IV. REVISIONS TO THE DRAFT IS/MND

1. REVISIONS TO THE DRAFT IS/MND

This section presents corrections and clarifications that have been made to the text of the Draft IS/MND. These changes include revisions resulting from specific responses to comments and staff-initiated text changes to correct non-substantive errors. The text revisions are organized by section and page number as they appear in the Draft IS/MND. Text deleted from the Draft IS/MND is shown in ~~strikethrough~~, and new text is underlined.

Page viii, paragraph 4 of the Draft IS/MND is revised as follows:

Environmental Setting / Surrounding Land Uses: The project sites consist of unoccupied and under-utilized commercial buildings and surface parking area. The project site is located on Sepulveda Boulevard, between 6th and 8th Streets, and on a parcel on the north side of 8th Street and to the west of Sepulveda Boulevard. The project site is located in a predominantly commercial area along Sepulveda Boulevard adjacent to a fast food restaurant and an office building. Suburban residential development is located to the west, north-and southwest. The project sites are designated as General Commercial under the City's General Plan, and zoned as General Commercial.

Page 2-18, paragraph 4 of the Draft IS/MND is revised as follows:

Site Access

As shown in Figure 2-9, access to the primary project site would be via one driveway on Sepulveda Boulevard and one driveway on 8th Street. The primary project site has one existing driveway on Sepulveda Boulevard, which would be relocated south of the existing driveway. The existing site driveway on 6th Street would be closed as part of the project. The 8th Street auxiliary employee parking site would be accessed by a new driveway on 8th Street. The project would include the dedication of land to allow for the construction of a ~~deceleration lane~~ widened shoulder on Sepulveda Boulevard by Caltrans.

Page 4.16-17 is revised to add the following paragraph between paragraph 3 and 4:

The project applicant has applied for a parking reduction in accordance with MBMC Section 10.64.050. This provision allows for reductions greater than 15 percent at the discretion of the Planning Commission. The Planning Commission makes its decision after consideration of survey data, and limits the overall reduction that may be granted based on project parking demand determined by the survey data.

Page 4.16-4, paragraph 3 of the Draft IS/MND is revised as follows:

Roadway Improvements
The City is in the process of installing northbound and southbound left-turn protected signal phasing at the Sepulveda Boulevard and 8th Street intersection. The installation of this improvement is expected to be completed by Fall 2016. The project would include the dedication of land to allow for the construction of a ~~deceleration lane~~ widened shoulder on Sepulveda Boulevard by Caltrans in the future.

Page 4.16-17, paragraph 3 has been revised as follows:

Accordingly, Municipal Code Section 10.64.040 allows for shared parking arrangements between uses.

> "…a use permit may be approved for collective provision of parking on a site of five thousand (5,000) square feet or more that serves more than one (1) use or site and is located in a district in which parking for the uses served is a permitted or conditional use. A use permit for collective off-street parking may reduce the total number of spaces required by this chapter…."

However, the project applicant has requested reduced parking pursuant to MBMC Section 10.64.050, which requires the Planning Commission to make the following findings in order to grant the requested parking reduction:

