECENT EARTH MOVING, STREET OR SIDEWALK REPAIR OR BUILDING CONSTRUCTION / ADDITIONS WITHIN RECENT MONTHS. THERE IS ALSO NO EVIDENCE THAT THE SITE IS LOCATED WITHIN A WETLANDS CONDITION.

BASIS OF BEARINGS NOTE:

THE CENTERLINE OF BRISTOL PARKWAY WAS HELD AS BEING NORTH 19°31'19" EAST AS SHOWN ON PARCEL MAP NO. 3773 FILED IN BOOK 53, PAGE 41 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FOR THE BASIS OF BEARINGS OF THIS SURVEY.

BENCHMARK NOTE:

COUNTY OF LOS ANGELES BENCHMARK:
DESIGNATION: Y 5204

FOUND LEAD AND SCREW IN THE CENTER OF CURB RETURN FOR AN ISLAND LOCATED AT THE CENTERLINE OF THE ENTRANCE TO HOLY CROSS CEMETERY. THE MARK IS LOCATED 63 FEET NORTHERLY OF THE CENTERLINE OF SAULSON AVENUE ON THE CENTERLINE PRODUCED OF BRISTOL PARKWAY AND IS APPROXIMATELY 0.5 MILE EAST OF SEPULVEDA BOULEVARD.

ELEV.: 31.40 FEET
DATUM: NAVD88 (2005 ADJUSTMENT)

MONUMENT NOTES:

- - INDICATES FOUND MONUMENT AS NOTED AND REFERENCED HEREON.
- - INDICATES FOUND SPIKE AND WASHER STAMPED "R.E. 7771" PER PARCEL MAP NO. 3773, P.M.B. 53-41.
- SPN - INDICATES SEARCHED FOR MONUMENT, FOUND NOTHING.

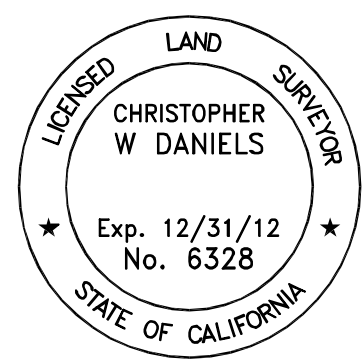
SURVEYOR'S CERTIFICATE:

TO: JP MORGAN CHASE BANK, N.A., A NATIONAL BANKING ASSOCIATION; APD CONSULTANTS, INC. AND FIRST AMERICAN TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 7, 8, 9, 10, 11(A), 14 AND 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON AUGUST 2, 2011.

CHRISTOPHER W. DANIELS, PLS 6328

DATE



REVISIONS

XY

PLUMP ENGINEERING, INC.
CONSULTING ENGINEERS IN CIVIL
SURVEYING, ARCHITECTURAL AND
STRUCTURAL ENGINEERING
914 E. KATELLA AVENUE
ANAHEIM, CALIFORNIA 92805
(714) 385-1855 FAX (714) 385-1854



ALTA/ACSM LAND TITLE SURVEY

6201 BRISTOL PARKWAY
CULVER CITY, CALIFORNIA

PREPARED FOR: APD CONSULTANTS, INC.

SCALE: 1" = 20'

DATE: 08/12/2011

DRAWN BY: JWP

CHKD. BY: CWD

SHEET 1 OF 1
FILE NO. 110772.CS