

**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT**

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development

BY: Eric Haaland, AICP, Associate Planner

DATE: October 24, 2012

SUBJECT: Consideration of Use Permit Amendment and Sign Exception for a Remodel and Modification to an Existing Religious Facility at 1829 Sepulveda Boulevard (Congregation Tikvat Jacob)

RECOMMENDATION

Staff recommends that the Planning Commission **CONDUCT** the **PUBLIC HEARING**, **DISCUSS**, and **APPROVE** the use permit amendment subject to certain conditions, including a parking demand study, and **CONSIDER** the Sign Exception.

APPLICANT/OWNER

Congregation Tikvat Jacob
1829 N. Sepulveda Blvd.
Manhattan Beach, CA 90266

PROJECT OVERVIEW

L O C A T I O N

<u>Location</u>	1829 Sepulveda Boulevard, (Exhibit B).
<u>Legal Description</u>	Lots 1, 2, 33, & 34, Block 49, Tract 1638
<u>Area District</u>	II

L A N D U S E

<u>General Plan</u>	General Commercial
<u>Zoning</u>	CG, General Commercial (front half) RS D-6, Single Family. Residential w/ Oak Avenue Overlay (rear half)

<u>Land Use</u>	<u>Existing</u> Religious Assembly	<u>Proposed</u> Religious Assembly & General Day Care
	<u>Neighboring Zoning/Land Uses</u>	
North (across 19 th St.)	CG & RS/ Retail & SFR	
South	CG & RS D-6/ Hotel & SFR	
East (across Sepulveda)	CG/ Retail	
West	RS/Single-Family Residences	

PROJECT DETAILS

	<u>Existing</u>	<u>Proposed</u>	<u>Required</u>
<u>Parcel Size:</u>	17,974 sf	No change	CG: 5K sf min D-6: 25K sf min.
<u>Total Floor Area:</u>	10,460 sf	13,181 sf	26,400 sf max.
<u>Assembly Area:</u>	1,799 sf	2,805 sf	N/A
<u>Day Care Students:</u>	N/A	28	N/A
<u>Education Area:</u>	2,448 sf (upper flr.)	No change	N/A
<u>Hours of Operation:</u>			
Assembly:	F: 7-9pm, Sa: 9am-2pm	No change	N/A
Day Care:	N/A	M-F: 9am-1pm	N/A
Education:	M-F: 4-9pm, Su: 9-2pm	No change	N/A
<u>Parking:</u>	32 (10 tandem)	32 (11 tandem)	32 (use permit & parking demand)
<u>Building Height:</u>	approx. 28'	No change	22 ft. max.
<u>Landscaping:</u>	1,010 sf.	No change	1,438 sq. ft.
<u>Vehicle Access:</u>	Oak Avenue	No change	Not Oak Ave.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, the subject project has been determined to be exempt (Class 3 & 32) as an alteration to an existing facility in a developed urban area per Sections 15303 & 15332 of CEQA.

BACKGROUND

The applicant currently operates a religious assembly facility at 1829 Sepulveda Boulevard under an existing Use Permit and Variance. The subject building was converted from a health club use in 1997. The current proposal to convert additional interior space to potential religious assembly area, and to add day-care use, requires Planning Commission approval of a Use Permit Amendment and parking demand study. Additionally, a new electronic LED and other signs, which require Sign Exception approval is proposed.

DISCUSSION

The submitted plans propose a continuation of remodel work to an existing 3-level building that has been progressing in phases during the last two years, to include conversion of 1,006 square feet of kitchen area to multipurpose space, and establishment of pre-school facilities at the basement level. A pre-school use has apparently been operating at the basement level without City approval. There are no exterior additions to the existing 10,460 square foot building, but the plans call for the basement area to be improved and expanded within the existing exterior walls. The total resulting gross floor area including the basement area (not previously counted) would be 13,181 square feet. A portion of the basement work involves converting two garage parking spaces into entry lobby area, and providing exterior tandem parking, which maintains a total of 32 on-site spaces. Other exterior changes include temporary outdoor day care play area with related parking lot modifications, stair and deck remodeling, and new signs. Solar panels are also shown to be installed on the existing roof to be administratively approved by Staff in accordance with applicable regulations.

The existing site is comprised of a front half that is zoned CG (General Commercial), and a rear half that is zoned RS (Single-Family Residential) with an Oak Avenue Overlay designation. The project building is located entirely on the CG portion fronting on Sepulveda Boulevard, and a parking lot occupies the entire RS portion abutting Oak Avenue. This is the typical pattern for scattered Sepulveda commercial developments that historically extend into primarily residential areas behind. The Oak Avenue Overlay district was established to allow, but strictly regulate, this commercial use in some of these areas. These regulations include minimum site area, driveway restrictions, and residential oriented height and setbacks. The Design Overlay zoning standards are attached to this report.

The existing facility is nonconforming and/or has Variance approval for the following:

- Minimum Oak Avenue Overlay site area of 25,000 square feet.
- Oak Avenue Overlay non-residential driveway access prohibited from Oak Avenue.
- CG 8% site landscape requirement.
- CG height limit of 22 feet for flat-roof buildings.
- Parking standards such as tandem, loading, aisle dimension, and visibility.
- Signs: changeable copy wall sign, more than one wall sign, projecting sign.

The project, as proposed, is generally consistent with requirements of the Zoning Code and existing Use Permit and Variance for the site. The issues warranting discussion include parking/circulation, Day Care use, Use Permit procedures, and signs.

Parking/Circulation

The Manhattan Beach Zoning Ordinance (Section 10.64.030) for religious assembly uses requires 1 parking space per 100 square feet of assembly area. The proposed conversion of kitchen area to multi-purpose space contiguous with the existing assembly area results in 2,805 square feet of assembly area creating a primary parking requirement of 28 spaces. The proposed day-care use, at 1 space per 7 children, requires 4 parking spaces, and the other secondary classroom (e.g., religious education) use could generate parking demand of approximately 10 spaces. As the applicant has outlined in the attached weekly schedule, these three uses typically do not overlap each other, and as the submitted parking study explains in detail, the 32-space parking supply is still adequate for the proposal.

Section 10.64.050(B) of the Zoning Code provides for the project use permit to allow a “parking reduction” based on the alternating parking demand of different uses sharing the same parking supply. Since the sum of the peak demands for the different uses on the site exceeds the 32-space supply, but it is determined that the total site’s peak parking demand will not, then parking reduction approval is appropriate. It is typical for religious facilities to operate with multiple uses such as assembly services and educational services that have alternating peak periods, and the applicant has provided the required formal parking analysis for verification.

The submitted traffic and parking assessment analyzes trip generation and parking demand for the proposed project, and determines that “no significant traffic or parking impacts are anticipated to occur as a result of the proposed modification project”. The assessment was completed with the review and cooperation of the City’s Traffic Engineer, and he concurs with its conclusions.

Day Care Use

The CG zone permits day-care uses (e.g., pre-school) per Manhattan Beach Municipal Code Section 10.16.020 subject to a use permit in accordance with Municipal Code Section 10.84.060. The proposed pre-school operation, which is a common secondary use for religious facilities, would be located toward the rear of the site, with temporary outdoor play area occupying less than half of the parking lot. Although this orientation could cause Oak Avenue neighbor disruption it has not generated complaints from existing operations thus far. The two attached hearing notice comments received from neighbors do state some concerns from existing pre-school operations. Staff expects that the proposed parking lot improvements and applicant cooperation can address these concerns, and has included conditions in the attached resolution requiring management of child drop-off and pick-up operations similar to those used in some other day-care approvals in the City.

The pre-school is primarily a weekday morning program (9am -1pm) for up to 28 children, with at least 4 instructors. Existing operation has involved 15 students during the same hours, with closure of the entire parking lot for play area at times. An on-street passenger loading zone on 19th Street does exist for the facility, which is expected to continue. The current proposal would maintain some on-site parking at all times, and the outdoor play area would be returned to parking use each weekday afternoon. Since overall parking demand at the facility would be low in the mornings (no assemblies, events, or other classes), the parking demand study concluded that the reduced parking supply of 20 spaces would be adequate for the day care use.

Use Permit Procedures

Section 10.84.010 of the Zoning Code establishes that the purpose of Use Permits is as follows:

Use permits are required for use classifications typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses on adjoining properties and in the surrounding area.

Section 10.84.020 states that “The Planning Commission shall approve, conditionally approve, or disapprove applications for use permits or variances”.

The Planning Commission must make the following findings in accordance with Section 10.84.060 for the use permit, if the project is approved:

1. The proposed location of the use is in accord with the objectives of this title and the purposes of the district in which the site is located;
2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in or adjacent to the neighborhood of such use; and will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city;
3. The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located; and
4. The proposed use will not adversely impact or be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking noise, vibration, odors, resident security and personal safety, and aesthetics, or create demands exceeding the capacity of public services and facilities which cannot be mitigated.

The Planning Commission, as part of approving the use permit for the subject project, in accordance with Section 10.84.070 can impose reasonable conditions as necessary to:

- A. Achieve the general purposes of this ordinance or the specific purposes of the zoning district in which the site is located, or to make it consistent with the General Plan;
- B. Protect the public health, safety, and general welfare, or
- C. Ensure operation and maintenance of the use in a manner compatible with existing and potential uses on adjoining properties or in the surrounding area.
- D. Provide for periodic review of the use to determine compliance with conditions imposed, and Municipal Code requirements.

Section 10.84.010 of the Zoning Code establishes that parking reductions can be incorporated into Use Permits is as follows:

Notwithstanding the provisions of Section 10.64.020(E), 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 if the following findings are made:

- A. The spaces to be provided will be available as long as the uses requiring the spaces are in operation; and
- B. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided.

The maximum allowable reduction in the number of spaces to be provided shall not exceed fifteen percent (15%) of the sum of the number required for each use served.

An applicant for a use permit for collective parking may be required to submit survey data substantiating a request for reduced parking requirements. A use permit for collective parking shall describe the limits of any area subject to reduced parking requirements and the reduction applicable to each use.

Signs

The property currently has an approved sign exception (Attachment D) permitting a projecting sign and two wall signs, one of which has conventional changeable copy. The sign code (excerpt below) permits only one 20-square foot wall sign and one monument sign with changeable copy for a religious assembly use. The applicant is now requesting to add wall signs at the side and rear entrances to the building, and to replace the previous changeable copy wall sign with an electronic LED wall sign. These items require additional sign exception approval by the Planning Commission.

The 19th Street entry wall sign is 6 square feet in area and the rear canopy sign is 7.6 square feet in area. Both are non-illuminated, and identify “Congregation Tikvat Jacob”. The rear sign faces the adjacent residential area, but its small size, lack of illumination, and 100 foot distance from Oak Avenue appears to make it appropriate for the proposed location. Due to proposed reductions in the original corner wall sign and changeable copy sign sizes, the total amount of sign area proposed (102 square feet) does not exceed the amount previously approved and existing for the site. The primary difference in sign intensity proposed is the electronic LED sign copy component.

In addition to the changeable copy component, electronic sign copy also has the ability to display visual motion since it can change constantly. Section 10.72.070(I) of the sign code prohibits motion oriented signs, which means sign exception approval is needed for electronic signs. The Planning Commission has not approved any electronic sign requests to date, citing concerns for visual disruption to surrounding areas, but the City Council has approved two (American Martyrs and Journey of Faith) church installations. The Manhattan Beach School

District has also installed a number of electronic signs at school facilities that are not subject to City approval.