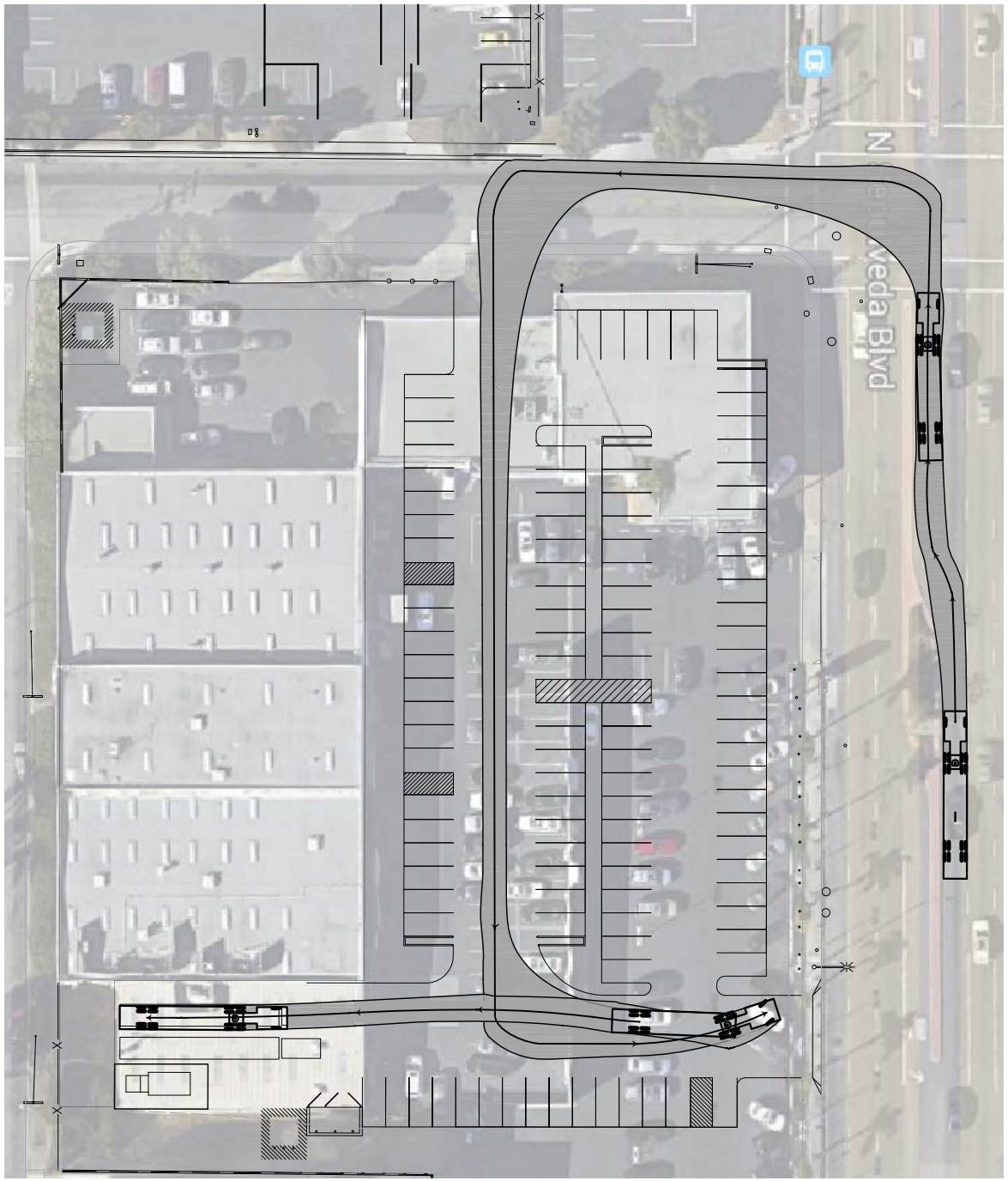
> "The parking demand will be less than the requirement in Schedule A or B; and 2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand."

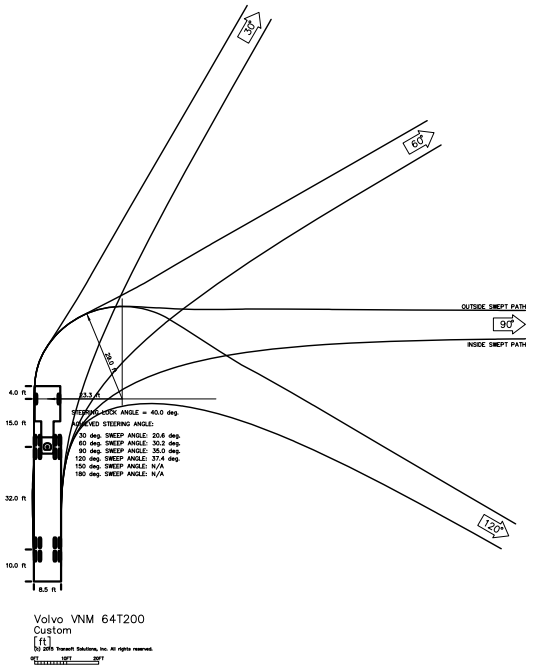
Page 7-1, paragraph 1 of the Draft IS/MND is revised as follows:

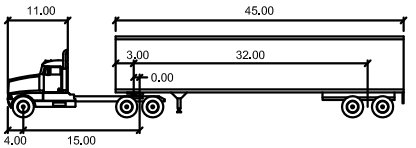
Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring or Reporting, §15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of ~~Belmont~~ Manhattan Beach (City) is the Lead Agency for the proposed project and is therefore responsible for enforcing and monitoring most of the mitigation measures in this mitigation monitoring program.

V. APPENDIX MATERIALS

1. APPENDIX A: TRUCK TURNING RADIUS DIAGRAM







Volvo VNM 64T200 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Traller Width	: 8.50	Steerlng Angle	: 40.0
Tractor Track	: 8.50	Artlculatlng Angle	: 70.0
Traller Track	: 8.50		