The applicant has provided details (attached plans and spec. sheets) pertaining to the proposed 32 square foot LED sign including specifications for three rows of 10-inch tall copy with single-color (white or red) lighting. The sign would not display multi-color dynamic images seen on more advanced electronic signs. The proposal appears similar to the approved LED signs at 624 15th Street for American Martyrs Church which display “static” LED text that is prohibited from changing more often than once per minute.

The proposed project resolution approves amendment of the existing Sign Exception, but does not include approval of the LED sign, consistent with previous Planning Commission decisions. Should the Planning Commission determine that this electronic sign proposal is appropriate, Staff would suggest incorporating electronic sign conditions from the attached resolutions for the American Martyrs and Journey of Faith signs.

Applicable Sign Code Provisions:

Section 10.72.050 of the sign code provides the permitted church signs as follows:

Land Use	Sign Type	Maximum Number	Maximum Area	Height	Permitted Projection	Additional Reg' s
Public & Semipublic (Churches, schools,...)	Monument	1 double faced sign per site frontage	20 s.f. per face	6 ft.	None	(E)
	Wall	1 per primary building	20 s.f. each	Top of wall	12 inches	

Additional regulation (E)(referenced above) permits changeable copy for churches as follows:

E. Changeable copy is permitted to be incorporated within one (1) primary monument sign of a public or semipublic site.

General provision 10.72.020(E) prohibits changeable copy signs in general unless a sign exception is approved as follows:

E. The copy of all signs shall be permanently fixed in place in conformance with their corresponding sign permits unless an exception for changeable copy is provided pursuant to the regulations of this chapter.

Section 10.72.080 of the sign code provides for Planning Commission approval of sign exceptions as follows:

Section 10.72.080 Sign exceptions.

On sites where strict application of this chapter creates results inconsistent with the intent of this chapter, the Planning Commission may approve modifications to the requirements of this chapter.

Applicants shall submit copies of a proposed sign program with plans and elevations drawn to scale of all existing and proposed buildings and signs as part of the exception application. Upon receipt of a complete application the item will be placed on the next available Planning Commission agenda.

An application for a sign exception as it was applied for, or in modified form as required by the Commission, shall be approved if, on the basis of the application, plans, and materials submitted; the Commission finds that:

- A. The proposed sign exception would not be detrimental to, nor adversely impact, the neighborhood or district in which the property is located. Potential impacts may include, but are not limited to, design;
- B. The proposed sign exception is necessary in order that the applicant may not be deprived unreasonably in the use or enjoyment of their property;
- C. The proposed sign exception is consistent with the legislative intent of this title.

In granting any such exception, the Planning Commission may impose reasonable conditions or restrictions as deemed appropriate or necessary to protect the public health, safety, and general welfare.

The general intent of the sign code, referenced above, reads as follows:

Section 10.72.010 Purpose and intent.

The purpose of signs is to provide business identification. The location, height, size, and illumination of signs are regulated in order to maintain the attractiveness and orderliness of the City's appearance; to protect business sites from loss of prominence resulting from excessive signs, particularly pole signs, on nearby sites; to protect the public safety and welfare.

Public Input

The notice was published in the Beach Reporter newspaper, and mailed to property owners within 500 feet of the site. Two responses to the project public hearing notice have been received and attached to this report (Attachment I). The abutting southerly residential neighbor has discussed pre-school disturbance concerns with the applicant who intends to cooperate with the neighbor. A neighbor across Oak Avenue expressed concerns for pre-school parking/loading, and opposes any actions that would worsen that issue. A loading plan and monitoring requirement to address this concern is discussed above.

No special requirements have been recommended from other City Departments.

Miscellaneous Conditions

Staff has included some special and standard conditions in the attached draft Resolution (Exhibit A) for use permit approval. Notable conditions include the following: noise compliance, light/glare prevention, water quality requirements, and indemnification.

CONCLUSION

Staff believes that the proposed Remodel and Modification to an Existing Religious Facility, excluding the proposed electronic sign, is appropriate for the subject location, that the required use permit findings and parking demand findings can be made, and recommends that the Planning Commission adopt the attached resolution of approval subject to certain conditions.

ALTERNATIVES

Other than the stated recommendation, the Planning Commission may:

1. **APPROVE** a modified project subject to public testimony received, based upon appropriate findings, and **DIRECT** Staff to return with a revised draft Resolution.
2. **DENY** the project subject to public testimony received, based upon appropriate findings, and **DIRECT** Staff to return a draft Resolution.

Attachments:

- A. Resolution No. PC 12-
 - B. Vicinity map
 - C. Existing Use Permit
 - D. Existing Sign Exception
 - E. Example LED sign approvals
 - F. Design Overlay code excerpt
 - G. Applicant request/information
 - H. Traffic/parking study
 - I. Neighbor letters
- Plans (not available electronically)

cc: Bob Baker, Applicant/Property Owner representative

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RESOLUTION NO. PC 12-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A USE PERMIT AMENDMENT, PARKING DEMAND STUDY, AND SIGN EXCEPTION (EXCLUDING LED SIGN) FOR A REMODEL AND MODIFICATION TO AN EXISTING RELIGIOUS ASSEMBLY FACILITY ON THE PROPERTY LOCATED AT 1829 SEPULVEDA BOULEVARD (Congregation Tikvat Jacob)

THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach conducted a public hearing on October 24, 2012, considered an application for a use permit amendment, parking demand study, and Sign Exception for a Remodel and Modification to an Existing Religious Assembly Facility on the property legally described as Lots 1, 2, 33 & 34, Block 49, Tract 1638 located at 1829 Sepulveda Boulevard in the City of Manhattan Beach.
- B. The application was filed on June 21, 2012. The applicant for the subject project is Congregation Tikvat Jacob, the property owner.
- C. The project is Categorically Exempt from the requirements of CEQA pursuant to Sections 15303 and 15332, since the project involves remodeling of existing facilities and minor infill development within an urbanized area.
- D. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- E. The property is located within Area District II and is zoned CG Commercial General, and RS D-6 Single-Family Residential. The surrounding private land uses consist of retail, restaurant, hotel, office, and single-family residences.
- F. The subject property is 17,974 square feet in area. The proposed total building size is 13,181 square feet.
- G. Use Permit approval is required for the application since it includes requests for additional religious assembly area, and general day-care use, pursuant to Section 10.16.020 of the Municipal Code .
- H. The Planning Commission made findings with respect to the subject use permit application as follows:
 - 1. The proposed location of the use is in accord with the objectives of this title, and the purpose of the district in which it is located since the project is in the General Commercial zone consistent with Section 10.16.010 of the Manhattan Beach Zoning Code which states that the district is intended to provide a full range of retail and service businesses. The existing and proposed use would be serving residents of the surrounding area, and is adequately buffered from residential uses.

2. The proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city, since the small assembly area enlargement does not exceed parking or traffic thresholds, and the proposed day-care use will alternate with the primary assembly use,
3. The proposed use will comply with the provisions of this title, including any specific condition required for the proposed use in the district in which it would be located, since the proposed location of the use and the proposed conditions under which it will be operated or maintained is consistent with the General Plan, since the project site is classified as General Commercial which allows for businesses serving the needs of nearby residential areas.
4. The proposed use will not adversely impact nor be adversely impacted by nearby properties. Potential impacts are related but not necessarily limited to: traffic, parking, noise, vibration, odors, resident security and personal safety, and aesthetic, or create demands exceeding the capacity of public services and facilities which cannot be mitigated. Since the existing site is already developed and used as a religious facility, the less intensive day-care use will not adversely impact nearby properties as conditioned, and as analyzed in the City Traffic Engineer's review. The new use will comply with the City's Code requirements and conditions have been placed in this resolution to ensure any impacts do not affect the surrounding residences and neighborhood. It is not anticipated that the proposed new use will exceed the capacity of public services and facilities, as conditioned.
5. A parking reduction pursuant to Section 10.84.010 of the Zoning Code is incorporated into this Use Permit approval pursuant to findings as follows:
 - A. The spaces provided on the site will be available in adequate quantities when the assembly, education, and day-care uses requiring the spaces are in operation; and
 - B. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided as detailed in the project parking demand study.
- I. Approval of the sign exception, subject to the conditions below: will not be detrimental to, nor adversely impact, the neighborhood or district in which the property is located since the signs are consistent with commercial signage for the area and shall be restricted from obtrusive lighting or motion, is necessary for reasonable use of the subject property since the signs can effectively provide information to church members and the community, and is consistent with the intent of the City's sign code in that the signs will not be obtrusive to the neighbors or public and do not result in large quantities of sign area for the site considering its large area and quantity of street frontage; as detailed in the project staff report.
- J. The General Plan designation for the property is General Commercial. The General Plan of the City of Manhattan Beach poses certain goals and policies, which reflect the expectations and wishes of the City, with respect to land uses. Specifically, the project is consistent with the following Goals of the General Plan as summarized below:

Policy LU.3.5: Ensure that the sign ordinance provides for commercial signage that is attractive, non-intrusive, safe, and consistent with overall City aesthetic goals.

Policy LU-5.1: Require the separation or buffering of residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking through the use of landscaping, setbacks, or other techniques.

Policy LU-5.7: Recognize the unique qualities of mixed use areas, and balance the needs of both the residential and commercial uses.

Policy LU-6.1: Support and encourage small businesses throughout the City.

Policy LU-6.2: Encourage a diverse mix of businesses that support the local tax base, are beneficial to residents, and support the economic needs of the community.

Policy LU-6.3: Recognize the need for a variety of commercial development types and designate areas appropriate for each. Encourage development proposals that meet the intent of these designations.

Policy I-2.7: Monitor and minimize traffic issues associated with construction activities.

Policy I-3.4: Review development proposals to ensure potential adverse parking impacts are minimized or avoided.

Policy I-3.8: Monitor and minimize parking issues associated with construction activities.

Policy I-4.2: Carefully review commercial development proposals with regard to planned ingress/egress, and enforce restrictions as approved.

- K. The project shall be in compliance with applicable provisions of the Manhattan Beach Municipal Code.
- L. The proposed electronic LED changeable copy sign is not approved due to concerns for visual disruption to the surrounding area.
- M. This Resolution is intended to regulate the subject religious assembly and related education and day-care uses of the site, and supersedes Resolution No. 97-11 . This Resolution also supersedes Resolution No. PC 97-53 as a Sign Exception approval, which portion can be amended separately from the Use Permit portion of the resolution through applicable Sign Code procedures.

Section 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES**

the subject Use Permit Amendment, Parking Demand Study, and Sign Exception application subject to the following conditions (*indicates a site specific condition):

Use Permit

1. The project shall be constructed and operated in substantial compliance with the submitted plans as approved by the Planning Commission on October 24, 2012. Any substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.
2. * The facility shall operate as a religious assembly facility with related instructional use, and general day-care use for a maximum of 28 children. Activity and event scheduling shall be consistent with the submitted parking/traffic analysis similar to the submitted typical weekly schedule as determined by the Community Development Director.
3. * Operation of the day-care facility shall be limited 7am to 1:30pm, Monday through Friday, Infrequent special meetings and events shall be permitted subject to a schedule reviewed and approved by the Community Development Director.
4. A Construction Traffic Management and Staging Plan shall be submitted in conjunction with all construction and other building plans, to be approved by the Community Development Department prior to issuance of building permits. The plan shall provide for the management of all construction related traffic and operation during all phases of construction, including delivery and storage of materials and parking of construction related vehicles.
5. All electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department.
6. During building construction of the site, the soil shall be watered in order to minimize the impacts of dust on the surrounding area.
7. The siting of construction related equipment (job site offices, trailers, materials, etc.) shall be subject to the approval from the Director of Community Development prior to the issuance of any building permits.
- 8.* A 10 foot landscape buffer shall be provided adjacent to Oak Avenue to mitigate noise and aesthetic concerns to the surrounding neighborhood. A landscape plan, prepared by a licensed landscaped architect or other qualified person as required by state law, utilizing drought tolerant native plants shall be submitted for review and approval concurrent with the Building Permit application. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area. A low pressure or drip irrigation system shall be installed in the landscaped areas. Details of the irrigation system shall be noted on the landscaping plans. The type and design shall be subject to the approval of the Departments of Public Works and Community Development Department.
9. * Visibility of a driveway crossing a street property shall not be blocked between

a height of 3 feet and 9 feet for a depth of 5 feet from the street property line as viewed from the edge of the right-of-way on either side of the driveway at a distance of 15 feet or at the nearest property line. A maximum 42" high wall shall be permitted within 20 feet of the westerly property line (Oak Avenue).

10. Plans shall incorporate sustainable building components into the building and site design as required by the Manhattan Beach Municipal Code.
11. Project driveway entrances shall be constructed, removed, or modified in conformance with the requirements of the Public Works Department.
12. Property line clean outs, mop sinks, erosion control, and other sewer and storm water items shall be installed and maintained as required by the Department of Public Works.
13. Backflow prevention valves shall be installed as required by the Department of Public Works, and the locations of any such valves or similar devices shall be subject to approval by the Community Development Department prior to issuance of building permits.
14. Sidewalks shall be replaced or repaired around the site as determined to be appropriate by the Public Works Department.
15. * Street trees shall be provided as determined to be appropriate by the Public Works Department. Existing on-site and adjacent trees shall be preserved and maintained as determined to be appropriate by the Community Development and Public Works Departments.
16. * Security lighting for the site and other exterior visible lighting shall be subject to Community Development review for glare prevention design and light containment.
17. Any exterior equipment shall be subject to the review of the Community Development Department for appropriate placement and screening.
- 18.* The facility shall remain in compliance with all Fire and Building occupancy requirements at all times. Plans for the proposed construction shall be stamped by a licensed Architect.
- 19.* The Public Works Department recommends the installation of a stormwater interceptor to catch all the runoff water that comes off of the property. If installed, the stormwater interceptor must be connected to the sanitary sewer system and installed with a rain switch to divert stormwater runoff to the storm drain system. The interceptor must be placed into a regular maintenance schedule and be inspected on a regular basis.
20. * Circulation and parking improvement design shall be subject to the review of the City's Traffic Engineer and Director of Community Development. The on-street loading zone adjacent to the site is subject to the requirements of the City's Traffic Engineer. A student loading area and management plan shall be submitted to the City Traffic Engineer for approval, and implemented on school days. All costs of installation and modification of the loading zone shall be paid for by the project facility operator.
21. * Adult supervision shall be provided along Oak Avenue and 19th Street during

peak arrival and departure times to assist with the student pick-up and drop-off adjacent to all designated loading zones and access points. Peak times will be defined by the approved loading plan.

22. The project shall provide a minimum of 32 on-site vehicle parking spaces (22 in tandem configuration) which includes 20 standard spaces, 2 disabled access spaces and 10 small spaces.
- 23.* The parking area shall not be utilized for outdoor activities associated with either religious assembly or religious education, except the specified day care outdoor play area.
- 24.* The facility operator shall provide valet parking service during "special events" (i.e. Bar/Bat Mitzvah, weddings etc.) which attract more than 32 vehicles (capacity of parking lot) to mitigate concerns regarding the ingressing and egressing of vehicles from the subject site.
- 25.* Temporary use of 12 parking spaces for day care outdoor play area shall be permitted in conformance with the submitted plans, parking analysis, and other applicable regulations.
- 26.* A gate or other obstructive device shall be provided at the project's Oak Avenue driveway, as required by the Oak Avenue Overlay requirements, subject to design approval by the Community Development Department. Said obstructive device shall be engaged between 10:00 p.m. and 6:00 a.m. nightly.
- 27.* Deliveries shall be limited to off-peak traffic or child drop-off hours as determined by the City's Traffic Engineer.
- 28.* The management of the facility shall police the property and all areas immediately adjacent to the business during the hours of operation to manage traffic/parking, address security concerns, and keep it free of litter.
29. A covered trash enclosure(s), with adequate capacity shall be provided and available on the site subject to the specifications and approval of the Public Works Department, Community Development Department, and City's waste contractor. A trash and recycling plan demonstrating diversion of at least 50% of solid waste shall be provided as required by the Public Works Department.
- 30.* The facility operator shall prohibit employees from parking personal vehicles on the surrounding public streets. Employees must park on-site or be transported to the site from other off-street parking facilities subject to Community Development Department approval. Prior to building permit issuance, a written employee parking program shall be submitted for Community Development Department approval.
- 31.* All signs shall be in compliance with the City's Sign Code. Pole signs and internally illuminated awnings or other architectural elements shall be prohibited.
- 32.* Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance. Any outside sound or amplification system or equipment is prohibited.
33. No discharge of construction wastewater, building materials, debris, or sediment

from the site is permitted.

Sign Exception

34. * Signs for the site shall be in conformance with the plans reviewed by the Planning Commission on October 24, 2012, except that the changeable copy sign shall continue to be a non-electronic manually operated sign as previously approved . The total sign area on the site shall not exceed 102 square feet. All signs shall be wall signs entirely within 12 inches of the attached wall surface except the existing projecting sign, and proposed canopy sign at the rear.
35. All wires and cables shall be installed within related structures or underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department. No rough components or finishes shall be visibly exposed.
36. The siting of construction related equipment (cranes, materials, etc.) shall be subject to the approval from the Director of Community Development prior to the issuance of any permits.
37. * All signs shall be non-illuminated except the existing single-faced projecting sign, and the non-electronic changeable copy sign.
38. * The changeable copy sign shall consist of manually changed vinyl or similar lettering limited to information regarding Congregation Tikvat Jacob and Manhattan Beach community activities, events and programs. Commercial, personal, instructional, or entertainment oriented content shall be prohibited.

Procedural

39. All provisions of the Use Permit are subject to review by the Community Development Department 6 months after occupancy and yearly thereafter.
40. This Use Permit and Sign Exception shall lapse two years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
41. Pursuant to Public Resources Code section 21089(b) and Fish and Game Code section 711.4(c), the project is not operative, vested or final until the required filing fees are paid.
42. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of October 24, 2012 and that said Resolution was adopted by the following vote:

AYES:

NOES:

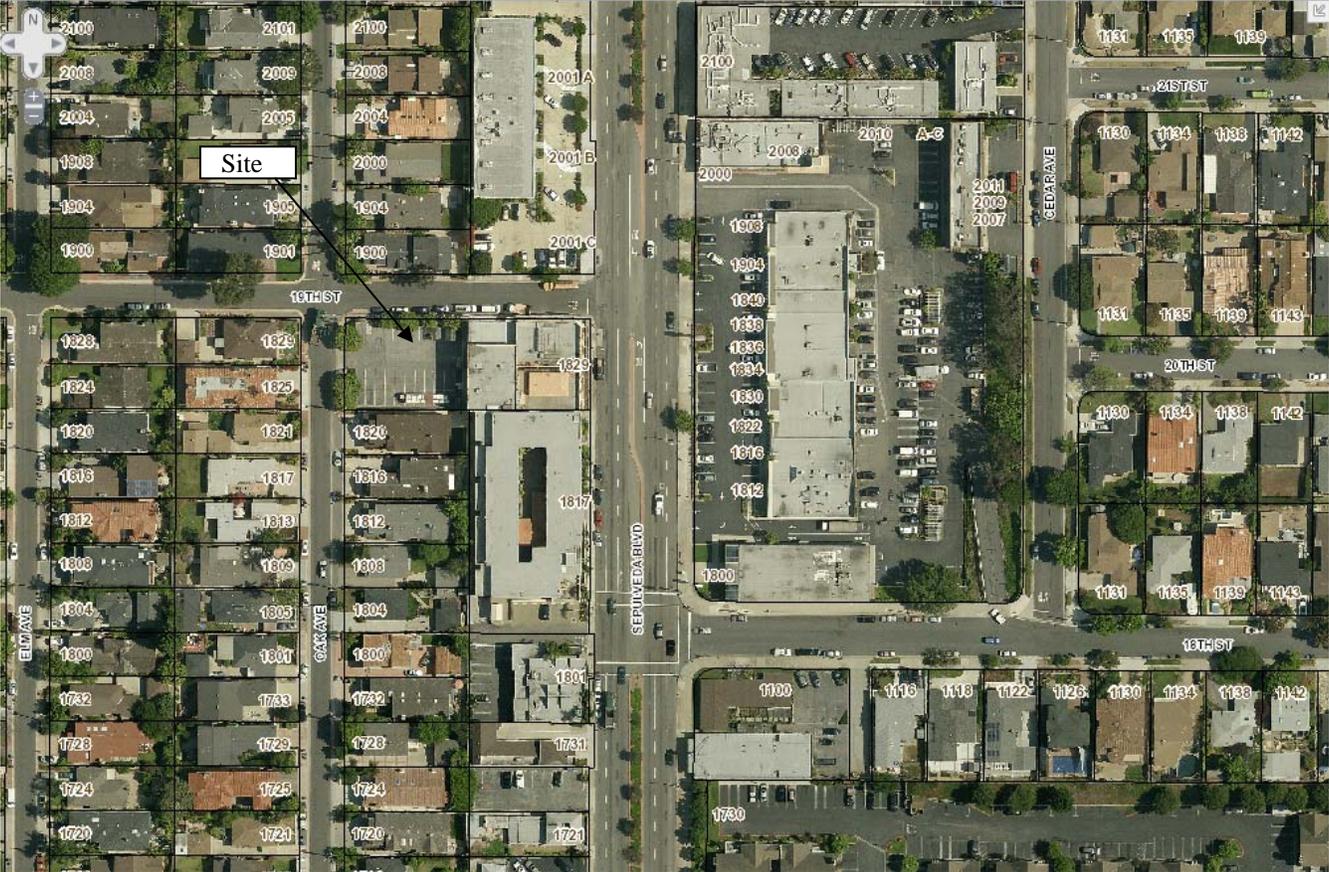
ABSTAIN:

ABSENT:

RICHARD THOMPSON,
Secretary to the Planning Commission

Sarah Boeschen,
Recording Secretary

Vicinity Map
1829 Sepulveda Blvd.