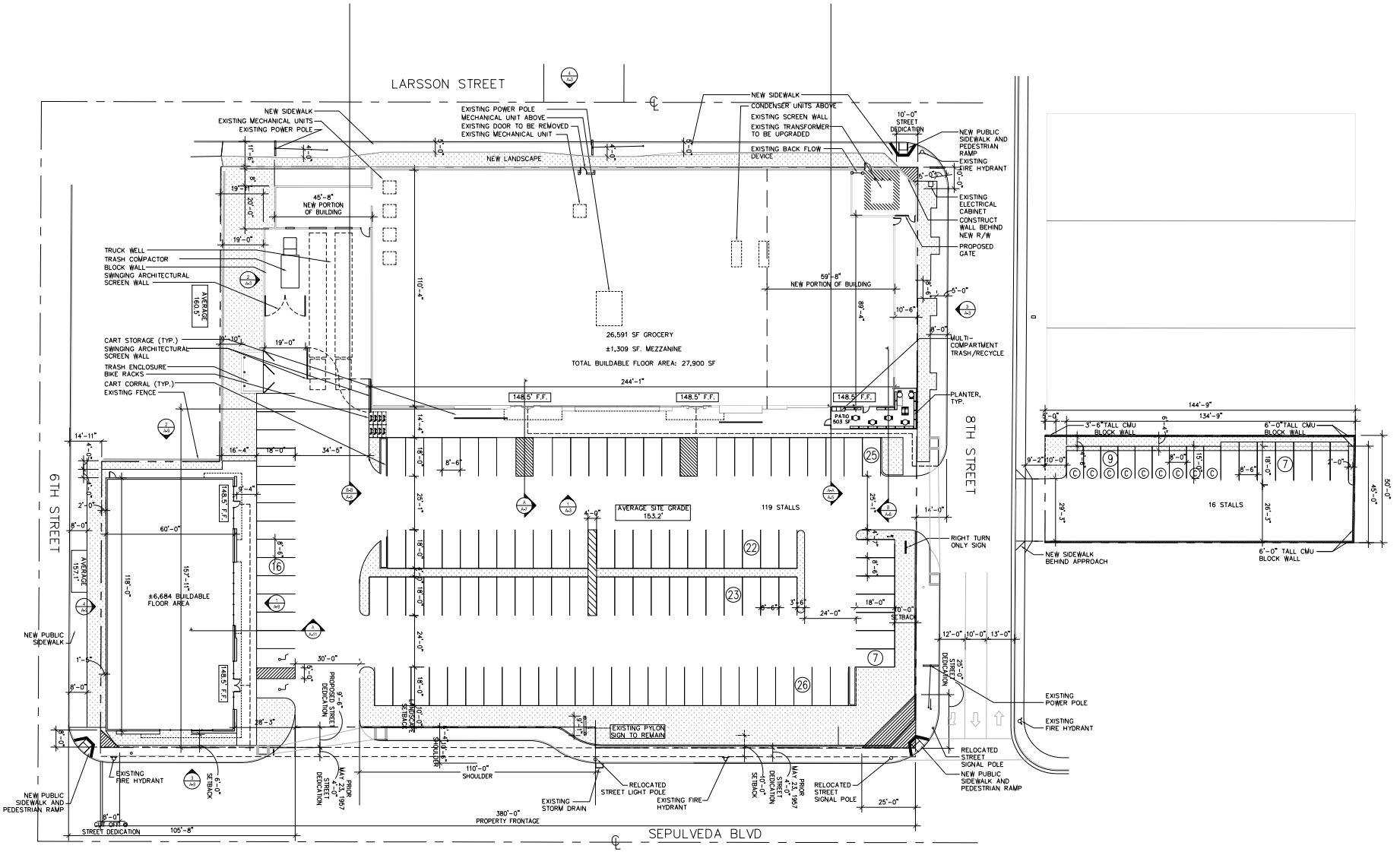
Not to Scale

KOA CORPORATION
PLANNING & ENGINEERING

Turn Template: Volvo VNM64T200

Via 8th St

2. APPENDIX B: UPDATED SITE PLAN



Source: DLR Group, December 2016.

EcoTierra consulting

Figure 2-9
Gelson's Market Project Site Plan

3. APPENDIX C: WEEKEND TRAFFIC COUNT SUMMARY AND LOS WORKSHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5664-001 **Day:** Thursday

City: Manhattan Beach **Date:** 10/06/16

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Manhattan Beach Blvd			Manhattan Beach Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	2	3	0	1	2	1	1	2	1	
7:00 AM	19	691	23	11	116	26	24	72	18	28	113	38	1179
7:15 AM	30	715	14	14	197	31	26	38	31	28	96	36	1256
7:30 AM	28	715	25	20	225	28	31	113	39	23	146	37	1430
7:45 AM	26	729	30	40	247	47	45	133	25	28	135	43	1528
8:00 AM	30	625	19	28	191	31	53	155	40	38	174	63	1447
8:15 AM	19	676	20	41	214	43	54	98	36	41	110	64	1416
8:30 AM	34	704	11	31	220	45	59	113	34	33	126	55	1465
8:45 AM	33	562	20	42	254	34	61	98	18	43	135	58	1358
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	219	5417	162	227	1664	285	353	820	241	262	1035	394	11079
APPROACH %'s :	3.78%	93.43%	2.79%	10.43%	76.47%	13.10%	24.96%	57.99%	17.04%	15.49%	61.21%	23.30%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	109	2734	80	140	872	166	211	499	135	140	545	225	5856
PEAK HR FACTOR :		0.931			0.882			0.852			0.827		0.958

UTURNS	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5664-001 **Day:** Thursday