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**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
MANHATTAN BEACH APPROVING A USE PERMIT TO ALLOW
RELIGIOUS ASSEMBLY USE ON A COMMERCIAL ZONED SITE,
AND A VARIANCE TO ALLOW RELIEF FROM COMMERCIAL
DEVELOPMENT STANDARDS, ON THE PROPERTY LOCATED AT
1829 SEPULVEDA BOULEVARD
(Congregation Tifereth Jacob)**

WHEREAS, the Planning Commission of the City of Manhattan Beach conducted a public hearing pursuant to applicable law to consider an application for a Use Permit and Variance for the property legally described as Lots 1, 2, 33 and 34, Block 34, Tract 1638 , in the City of Manhattan Beach; and,

WHEREAS, the applicant for said Use Permit and Variance is the Congregation Tifereth Jacob, and the property owner is the Manhattan Beach Club for Women Partnership; and,

WHEREAS, a public hearing was advertised pursuant to applicable law, testimony was invited and received; and,

WHEREAS, the subject property is developed with a two-story building located in the (CG) General Commercial zone and the existing rear parking area is located in the Residential Single Family Oak Avenue Overlay District; and,

WHEREAS, the General Plan designation for the subject property is General Commercial/Mixed Use Commercial; and,

WHEREAS, an Initial Study was prepared, and a Negative Declaration was issued in accordance with the California Environmental Quality Act (CEQA), as amended by the City of Manhattan Beach CEQA Guidelines, finding no significant environmental impacts associated with the project; and,

WHEREAS, a "de minimis" impact finding was made by the Planning Commission in that the project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code; and,

WHEREAS, the Planning Commission made the following findings with respect to this application:

1. The applicant requests approval of a Use Permit to allow religious assembly use and religious education on a commercially zoned site, and a Variance to allow relief from commercial development standards (i.e. landscaping, required on-site parking spaces, tandem spaces, loading space, landscaping and aisle dimension).
2. The property is located in Area District II and is zoned (CG) General Commercial/(RS-D6) Oak Avenue Overlay District as are the properties to the south. The properties to the west, across Oak Avenue, are zoned (RS) Single Family Residential; the properties to the east, across Sepulveda Boulevard, are zoned (CG) General Commercial; the properties to the north are zoned (CG) General Commercial/Residential Single Family.
3. The project will consist of an extensive interior remodel with no change to the exterior of the existing building.
4. The applicant proposes to retain a modified version of the existing parking lot area with continued driveway access on Oak Avenue.

RESOLUTION NO. PC 97-11

(Page 2 of 6)

5. Based upon State law, the proposed project will meet the required findings as follows:

For Use Permit

- a. The proposed location of the use is in accord with the objectives of the Zoning Ordinance and the purposes of the district in which the site is located.
- b. The proposed location of the use and the proposed conditions under which it would be operated or maintained would be consistent with the General Plan, would not be detrimental to the public health, safety or welfare of persons residing or working on the proposed project site or in the adjacent to the neighborhood of such use; and would not be detrimental to properties or improvements in the vicinity or to the general welfare of the city.
- c. The project would comply with specific conditions required for the proposed use in the district in which it would be located.
- d. The proposed use would not adversely impact nearby resident or commercial properties as they related to traffic, parking, noise, vibration, odors, personal safety, aesthetics, or create demands exceeding the capacity of public services and facilities which cannot be mitigated.

For Variance

- e. Because of special circumstances, including narrowness and shape of existing parking area, strict application of the requirements of Title 10, the Zoning Code, would result in peculiar and exceptional difficulties and undue hardship upon the owner of the property.
 - f. The granting of relief from required on-site parking, landscaping, tandem spaces, loading space and aisle width, may be granted without substantial detriment to the public good, health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such a use; and would not be detrimental to properties or improvements in the vicinity.
6. A greater demand for on-site parking spaces would not be required for the proposed use because religious services are conducted primarily during the weekend while the religious education operation is conducted during the week. An increase its present membership would not cause an additional increase in existing parking and circulation problems to the surrounding area.

RESOLUTION NO. PC 97-11
(Page 3 of 6)

NOW, THEREFORE, BE IT RESOLVED that based on the above findings, the Planning Commission of the City of Manhattan Beach hereby **APPROVES** the proposed Use Permit application for a religious assembly use and Variance application to allow relief from commercial development standards, subject to the following conditions: *(* Denotes conditions of approval specifically applicable to this project).*

Site Preparation/Construction

- 1.* The project shall be constructed in substantial compliance with the plans as reviewed and approved by the Planning Commission on February 12, 1997.
2. A Traffic Management Plan shall be submitted by the applicant or contractor in conjunction with the building plan check. The Traffic Management Plan shall be approved by the City's Right-of-Way division and Police Department prior to the issuance of the building/demolition permits. The plan shall provide for the management of all construction related traffic during all phases of the project, including delivery of materials and parking.
3. Per Municipal Code Section 9.12.130 (2), Services Undergrounding, requires that existing buildings which are remodeled, altered or expanded, which exceed fifty percent (50%) of the value of the building or structure as determined by the Uniform Building Code, shall underground service wires and cables. Applicant to contact Building Division for undergrounding requirements.

Operational Restrictions

4. A trash enclosure shall be provided and maintained on the site which is accessible from the exterior of the building for trash disposal and City pick-up, subject to the specification and approval of the Public Works Department, Community Development Department and City's waste contractor.
5. Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance.
6. The congregation shall provide adequate management and supervisory techniques to prevent boisterous activities outside and in the immediate area.
7. All proposed signs, permanent or temporary, shall meet the current Sign Ordinance requirements subject to the approval of the Community Development Department. A sign application accompanied with plans must be submitted prior to the issuance of a building permit.
- 8.* A 10 foot landscape buffer shall be provided adjacent to Oak Avenue to mitigate noise and aesthetic concerns to the surrounding neighborhood. A landscape plan, prepared by a licensed landscaped architect or other qualified person as required by state law, utilizing drought tolerant native plants shall be submitted for review and approval concurrent with the Building Permit application. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area. A low pressure or drip irrigation system shall be installed in the landscaped areas. Details of the irrigation system shall be noted on the landscaping plans. The type and design shall be subject to the approval of the Departments of Public Works and Community Development Department.

RESOLUTION NO. PC 97-11

(Page 4 of 6)

- 9* Visibility of a driveway crossing a street property shall not be blocked between a height of 3 feet and 9 feet for a depth of 5 feet from the street property line as viewed from the edge of the right-of-way on either side of the driveway at a distance of 15 feet or at the nearest property line. A maximum 42" high wall shall be permitted within 20 feet of the westerly property line (Oak Avenue).
- 10.* The parking area shall not be utilized for outdoor activities associated with either religious assembly or religious education.
- 11* Based on the proposed tandem parking configuration, the applicant shall provide valet service during "special events" (i.e. Bar/Bat Mitzvah, weddings etc.) which attract more than 32 vehicles (proposed capacity of parking lot) to mitigate concerns regarding the ingressing and egressing of vehicles from the subject site.
12. Any future proposal for a satellite dish shall meet the current Code requirements for setbacks, maximum height, maximum dish dimension, screening, undergrounding and surface material and finishes, provided placement of such equipment does not detract from the visual character of the building, subject to the approval of the Community Development Department.
- 13.* The project shall provide a minimum of 32 on-site vehicle parking spaces which includes 20 standard spaces (10 in tandem configuration), 2 disabled access spaces and 10 small spaces. The two parking spaces located underneath the existing building shall be designated for "Staff Parking Only".
- 14.* A gate or other obstructive device shall be provided at the project's Oak Avenue driveway, as required by the Oak Avenue Overlay requirements, subject to design approval by the Community Development Department. Said obstructive device shall be engaged between 10:00 p.m. and 6:00 a.m. nightly.
15. The facility shall remain in compliance with all Fire and Building occupancy requirements at all times.
- 16.* The applicant shall work with the City Traffic Committee to consider a loading and unloading space adjacent to the main entry on 19th Street and resolve the right-of-way improvement located southerly of the proposed driveway.. Any decision made shall be administratively approved by the Traffic Committee.

Public Works Department

17. All landscape irrigation must meet current City requirements for proper installation.
18. No discharge of construction wastewater from the site is permitted.
19. A property line cleanout must be installed on the sanitary sewer lateral.
- 20.* A backwater valve is required on the sanitary sewer lateral if the discharges from fixtures with flood level rims are located below the next upstream manhole cover of the public sewer. If a backwater valve exists, then the property owner shall provide a letter to the Public Works Department that it is operational.

RESOLUTION NO. PC 97-11

(Page 5 of 6)

- 21.* The sidewalk on 19th street must be repaired. Sidewalk repairs and replacement must be completed per Public Works Specifications.
- 22.* The Public Works Department recommends the installation of a stormwater interceptor to catch all the runoff water that comes off of the property. If installed, the stormwater interceptor must be connected to the sanitary sewer system and installed with a rain switch to divert stormwater runoff to the storm drain system. The interceptor must be placed into a regular maintenance schedule and be inspected on a regular basis.
23. As part of the proposed tenant improvement, a dedicated mop sink must be installed.

Procedural

24. All provisions of the Use Permit are subject to review by the Community Development Department 6 months after occupancy and yearly thereafter. The applicant/business owner shall cooperate with the Department of Community Development in its conduct of periodic reviews of the subject Use Permit.
25. This Resolution shall become effective when all time limits for appeals have been exhausted as provided in MBMC 10.100.030.
26. This Use Permit shall lapse one-year after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.
27. Pursuant to Public Resources Code section 21089 (b) and Fish and Game Code section 711.4 C, the project is not operative, vested or final until the required filing fees are paid.
28. The applicant agrees, as a condition of approval of this project, to pay all reasonable legal and expert fees and expenses of the City of Manhattan Beach, up to \$20,000, in defending any legal action brought against the City within 90 days after the City's final approval of the project, other than one by the Applicant, challenging the approval of this project, or any action or failure to act by the City relating to the environmental review process pursuant to the California Environmental Quality Act. In the event such a legal action is filed against the City, the City shall estimate its expenses for the litigation Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.
29. At any time in the future, the Planning Commission or City Council may review the Use Permit for purposes of revocation or modification. Modification may consist of conditions deemed reasonable to mitigate or alleviate impacts to adjacent land uses.

RESOLUTION NO. PC 97-11
(Page 6 of 6)

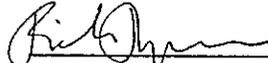
I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of February 12, 1997, and that said Resolution was adopted by the following votes:

AYES: Hall, Blanton, Milam, Kaplan and Chairman Vining

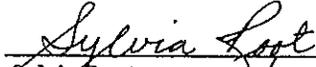
NOES:

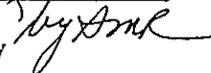
ABSTAIN:

ABSENT:



RICHARD THOMPSON
Secretary to the Planning Commission



Sylvia Root
Recording Secretary 

RESOLUTION NO. PC 97-53

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A SIGN EXCEPTION TO ALLOW A NON-PERMITTED PROJECTION SIGN, TWO PRIMARY BUILDING SIGNS, EXCESS TO MAXIMUM PERMITTED SIGN AREA AND CHANGEABLE COPY SIGN ON THE PROPERTY LOCATED AT 1829 SEPULVEDA BOULEVARD
(Congregation Tifereth Jacob)

THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach considered an application for a Sign Exception, on October 22, 1997 and November 12, 1997, for the property legally described as Parcel 1, 2, 33 and 34, Block 134, Tract 1638 in the City of Manhattan Beach.
- B. The applicant for said Use Permit, is Congregation Tifereth Jacob, lessee of the subject property.
- C. The subject site is governed by Use Permit Resolution No. PC 97-11.
- D. The property is located in Area District II and is zoned CG, General Commercial/RS-D6 Residential Single Family-D-Overlay Zone.
- E. The project has been determined to be categorically exempt in accordance with the California Environmental Quality Act (CEQA) and the City of Manhattan Beach CEQA Guidelines
- F. The applicant requests approval of a Sign Exception to allow: 1) a prohibited projecting sign on the southeast corner of the building (Sepulveda Boulevard), 2) a second primary sign when only one is permitted, 3) permit the one primary sign to exceed the 20 square foot maximum requirement, and 4) permit changeable copy signage on a wall sign when it is only permitted on a monument sign.
- G. Staff had expressed concerns that the proposed signs were not in keeping with current Sign Ordinance requirements for a Public and Semi-Public use on a commercial site.
- H. The Planning Commission finds that although signage is limited for a "religious assembly" use (defined as Public and Semi-Public) on a commercial site, the proposed signage is in keeping with the permitted commercial signage requirements. Permitting a "changeable copy" sign allows the business owner to advertise seasonal synagogue activities associated with the religious assembly use. The additional sign area provides for greater identification of the business and would not be excessive or detrimental to the public safety or welfare of the surrounding residential developments or commercial businesses.
- I. The Commission continued this item from the meeting of October 22, 1997, in order for Staff to prepare a Resolution of approval.

Section 2. The Planning Commission of the City of Manhattan Beach hereby APPROVES the subject Sign Exception subject to the following conditions:

- 1. The applicant and Sign Company shall work with Planning Staff to address the design and aesthetics of the proposed "changeable copy" sign. Appropriate plans shall be submitted for review prior to submittal of the required Sign permit application.
- 2. The existing architectural grill located towards the easterly end of the south facing building wall shall be removed prior to installation of the proposed "changeable copy"

EXHIBIT D
PC MTG 10-24-12



sign.

RESOLUTION NO. PC 97-53
(Page 2 of 2)

3. The proposed "changeable copy" sign shall only be used to advertise synagogue activities.
4. The proposed primary sign (located at the corner of 19th Street/Sepulveda Boulevard) and the "changeable copy" sign shall be non-illuminated (shall not be lit internally but can be by other source subject to review). The proposed projecting sign (located at the southeast corner of the building) is approved as an illuminated sign.
5. No temporary signs shall be erected without prior review and approval by the Community Development Department.
6. All signs shall be reviewed and approved by both the Planning and Building Divisions of the Community Development Department. Applicant shall provide appropriate plans for review and approval. The applicant shall also provide a letter of authorization from the property owner for the location and installation of the proposed signage.
7. The project shall be constructed in substantial compliance with the sign plans as reviewed by the Planning Commission on October 22, 1997 and November 12, 1997.
8. This Resolution shall become effective when all time limits for appeal as set forth in MBMC Section 10.100.030, have expired.

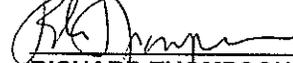
I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as **ADOPTED** by the Planning Commission at their regular meeting of November 12, 1997, and that said Resolution was adopted by the following vote:

AYES: Milam, Blanton, Dougher, Kirkpatrick,
Chairman Kaplan

NOES:

ABSTAIN:

ABSENT:



RICHARD THOMPSON,
Secretary to the Planning Commission



Sarah Boeschen,
Recording Secretary

Congregation.res.signexception

RESOLUTION NO. 6046

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, APPROVING A SIGN EXCEPTION FOR THE PROPERTY LOCATED AT 624 15th STREET (American Martyrs Church)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach hereby makes the following findings:

- A. The City Council of the City of Manhattan Beach considered the subject item on July 5, 2006, received testimony, and considered an appeal of the Planning Commission's decision regarding a sign exception for an existing church facility on the property located at 624 15th Street in the City of Manhattan Beach.
- B. The application was filed on February 23, 2006. The Planning Commission considered the item, and received public testimony on March 29, and April 26, 2006. The Planning Commission denied the application on April 26, 2006. The City Council considered the appealed application and received public testimony for the project on July 18, 2006.
- C. The applicant for the subject project is Absolute Sign, Inc., sign contractor for the owner of the property, American Martyrs Church.
- D. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, the subject project has been determined to be exempt (Class 1) as minor modifications to an existing facility per Section 15301 of CEQA.
- E. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- F. The property is located within Area District II and is zoned RS, Residential Single-Family. The surrounding private land uses beyond the church facility consist of single-family residences.
- G. The General Plan designation for the property is General Commercial.
- H. Approval of the sign exception, subject to the conditions below: will not be detrimental to, nor adversely impact, the neighborhood or district in which the property is located since the signs are primarily visible from church property and shall be restricted from obtrusive lighting or motion, is necessary for reasonable use of the subject property since the signs can effectively provide information to church members and the community, and is consistent with the intent of the City's sign code in that the signs will not be obtrusive to the neighbors or public and do not result in large quantities of sign area for the site considering its large area and quantity of street frontage; as detailed in the project staff report.
- I. Approval of the changeable copy LED sign request is appropriate in this unique case due to the signs'

isolation from neighboring properties and buffering by the surrounding church campus and does not imply that other installations would be appropriate.

- J. The project shall otherwise be in compliance with applicable provisions of the Manhattan Beach Municipal Code.
- K. This Resolution, upon its effectiveness, constitutes the Sign Exception approval for the subject project.

SECTION 2. The City Council of the City of Manhattan Beach hereby APPROVES the subject Sign Exception application subject to the following conditions (*indicates a site specific condition):

- 1. * The project shall be constructed and operated in substantial compliance with the submitted plans as approved by the Planning Commission on March 29, and April 26, 2006.
- 2. * Each sign shall not exceed 25 square feet in area or a projection of 12 inches from the attached wall surface. No portion of the signs shall rise above or hang below the wall surface at the proposed location above a parking structure entrance.
- 3. All wires and cables shall be installed within related structures or underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department. No rough components or finishes shall be visibly exposed.
- 4. The siting of construction related equipment (cranes, materials, etc.) shall be subject to the approval from the Director of Community Development prior to the issuance of any permits.
- 5. * Planting or other appropriate visual screening from neighboring properties or identified public street perspectives shall be maintained or installed on church-owned property as determined to be appropriate by the Community Development Director. Existing trees, buildings, structures, or adequate replacements shall continue to provide screening and new trees/structures shall be provided where screening needs are identified currently or in the future.
- 6. * The use of the LED signs shall be limited to information regarding American Martyrs church and Manhattan Beach community activities, events and programs. Commercial, personal, instructional, or entertainment oriented content shall be prohibited.
- 7. * The signs shall display only still-screen messages. Moving, flashing, scrolling, or color-changing copy or images shall be prohibited. Each still-screen message shall be displayed a minimum of 60 seconds.
- 8. * The sign displays shall not result in obtrusive or unsafe light intensity or glare impacting surrounding properties or public right-of-way as determined by the Community Development Director. As a minimum, use of background lighting effects shall be prohibited, and a maximum of 25% of the LED display shall be lighted at any time.

9. The sign shall be operated only between 7am and 9pm daily.
10. The signs or sign operation shall be modified to address neighbor complaints as determined to be appropriate by the Community Development Director.
11. This Sign Exception shall lapse two years after its date of approval, unless implemented or extended by the Planning Commission.
12. Pursuant to Public Resources Code section 21089(b) and Fish and Game Code section 711.4(c), the project is not operative, vested or final until the required filing fees are paid.
13. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by Code of Civil Procedure Section 1094.6.

SECTION 4. This resolution shall take effect immediately. The City Clerk shall make this resolution readily available for public inspection within thirty (30) days of the date this resolution is adopted.

SECTION 5. The City Clerk shall certify to the adoption of this resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED and ADOPTED this 18th day of July, 2006.

Ayes:
Noes:
Absent:
Abstain:

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

RESOLUTION NO. 6335

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
MANHATTAN BEACH, CALIFORNIA, APPROVING A SIGN
EXCEPTION APPEAL FOR JOURNEY OF FAITH CHURCH AT 1243
ARTESIA BOULEVARD

The City Council of the City of Manhattan Beach hereby finds, and resolves as follows:

Section 1. AKC Services, Inc. (the "Applicant") on behalf of Journey of Faith Church submitted an application for a sign exception for the replacement of an existing non-conforming static changeable copy pole sign with one electronic changeable copy light emitting diode ("LED") sign for the church and school located at 1243 Artesia Boulevard. The proposed sign to be installed is a new double-sided sixty (60) square-foot full color LED/electronic display messaging board and will replace the existing double-sided cabinet pole sign maintaining the same height, size and location at the southeast corner of the site along Artesia Boulevard. A twenty-five (25) square foot non-illuminated sign cabinet will remain on top the LED sign.

Section 2. Pursuant to Manhattan Beach Municipal Code Section 10.72.080, the Planning Commission of the City of Manhattan Beach considered the application for a sign exception at a public meeting on September 28, 2011. Based on the evidence presented at that public meeting, including the staff report and written and oral testimony, the Planning Commission denied the request for the sign exception (5-0 vote). A timely appeal from the decision of the Planning Commission was filed by the Applicant.

Section 3. On December 6, 2011, the City Council of the City of Manhattan Beach conducted a General Business item at a public meeting to consider the appeal of the Planning Commission's denial of the sign exception.

Section 4. The subject project has been environmentally reviewed pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines and the City's Local CEQA Guidelines. The subject project has been determined to be categorically exempt (Class 1) as a minor modification to an existing facility pursuant to Section 15301 of the State CEQA Guidelines.

Section 5. Based on the evidence presented at the December 6, 2011 public meeting, including the staff report and written and oral testimony, the City Council hereby finds and determines as follows:

A. The proposed sign exception would not be detrimental to or have adverse impacts to the surrounding neighborhood. The proposed sign will replace the existing double-sided internally illuminated changeable copy pole sign in the same location, same height, size and area. As conditioned, obtrusive lighting and motion concerns have been addressed and the sign will not be a safety or hazard concern.

B. The proposed sign exception is necessary in order that the Applicant is not deprived unreasonably in the use or enjoyment of their property as the only manner in which the Applicant may install the proposed LED programmable sign is to obtain a sign exception. The proposed sign will be the same

ATTACHMENT A
CC MTG 12-20-11

size and height and in the same location and area as the existing sign but will be more up to date and with a modern, cleaner look.

C. The proposed sign exception is consistent with the intent of the City's sign code in that the sign will not be obtrusive to the neighbors or public and does not result in a large sign area for the site, based on the size and street frontage. In this unique case, the proposed sign is appropriate due to the consistency and compatibility with the Artesia Boulevard corridor and its surrounding commercial and public land uses. In addition there are no impacts to the residential uses in Redondo Beach, which are located to the south across Artesia, which is a major arterial, and are more than 125 feet away. Last, the proposed sign does not set a precedent as each application for an electronic sign requires a sign exception and is reviewed on an individual basis.

Section 6. Based on the foregoing, the City Council hereby grants the appeal and approves the application for a sign exception, subject to the following conditions: (*indicates a site specific condition):

- 1.* The project shall be constructed and operated in substantial compliance with the submitted plans as approved by the City Council on December 6, 2011.
- 2.* The sign cabinet of the LED sign shall not exceed 60 square feet in area, per side, shall maintain its existing location and size, plus two and half (2.5') feet by ten (10') feet of cabinet sign on top of the LED sign.
3. All wires and cables shall be installed within related structures or underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department. No rough components or finishes shall be visibly exposed.
4. The siting of construction related equipment (cranes, materials, etc.) shall be subject to the approval from the Director of Community Development prior to the issuance of any permits.
- 5.* The use of the LED sign shall be limited to information regarding church activities, events and programs conducted on the church site and public service announcements, as approved by the City. Commercial, personal, instructional, or entertainment oriented content as well as off-site advertisement shall be prohibited.
- 6.* The sign shall display only still-screen static messages. Moving, flashing, scrolling, and animated images shall be prohibited. Each still-screen message shall be displayed a minimum of 2 minutes.
- 7.* There shall be no sound or other audio related noise that emits from the sign.
- 8.* The sign displays shall not result in obtrusive or unsafe light intensity or glare impacting surrounding properties or public right-of-way as determined by the Community Development Director. As a minimum, use of background lighting effects shall be prohibited, and a maximum of 25% of the LED display shall be lighted at any time.