City: Manhattan Beach **Date:** 10/06/16

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Manhattan Beach Blvd			Manhattan Beach Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
4:00 PM	38	318	68	47	499	48	45	125	17	63	117	47	1432
4:15 PM	63	325	49	55	446	21	29	157	24	58	127	26	1380
4:30 PM	38	312	45	32	528	36	36	120	17	61	112	35	1372
4:45 PM	37	279	48	56	477	23	57	169	49	63	132	32	1422
5:00 PM	47	322	51	34	525	22	54	120	37	61	102	33	1408
5:15 PM	40	297	47	46	484	28	53	163	50	55	142	27	1432
5:30 PM	42	363	47	26	564	25	43	129	42	64	108	32	1485
5:45 PM	59	245	37	36	483	32	35	130	53	53	127	25	1315
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	364	2461	392	332	4006	235	352	1113	289	478	967	257	11246
APPROACH %'s :	11.31%	76.50%	12.19%	7.26%	87.60%	5.14%	20.07%	63.45%	16.48%	28.08%	56.82%	15.10%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	166	1261	193	162	2050	98	207	581	178	243	484	124	5747
PEAK HR FACTOR :		0.896			0.939			0.878			0.937		0.968

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5664-002 **Day:** Thursday

City: Manhattan Beach **Date:** 10/06/16

AM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			8th St			8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	1	
7:00 AM	3	774	3	1	152	3	6	2	1	1	4	13	963
7:15 AM	0	748	2	2	251	7	3	1	3	4	6	15	1042
7:30 AM	2	802	2	1	277	6	7	8	3	3	10	5	1126
7:45 AM	5	792	1	0	311	5	7	18	3	1	16	20	1179
8:00 AM	3	682	3	1	260	7	4	9	2	6	23	11	1011
8:15 AM	5	667	5	3	272	9	3	5	4	3	11	12	999
8:30 AM	4	729	3	4	284	10	6	5	1	10	11	13	1080
8:45 AM	5	654	2	3	313	6	1	4	4	4	5	19	1020
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	27	5848	21	15	2120	53	37	52	21	32	86	108	8420
APPROACH %'s :	0.46%	99.19%	0.36%	0.69%	96.89%	2.42%	33.64%	47.27%	19.09%	14.16%	38.05%	47.79%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	10	3024	8	4	1099	25	21	36	11	14	55	51	4358
PEAK HR FACTOR :		0.944			0.892			0.607			0.750		0.924

UTURNS	NB	SB	EB	WB
	1	0		
	0	0		
	0	0		
	0	0		
	0	0		
	0	0		
	0	1		
	0	0		
	NB	SB	EB	WB
	1	1	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5664-002 **Day:** Thursday

City: Manhattan Beach **Date:** 10/06/16

PM

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			8th St			8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	1	
4:00 PM	1	380	3	11	558	7	12	7	4	2	6	8	999
4:15 PM	0	388	5	10	528	4	16	18	10	7	7	8	1001
4:30 PM	0	372	2	11	602	6	7	10	8	1	8	7	1034
4:45 PM	0	362	4	9	614	2	11	13	7	6	11	8	1047
5:00 PM	2	378	4	12	588	7	6	10	5	4	6	8	1030
5:15 PM	0	373	4	13	596	6	13	10	6	6	11	4	1042
5:30 PM	3	399	3	9	637	1	12	9	3	0	4	6	1086
5:45 PM	1	332	4	9	614	2	8	6	2	10	14	7	1009
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	2984	29	84	4737	35	85	83	45	36	67	56	8248
APPROACH %'s :	0.23%	98.81%	0.96%	1.73%	97.55%	0.72%	39.91%	38.97%	21.13%	22.64%	42.14%	35.22%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	5	1512	15	43	2435	16	42	42	21	16	32	26	4205
PEAK HR FACTOR :		0.946			0.964			0.847			0.740		0.968