- 9.* The sign shall be equipped with photocell technology which will dim the sign during night time hours.
10. The sign operation shall be modified to address neighbor complaints as determined to be appropriate by the Community Development Director.
- 11.* The sign shall have no exterior illumination, only internal LED illumination at all times.
12. The sign shall have a maximum of three (3) foot candles above ambient light based on the Illuminating Engineering Society of North America standards. This criteria shall be shown on the plans and are subject to field verification and certification prior to final.
13. The sign shall be certified and installed per the conditions and approved plans prior to final.
14. This Sign Exception shall lapse two years after its date of approval, unless implemented or extended by the Planning Commission.
15. Pursuant to Public Resources Code section 21089(b) and Fish and Game Code section 711.4(c), the project is not operative, vested or final until the required filing fees are paid.
16. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.
17. The project shall otherwise be in compliance with applicable provisions of the Manhattan Beach Municipal Code.

Section 7. The time within which judicial review of the decision reflected in this resolution, if available, must be sought is governed by Section 1094.6 of the California Code of Civil Procedure and other applicable short periods of limitation. The City Clerk shall send a certified copy of this resolution to the applicant, and if any, the appellant at the address of said person set forth in the record of the proceedings and such mailing shall constitute the notice required by California Code of Civil Procedure Section 1094.6.

Section 8. This resolution shall take effect immediately upon adoption.

Section 9. The City Clerk shall certify to the adoption of this resolution

PASSED, APPROVED AND ADOPTED this 20th day of December, 2011.

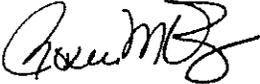
Ayes:
Noes:
Absent:
Abstain:

Nicholas W. Tell, Jr., Mayor
City of Manhattan Beach

Attest:

Liza Tamura, City Clerk (SEAL)

Approved as to Form:



Roxanne M. Diaz, City Attorney

10.44.030 Land use and development regulations.

The land-use and development regulations applicable in a D district shall be as prescribed for the base zoning district with which it is combined unless modified by another overlay district, provided that the requirements of the schedule on the following page shall be in addition and shall govern where conflicts arise. The individual columns of the schedule prescribe basic requirements for each subdistrict; letters in parentheses or superscript refer to additional regulations following the schedule with cross-references as appropriate to other sections of this title.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

10.44.040 Building permits to conform to overlay district regulations.

Applications for building permits for projects within a D overlay district shall be accepted only if project plans are consistent with the development regulations of this chapter and with all other applicable requirements of this Code. The regulations imposed by this section shall apply to any new structures or improvements, intensification of use, or enlargement of an existing structure.

D DESIGN OVERLAY DISTRICT: DEVELOPMENT REGULATIONS							
	D1 - Rosecrans west of Laurel Avenue			D4 - Traffic Noise Impact Areas			
	D2 - 11th and Aviation Boulevard			D5 - North End Commercial			
	D3 - Gaslamp Neighborhood			D6 - Oak Avenue Overlay			
				D7 - Longfellow Drive Area Overlay			
Subdistricts	D-1	D-2	D-3	D-4	D-5	D-6	D-7
Minimum Site Area	-	-	-	-	-	(o)	
Minimum Lot Area							(q)
Maximum Building Height (ft.)	-	26	26 ^(c)	-	30 ^(g)	26	
Minimum Lot Area per Dwelling Unit (sq. ft.)	-	1,800	-	-	-	-	
Maximum Fence Height (ft.)	6 ^(a)	-	-	8 ^(b)	-	-	
Public Hearing and Environmental Review	-	-	(d)	-	-	-	
Landscaped Buffer Adjacent to Street (Required width in ft.)	-	-	-	-	(k)	5 ^(m)	
Minimum Front Setback, Upper Story (ft.)	-	-	(e)	-	(h)	-	
Minimum Side Setback (ft.)	-	-	-	-	-	5	
Required Roof Design	-	-	(f)	-	-	(f)	
Required Building Design	-	-	-	-	-	(n)	
Vehicular Access	-	-	-	-	(i)	(m)	
Reduced Parking	-	-	-	-	(j)	-	
Use Permit Required	-	-	-	-			

**D DESIGN OVERLAY DISTRICT: DEVELOPMENT REGULATIONS
ADDITIONAL REQUIREMENTS**

- a. A six-foot (6') fence shall be set back three feet (3') from a front or street side property line and twenty feet (20') from a driveway crossing a public sidewalk.

- b. Increased fence height is permitted for the following areas: (1) Wendy Way between Marine Avenue and 12th Street: eight feet (8') in rear yard; (2) Marine Avenue between Meadows and Cedar Avenue: eight feet (8') in rear yard; (3) Marine Avenue between Pacific Avenue and Sepulveda Boulevard: eight feet (8') in rear or side yards fronting Marine Avenue.
- c. No building shall exceed two (2) stories.
- d. Required for demolition of dwellings or accessory buildings located on a site with two (2) or more lots. No demolition permit may be issued until an environmental assessment is complete and the Planning Commission or Board of Zoning Adjustment has held a public hearing. Notice shall be sent ten (10) days prior to the hearing to all property owners within five hundred feet (500') of the project site.
- e. Minimum depth: Ten percent (10%) of the buildable depth of the lot;
Minimum area: Ten (10) times the lot width in square feet;
Exceptions: one (1) architectural projection no more than eight feet (8') wide may extend four feet (4') into the setback area, and eaves may project four feet (4') into the setback area.
- f. A minimum roof pitch of a three-foot (3') rise in twelve feet (12') of run is required unless the building does not exceed twenty-two feet (22') in height.
- g. No increase over the maximum building height measured from the street property line is permitted for buildings fronting on Highland Avenue, and the twenty percent (20%) allowance of Section 10.60.050(B) does not apply in this subdistrict.
- h. The third story shall be set back ten feet (10') from the front setback line.
- i. Residential projects on the west side of Highland Avenue are not permitted to have vehicular access from Highland Avenue; commercial projects on the east side of Highland Avenue are not permitted to have vehicular access from Crest Drive.
- j. The Planning Commission may allow reduced parking with a use permit for neighborhood-oriented uses such as small retail stores, personal services, and eating and drinking establishments open for breakfast and lunch, subject to the requirements of Section 10.64.050(B).
- k. Residential projects shall include planter boxes at the pedestrian level involving lots of two thousand five hundred (2,500) square feet (or more) along Highland Avenue.
- l. A use permit is required for all new construction and major alterations and additions of two thousand five hundred (2,500) square feet or more except construction of or alterations or additions to single-family dwellings fronting on Crest Drive.
- m. A twenty-foot (20') landscaped setback is required along Oak Avenue for any commercial structures, and no vehicular ingress or egress to Oak Avenue is allowed. Until such time that a new project is initiated, existing development with nonconforming access on Oak Avenue, when developed for commercial parking purposes used in conjunction with business fronting upon and having vehicular access to Sepulveda Boulevard shall not utilize vehicular access to Oak Avenue between the hours of 10:00 p.m. to 6:00 a.m. daily.
- n. All commercial structures shall incorporate bay windows, decks, large roof overhangs, and breaks in building facia, as may be needed to reflect a design of residential character.
- o. Sites which utilize RS zoned Oak Avenue properties exclusively for commercial purposes shall be a minimum of twenty-five thousand (25,000) square feet in area. Where the site has multiple owners, the City may permit development on sites containing less than twenty-five thousand (25,000) square feet provided there is a conceptual plan for the whole site showing the relationships between existing and future buildings, landscaping, and the location of parking and tentative phasing of development. All owners must join in application for a D-6 zoning designation and indicate support of the conceptual plan for development of the site.

- p. The uses and related facilities permitted within the CG district may be permitted on RS-D6 zoned Oak Avenue properties, if fronting upon Sepulveda Boulevard, subject to the requirements of this chapter and Chapter 10.16, upon approval of a use permit.
- q. A minimum lot area of seventeen thousand (17,000) square feet (with the exception of 1190 Duncan Drive 1127 Ronda Drive and 1131 Ronda Drive) is required, and further subdivision of any lot within the district is prohibited. The foregoing restrictions shall not prohibit a lot-line adjustment between contiguous parcels pursuant to Section 11.08.010, provided that such lot-line adjustment (1) complies with all of the requirements in Section 11.08.010 and is otherwise exempt from the requirements of the Subdivision Map Act and (2) would not result in any parcel having a lot area of less than seventeen thousand (17,000) square feet.

This overlay applies to properties described as Lots 23 through 30, inclusive, and 32 through 39, inclusive, in Tract 14274 and located on Longfellow Drive, Ronda Drive, Terraza Place, Duncan Drive and Kuhn Drive.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1860, Amended, 10/29/92; §§ 3, 4, 5, Ord. 1972, eff. November 20, 1997; § 2 (part), Ord. 2062, eff. October 7, 2004)

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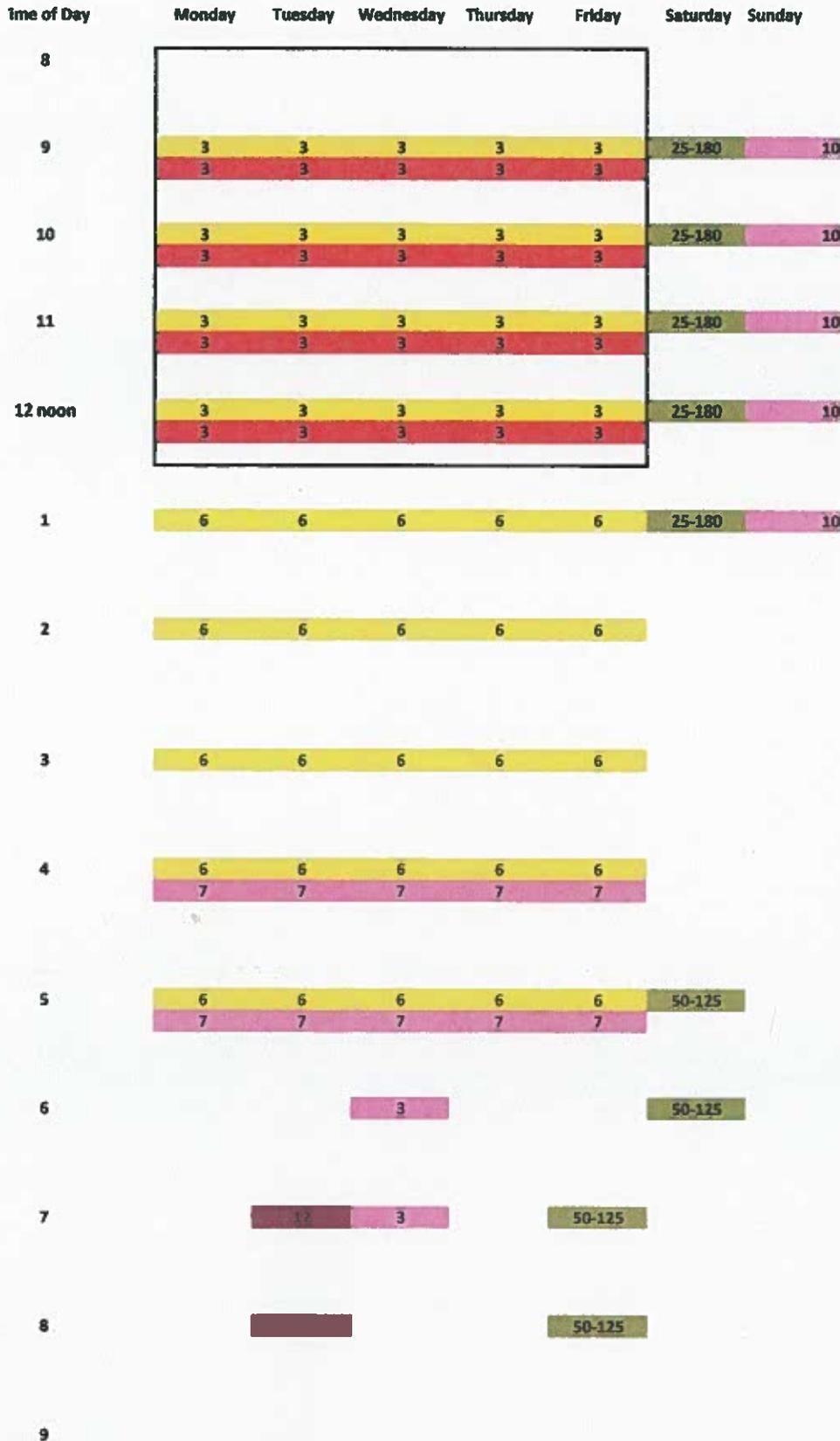
CTJ Project Description

The proposed project includes limited reapportioning of the interior CTJ building and will entail an update to the existing CTJ CUP. The proposed project is intended to improve the functionality of the building to better service CTJ members and guests by improving ADA access to/from the parking lot, optimizing member circulation and flow throughout the building, as well as providing an enhanced area within the existing building to better accommodate an expanded pre-school enrollment. The CTJ project consists of the following interior modifications to the existing building:

- **Pre-School:** A total of approximately 976 square feet (SF) of space on the basement level that is currently used for storage will be converted to use for the existing CTJ pre-school. The pre-school enrollment is planned to increase by a total of 13 students (i.e., to a maximum enrollment of 28 students from the current total of 15 students). Drop-off and pick-up operations for the pre-school will occur in the existing CTJ surface parking lot located on the west side of the building and along the existing passenger loading zone located along the south side of 19th Street adjacent to the CTJ building. The hours of operation for the CTJ pre-school will continue to be Monday through Friday only from approximately 9:00 AM to 1:00 PM with limited aftercare which concludes by or before 3:00 PM.
- **CTJ Multi-Purpose Space:** A total of approximately 1,006 SF of sanctuary- adjacent space on the first level (i.e., in two rooms) is planned to be utilized as multi-purpose space. The space is intended to primarily be used as social hall space, but because it could potentially also be utilized for religious instruction and/or religious service seating area, the parking code requirements for both uses have been accounted for in this assessment. In order to improve the spatial setting and functionality of this multi-purpose space, folding walls will be provided along the east and west walls of the two rooms. It is noted that the installation of the folding walls in these two rooms will allow them to be opened up to the sanctuary, thus improving member flow and circulation between the sanctuary and social hall activities. The CTJ religious services will continue to be held on Friday evenings and Saturday mornings until 1:30 PM. The CTJ religious school will continue not to be concurrent or overlap with other CTJ activities and will occur on Sunday mornings and on Tuesdays between 4:00 and 6:30 PM and on Wednesdays between 4:00 PM and 9:00 PM.
- **Surface Parking Lot:** The existing site surface parking lot will be reconfigured to provide a total of 32 parking spaces.

Based on information provided by CTJ, the proposed project is not expected to increase membership nor is it planned to accommodate an increase in other activities. As such, CTJ religious service, religious school and typical Bar-Bat Mitzvah attendance levels and schedules are not expected to change as part of the proposed project.

CTJ Weekly Operations Schedule



LEGEND

Administrative (staff and clergy)
 Pre-School (1 teacher per 7 students)

Religious School (teacher count)

Services (number of attendees)

Adult classes (number of students)

Times when Temp fencing is up
 18 parking spaces plus 2 ADA available

NOTE: Time for evening services may adjust slightly for daylight savings and sundown. Not all services shown are scheduled weekly

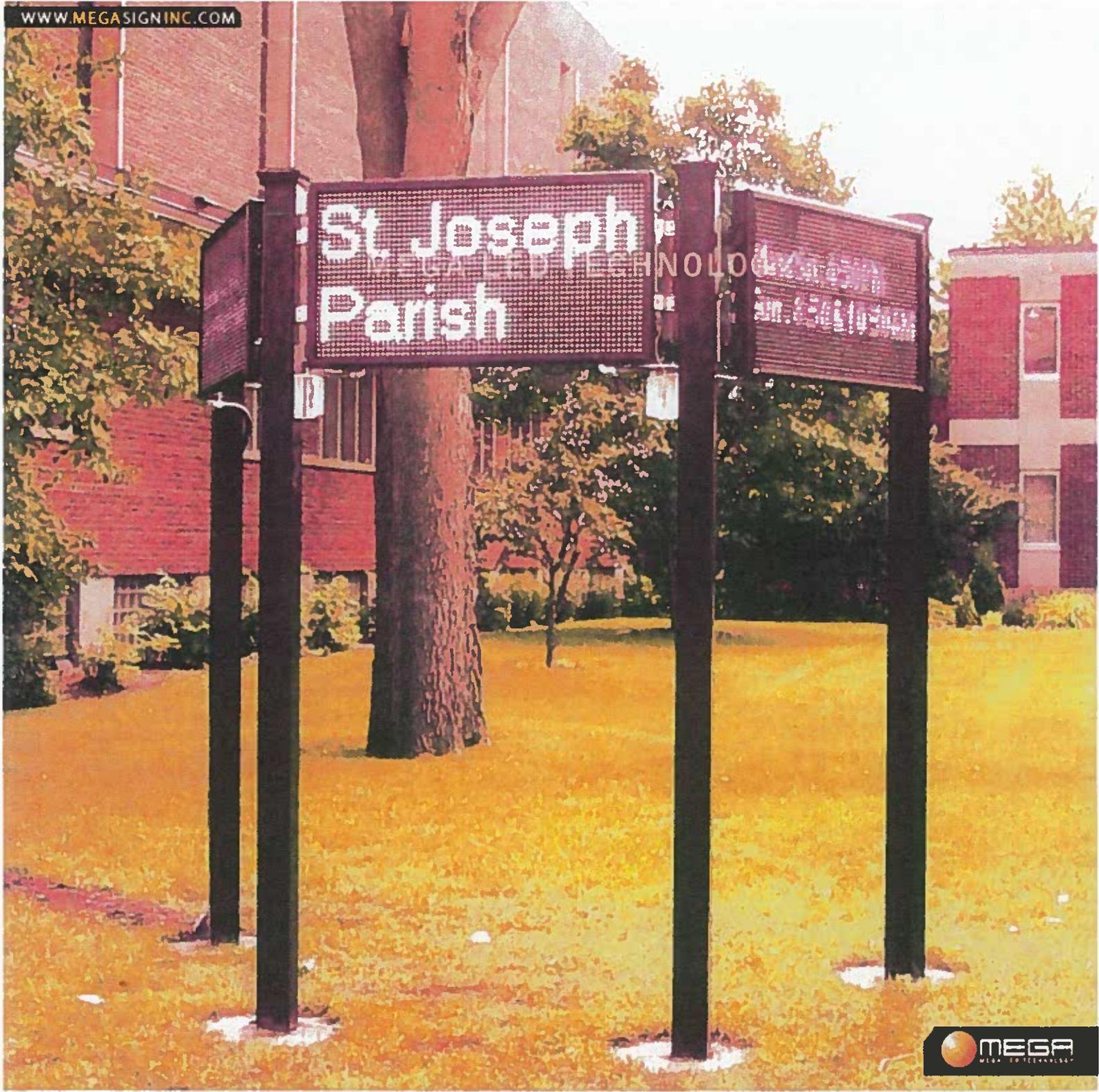
WWW.MEGASIGNINC.COM

JORDAN
HIGH SCHOOL

JORDAN HIGH SCHOOL
MEGA LED TECHNOLOGY

SPRING BREAK

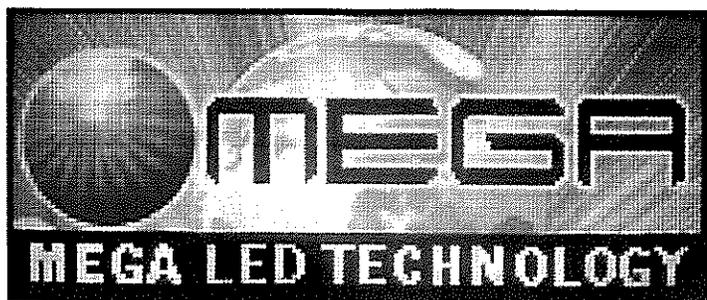
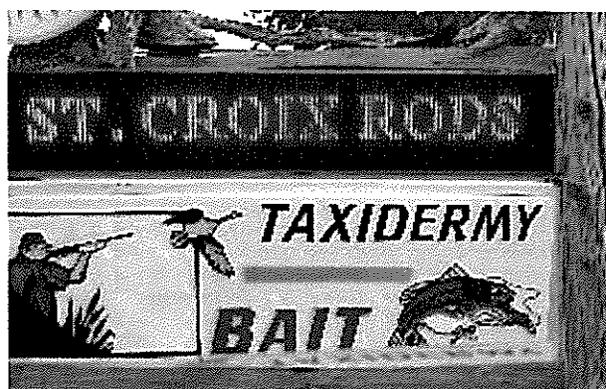
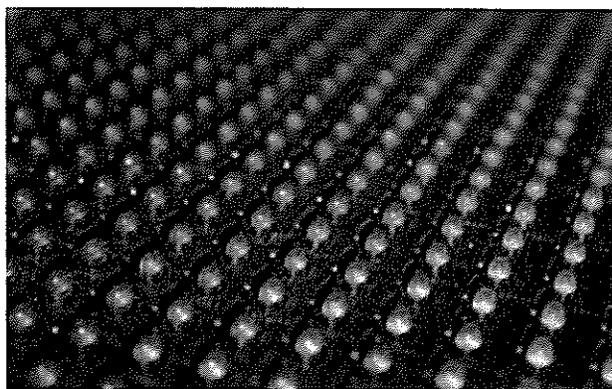
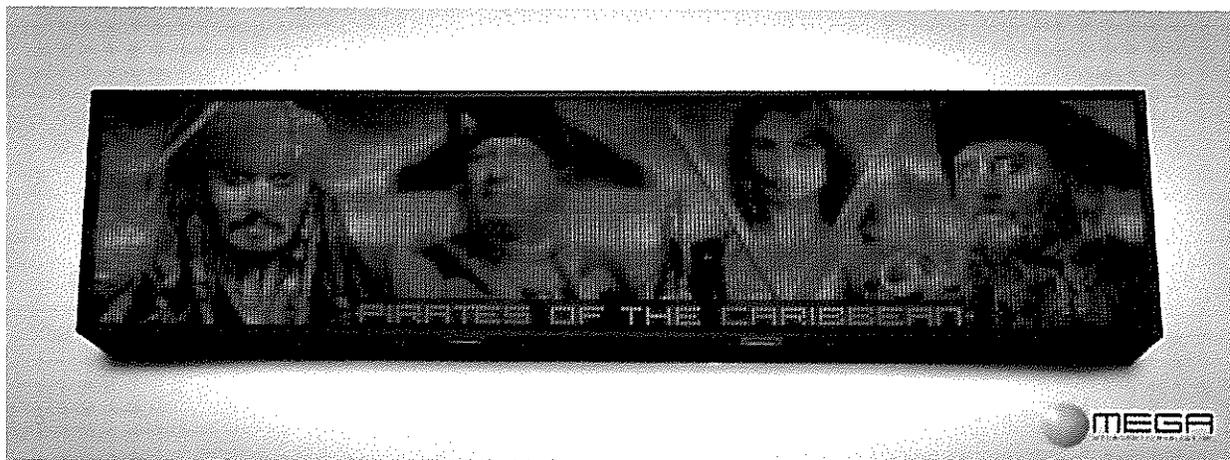