UTURNS	NB	SB	EB	WB
	0	3		
	0	2		
	0	1		
	0	3		
	1	1		
	0	4		
	0	0		
	0	2		
	NB	SB	EB	WB
	1	16	0	0

CONTROL : Signalized

Prepared by NDS/ATD

VOLUME

Sepulveda Blvd S/O 8th St

Day: Thursday
Date: 10/06/16

City: Manhattan Beach
Project #: CA16_5665_001

DAILY TOTALS	NB	SB	EB	WB	Total
	28,774	25,598	0	0	54,372

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	39		52				91		12:00	442		359				801	
00:15	27		53				80		12:15	442		359				801	
00:30	18		39				57		12:30	410		393				803	
00:45	20	104	29	173			49	277	12:45	433	1727	358	1469			791	3196
01:00	12		28				40		13:00	433		408				841	
01:15	27		26				53		13:15	411		383				794	
01:30	10		18				28		13:30	423		394				817	
01:45	17	66	22	94			39	160	13:45	399	1666	387	1572			786	3238
02:00	18		15				33		14:00	384		376				760	
02:15	13		11				24		14:15	392		410				802	
02:30	9		12				21		14:30	397		430				827	
02:45	16	56	16	54			32	110	14:45	339	1512	423	1639			762	3151
03:00	13		8				21		15:00	339		485				824	
03:15	5		3				8		15:15	393		459				852	
03:30	30		13				43		15:30	365		534				899	
03:45	21	69	11	35			32	104	15:45	357	1454	492	1970			849	3424
04:00	26		8				34		16:00	375		549				924	
04:15	57		15				72		16:15	399		551				950	
04:30	74		29				103		16:30	368		609				977	
04:45	82	239	19	71			101	310	16:45	381	1523	632	2341			1013	3864
05:00	112		38				150		17:00	368		598				966	
05:15	115		29				144		17:15	389		575				964	
05:30	201		71				272		17:30	389		659				1048	
05:45	273	701	60	198			333	899	17:45	351	1497	597	2429			948	3926
06:00	297		84				381		18:00	361		618				979	
06:15	439		73				512		18:15	379		526				905	
06:30	545		97				642		18:30	285		610				895	
06:45	645	1926	138	392			783	2318	18:45	336	1361	567	2321			903	3682
07:00	760		170				930		19:00	311		569				880	
07:15	772		242				1014		19:15	307		481				788	
07:30	790		295				1085		19:30	296		450				746	
07:45	798	3120	301	1008			1099	4128	19:45	275	1189	427	1927			702	3116
08:00	705		282				987		20:00	249		334				583	
08:15	660		278				938		20:15	224		327				551	
08:30	740		297				1037		20:30	240		280				520	
08:45	654	2759	317	1174			971	3933	20:45	200	913	250	1191			450	2104
09:00	640		259				899		21:00	183		250				433	
09:15	565		284				849		21:15	211		229				440	
09:30	557		324				881		21:30	143		216				359	
09:45	504	2266	281	1148			785	3414	21:45	121	658	205	900			326	1558
10:00	450		271				721		22:00	126		182				308	
10:15	423		285				708		22:15	120		178				298	
10:30	429		301				730		22:30	85		130				215	
10:45	413	1715	302	1159			715	2874	22:45	60	391	124	614			184	1005
11:00	395		292				687		23:00	67		100				167	
11:15	425		371				796		23:15	50		94				144	
11:30	404		340				744		23:30	51		74				125	
11:45	416	1640	381	1384			797	3024	23:45	54	222	67	335			121	557
TOTALS		14661		6890				**21551**	**TOTALS**		14113		18708				**32821**
SPLIT %		68.0%		32.0%				**39.6%**	**SPLIT %**		43.0%		57.0%				**60.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	28,774	25,598	0	0	54,372

AM Peak Hour	07:00	11:45					**07:15**		**PM Peak Hour**	12:00	16:45					**16:45**		
AM Pk Volume	3120	1492					**4185**		**PM Pk Volume**	1727	2464					**3991**		
Pk Hr Factor	0.977	0.949					**0.952**		**Pk Hr Factor**	0.977	0.935					**0.952**		
7 - 9 Volume	5879	2182	0	0			**8061**		**4 - 6 Volume**	3020	4770	0	0			**7790**		
7 - 9 Peak Hour	07:00	08:00					**07:15**		**4 - 6 Peak Hour**	16:45	16:45					**16:45**		
7 - 9 Pk Volume	3120	1174	0	0			**4185**		**4 - 6 Pk Volume**	1527	2464	0	0			**3991**		
Pk Hr Factor	0.977	0.926	0.000	0.000			**0.952**		**Pk Hr Factor**	0.981	0.935	0.000	0.000			**0.952**		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5664-001 **Day:** Saturday

City: Manhattan Beach **Date:** 10/08/16

NOON

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Manhattan Beach Blvd			Manhattan Beach Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	2	3	0	1	2	1	1	2	1	
12:00 PM	30	454	30	46	291	37	61	101	19	59	112	38	1278
12:15 PM	40	382	27	31	265	45	65	102	26	76	108	49	1216
12:30 PM	23	374	16	35	277	50	49	95	30	77	133	44	1203
12:45 PM	43	350	24	47	205	116	39	127	17	43	108	51	1170
1:00 PM	27	321	27	29	253	35	61	132	21	71	111	37	1125
1:15 PM	37	340	36	43	241	57	54	113	20	54	107	45	1147
1:30 PM	37	348	36	43	309	56	55	136	36	75	117	47	1295
1:45 PM	38	395	27	28	356	53	47	103	27	45	98	46	1263
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	275	2964	223	302	2197	449	431	909	196	500	894	357	9697
APPROACH %'s :	7.94%	85.62%	6.44%	10.24%	74.53%	15.23%	28.06%	59.18%	12.76%	28.56%	51.06%	20.39%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	136	1560	97	159	1038	248	214	425	92	255	461	182	4867
PEAK HR FACTOR :		0.872			0.966			0.947			0.884		0.952

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5664-002 **Day:** Saturday

City: Manhattan Beach **Date:** 10/08/16

NOON

NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			8th St			8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	1	
12:00 PM	2	442	8	15	377	5	4	4	5	7	3	14	886
12:15 PM	3	468	7	11	351	9	8	2	2	13	3	8	885
12:30 PM	1	355	5	15	211	4	1	0	1	4	2	12	611
12:45 PM	0	350	4	1	0	0	0	0	0	0	0	11	366
1:00 PM	0	310	6	0	0	0	0	0	0	0	0	9	325
1:15 PM	2	385	3	0	60	0	0	1	4	1	5	7	468
1:30 PM	7	375	7	10	376	6	11	4	6	5	1	11	819
1:45 PM	1	427	2	17	365	6	4	4	1	2	2	6	837
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	3112	42	69	1740	30	28	15	19	32	16	78	5197
APPROACH %'s :	0.50%	98.17%	1.32%	3.75%	94.62%	1.63%	45.16%	24.19%	30.65%	25.40%	12.70%	61.90%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	6	1615	24	42	939	18	13	6	8	24	8	45	2748
PEAK HR FACTOR :		0.860			0.629			0.519			0.802		0.775

UTURNS

	NB	SB	EB	WB
12:00 PM	0	1		
12:15 PM	2	3		
12:30 PM	0	2		
12:45 PM	0	0		
1:00 PM	0	0		
1:15 PM	0	0		
1:30 PM	1	3		
1:45 PM	1	2		
	NB	SB	EB	WB
TOTAL VOLUMES :	4	11	0	0

CONTROL : Signalized

Prepared by NDS/ATD

VOLUME

Sepulveda Blvd S/O 8th St

Day: Saturday
Date: 10/08/16

City: Manhattan Beach
Project #: CA16_5665_001

DAILY TOTALS	NB	SB	EB	WB	Total
	22,019	19,191	0	0	41,210

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	90		98						188		12:00	453		396						849	
00:15	62		81						143		12:15	473		346						819	
00:30	57		85						142		12:30	367		212						579	
00:45	58	267	60	324					118	591	12:45	350	1643	0	954					350	2597
01:00	48		57						105		13:00	332		0						332	
01:15	40		54						94		13:15	371		65						436	
01:30	58		58						116		13:30	410		384						794	
01:45	53	199	58	227					111	426	13:45	413	1526	376	825					789	2351
02:00	53		48						101		14:00	370		360						730	
02:15	32		38						70		14:15	391		353						744	
02:30	33		27						60		14:30	342		395						737	
02:45	24	142	28	141					52	283	14:45	386	1489	379	1487					765	2976
03:00	26		19						45		15:00	380		344						724	
03:15	20		21						41		15:15	363		360						723	
03:30	26		17						43		15:30	367		359						726	
03:45	18	90	19	76					37	166	15:45	380	1490	349	1412					729	2902
04:00	23		13						36		16:00	354		374						728	
04:15	22		12						34		16:15	365		384						749	
04:30	40		14						54		16:30	370		353						723	
04:45	41	126	23	62					64	188	16:45	343	1432	365	1476					708	2908
05:00	37		21						58		17:00	357		353						710	
05:15	58		23						81		17:15	400		358						758	
05:30	61		35						96		17:30	315		359						674	
05:45	77	233	53	132					130	365	17:45	356	1428	351	1421					707	2849
06:00	78		43						121		18:00	353		369						722	
06:15	99		50						149		18:15	340		317						657	
06:30	105		88						193		18:30	319		307						626	
06:45	144	426	107	288					251	714	18:45	309	1321	287	1280					596	2601
07:00	142		89						231		19:00	335		315						650	
07:15	170		117						287		19:15	272		256						528	
07:30	174		179						353		19:30	288		289						577	
07:45	205	691	161	546					366	1237	19:45	273	1168	231	1091					504	2259
08:00	236		197						433		20:00	210		222						432	
08:15	283		212						495		20:15	226		220						446	
08:30	270		222						492		20:30	219		222						441	
08:45	297	1086	273	904					570	1990	20:45	208	863	217	881					425	1744
09:00	349		243						592		21:00	187		237						424	
09:15	294		247						541		21:15	196		180						376	
09:30	364		262						626		21:30	164		190						354	
09:45	414	1421	317	1069					731	2490	21:45	169	716	182	789					351	1505
10:00	379		280						659		22:00	137		186						323	
10:15	435		284						719		22:15	155		205						360	
10:30	371		318						689		22:30	125		156						281	
10:45	407	1592	339	1221					746	2813	22:45	145	562	145	692					290	1254
11:00	433		367						800		23:00	139		145						284	
11:15	410		358						768		23:15	116		132						248	
11:30	442		353						795		23:30	110		103						213	
11:45	375	1660	335	1413					710	3073	23:45	83	448	100	480					183	928
TOTALS		7933		6403						14336	TOTALS		14086		12788						26874
SPLIT %		55.3%		44.7%						34.8%	SPLIT %		52.4%		47.6%						65.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	22,019	19,191	0	0	41,210

AM Peak Hour	11:30	11:15			11:30	PM Peak Hour	12:00	14:00			13:30
AM Pk Volume	1743	1442			3173	PM Pk Volume	1643	1487			3057
Pk Hr Factor	0.921	0.910			0.934	Pk Hr Factor	0.868	0.941			0.963
7 - 9 Volume	1777	1450	0	0	3227	4 - 6 Volume	2860	2897	0	0	5757
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	1086	904	0	0	1990	4 - 6 Pk Volume	1470	1476	0	0	2908
Pk Hr Factor	0.914	0.828	0.000	0.000	0.873	Pk Hr Factor	0.919	0.961	0.000	0.000	0.971

707/801 Seplulveda
Traffic Impact Analysis - Supplemental
Future without Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Sepulveda Bl & Manhattan Beach Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Sepulveda Bl						Manhattan Beach Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 8 Oct 2016 << wknd aftn												
Base Vol:	136	1560	97	159	1038	248	214	425	92	255	461	182
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	137	1576	98	161	1048	250	216	429	93	258	466	184
Added Vol:	11	41	5	8	53	14	12	14	11	7	14	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1617	103	169	1101	264	228	443	104	265	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1617	103	169	1101	264	228	443	104	265	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1617	103	169	1101	264	228	443	104	265	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1617	103	169	1101	264	228	443	104	265	480	190
OvlAdjVol:												96
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.82	0.18	2.00	2.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4513	287	2880	3871	929	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.06	0.28	0.28	0.14	0.14	0.06	0.17	0.15	0.12
OvlAdjV/S:												0.06
Crit Moves:		****			****			****			****	

707/801 Seplulveda
Traffic Impact Analysis - Supplemental
Future without Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Bl & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Sepulveda Bl						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module: >> Count Date: 8 Oct 2016 << Wknd Aftn												
Base Vol:	6	1615	24	42	939	18	13	6	8	24	8	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	6	1631	24	42	948	18	13	6	8	24	8	45
Added Vol:	0	57	0	0	71	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1688	24	42	1019	18	13	6	8	24	8	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1688	24	42	1019	18	13	6	8	24	8	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1688	24	42	1019	18	13	6	8	24	8	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1688	24	42	1019	18	13	6	8	24	8	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	0.48	0.22	0.30	0.75	0.25	1.00
Final Sat.:	1600	4732	68	1600	4716	84	770	356	474	1200	400	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.03	0.22	0.22	0.01	0.02	0.02	0.02	0.02	0.03
Crit Moves:		****		****				****		****		

707/801 Seplulveda
Traffic Impact Analysis - Supplemental
Future with Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Sepulveda Bl & Manhattan Beach Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Sepulveda Bl						Manhattan Beach Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 8 Oct 2016 << wknd aftn												
Base Vol:	136	1560	97	159	1038	248	214	425	92	255	461	182
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	137	1576	98	161	1048	250	216	429	93	258	466	184
Added Vol:	11	66	17	8	78	14	12	14	11	19	14	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1642	115	169	1126	264	228	443	104	277	480	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1642	115	169	1126	264	228	443	104	277	480	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1642	115	169	1126	264	228	443	104	277	480	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1642	115	169	1126	264	228	443	104	277	480	190
OvlAdjVol:												96
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	2.00	2.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4486	314	2880	3887	913	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.06	0.29	0.29	0.14	0.14	0.06	0.17	0.15	0.12
OvlAdjV/S:												0.06
Crit Moves:		****			****			****		****		

707/801 Seplulveda
Traffic Impact Analysis - Supplemental
Future with Project PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Bl & 8th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Sepulveda Bl								8th St			
Approach:	North Bound				South Bound				East Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted			
Rights:	Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0
Volume Module: >> Count Date: 8 Oct 2016 << Wknd Aftn wPassBy												
Base Vol:	6	1615	24		42	939	18		13	6	8	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	6	1631	24		42	948	18		13	6	8	
Added Vol:	47	57	0		0	100	7		37	12	0	
PassBy Shif:	49	0	0		0	0	8		32	0	0	
Initial Fut:	102	1688	24		42	1048	33		82	18	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	102	1688	24		42	1048	33		82	18	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	102	1688	24		42	1048	33		82	18	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	102	1688	24		42	1048	33		82	18	8	
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.96	0.04		1.00	2.91	0.09		0.76	0.17	0.07	
Final Sat.:	1600	4732	68		1600	4653	147		1214	267	119	
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36		0.03	0.23	0.23		0.05	0.07	0.07	
Crit Moves:		****				****				****		

Vol/Sat:	0.02	0.03	0.03
Crit Moves:	****		

4. APPENDIX D: TRAFFIC SIGNAL WARRANT CHECKLIST

INTERSECTION: Sepulveda Boulevard & Project Driveway Scenario: Future With Project

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

Record hourly vehicular volumes for any four hours of an average day.

Warrant 2 (four-hour vehicle volume) is not applicable to this analysis.

WARRANT 3 - Peak Hour **SATISFIED** YES ☐ NO ☒
(Part A or Part B must be satisfied)

PART A **SATISFIED** YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1	The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐ NO ☒
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐ NO ☒
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☐ NO ☒

PART B **SATISFIED** YES ☐ NO ☒

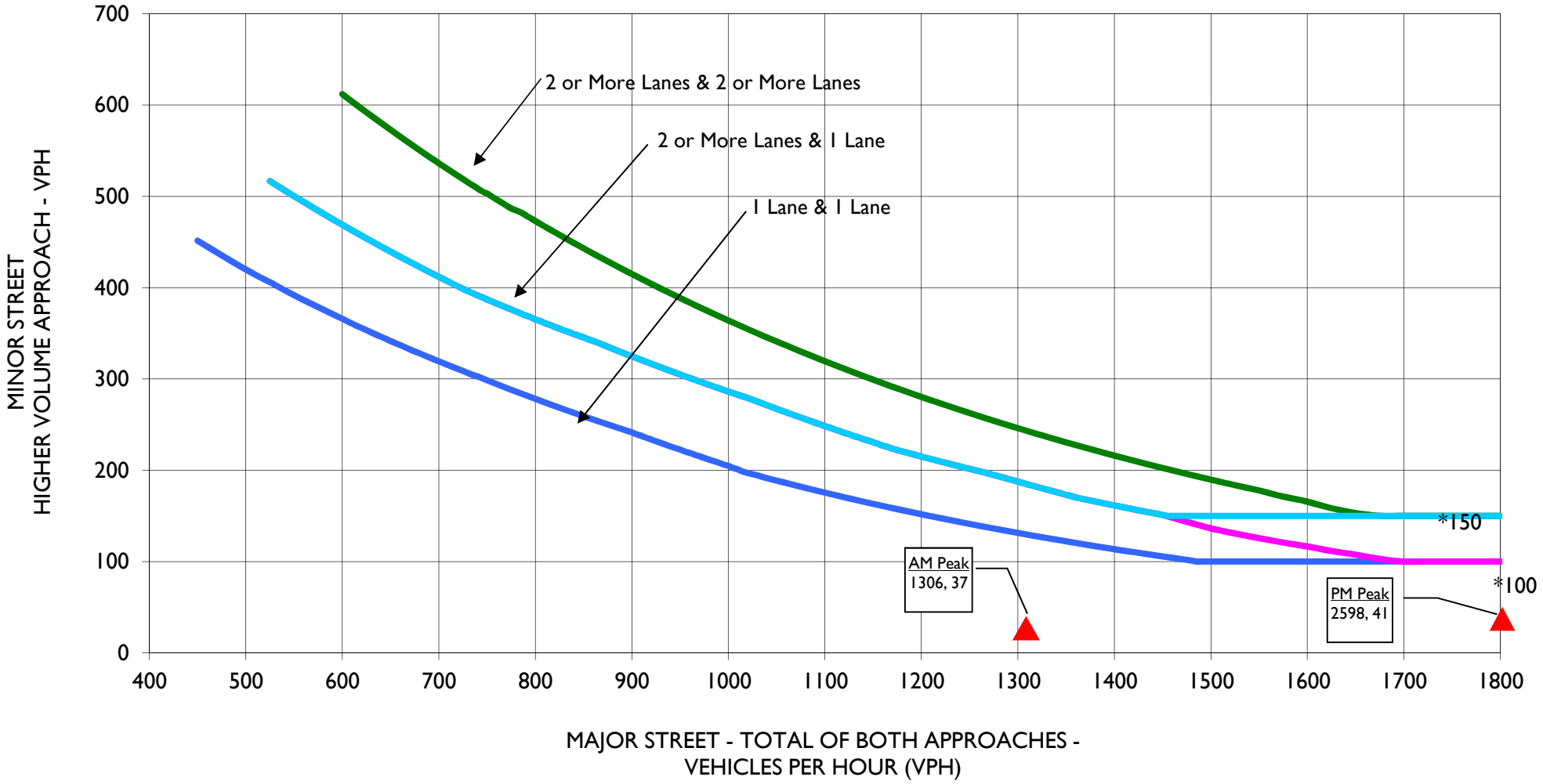
APPROACH LANES	One	2 or More	am peak	pm peak
Both Approaches - Major Street		x	1,306	2,598
Higher Approach - Minor Street	x		37	41

The plotted point falls above the curve in Figure 4C-3.	YES ☐	NO ☒
OR, The plotted point falls above the curve in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

KOA CORPORATION
PLANNING & ENGINEERING

Sepulveda Boulevard & Project Driveway
AM(PM) Peak hour Traffic Signal Warrant Based on California Manual on Uniform Traffic Control Devices, 2010
Scenario: Future With Project



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LEGEND
Sepulveda Boulevard - 2 Lane(s) Major Street
Project Driveway - 1 Lane(s) Minor Street

Peak Hour Volumes Satify Warrants? NO