MODEL

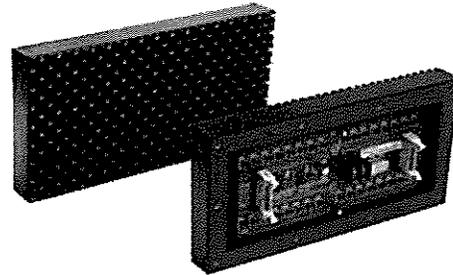
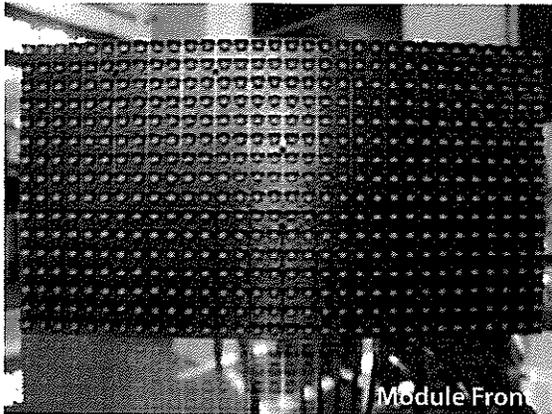
#MEGA Full Edge Outdoor P10-3239VSC



ATTN : Daniel Salzman
Prepared by: MEGA SIGN
Contact person: David Shin
davidshin@megasigninc.com
Tel : +1-213-746-7445
Fax : +1-213-746-7442
Website: www.megasigninc.com



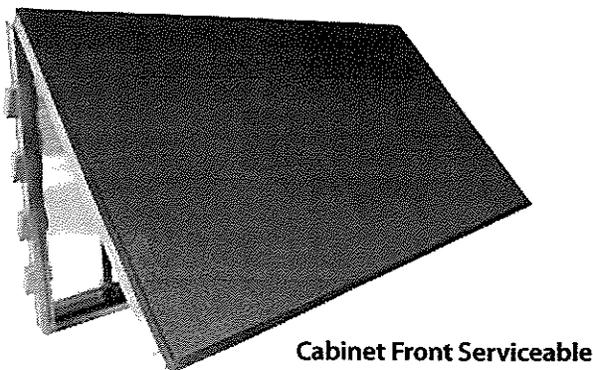
Module Photo (Front & Back)



- Single Color Red LED Display
- Individual sunshades
- 160 degree horizontal /
- 90 degree vertical viewing angle
- Maximum brightness & contrast
- Versatile mounting options
- Lightweight and structurally sound

- Maximum vertical visibility
- 100,000 hours lifespan
- Weather-proof cabinet
- Lightning resistant electronics
- Modular design for flexibility
- Low voltage certified
- 5 year warranty

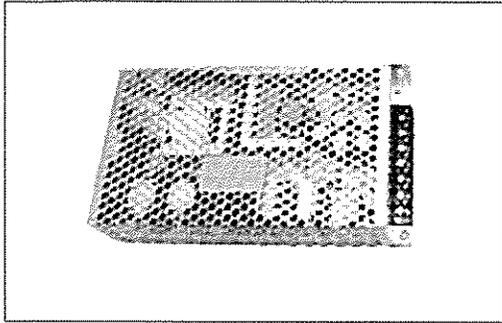
Cabinet Photo (Inside)



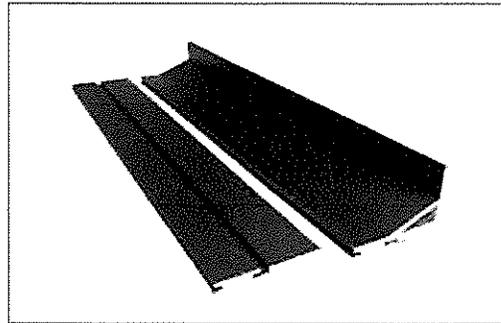
The S3 model is built with a frontdoor cabinet. The serviceable front type signs are outdoor signs that are typically mounted on poles or on walls outside of buildings.

Repairs can be made easily without taking down the sign. The S3 is designed to keep the weather out, protect the internal electronic components, and is built with the highest quality extruded aluminum. These signs are typically small to large size signs.

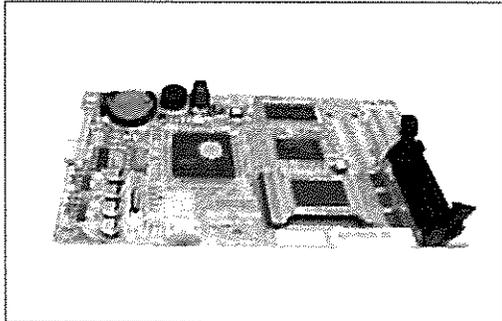
Essential Component Information



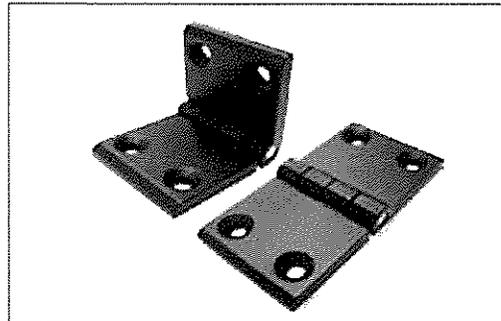
Power 5 Volt



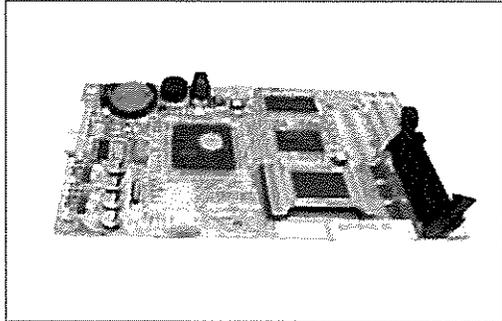
Brackets
1. Angle (2Ft)
2. Flat (2Ft)



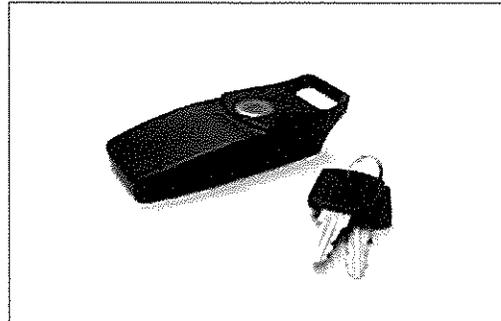
Control Card



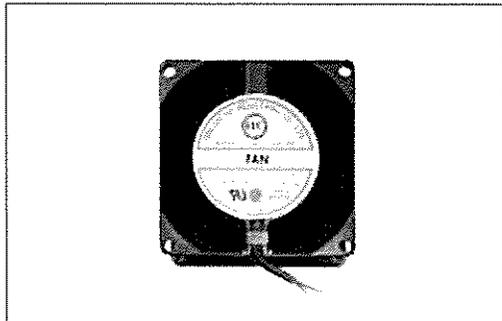
Hinge



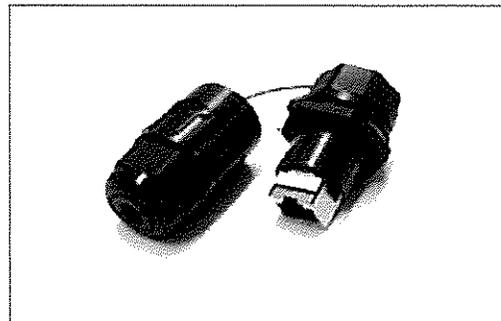
Section Board



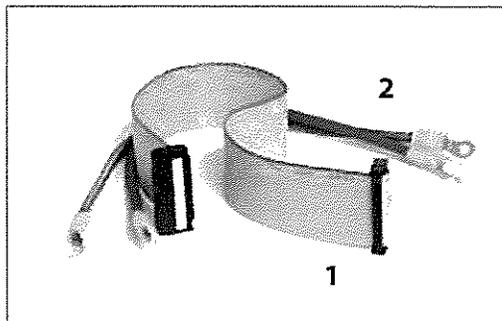
Lock



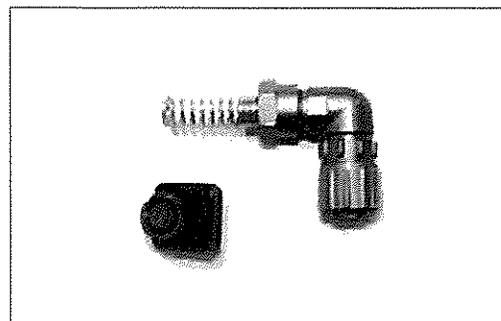
Fan 115V AC



Data Connector



1. Flat Cable
2. Power Cable

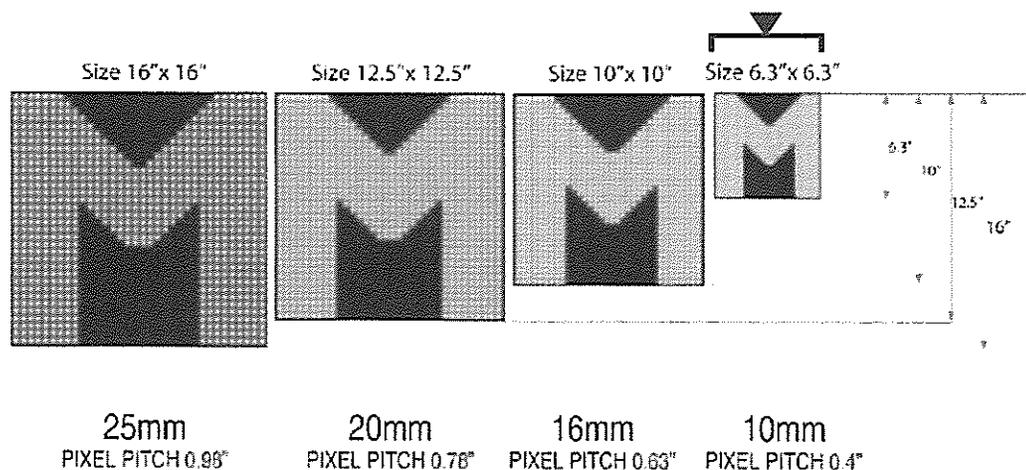


Signal Connector

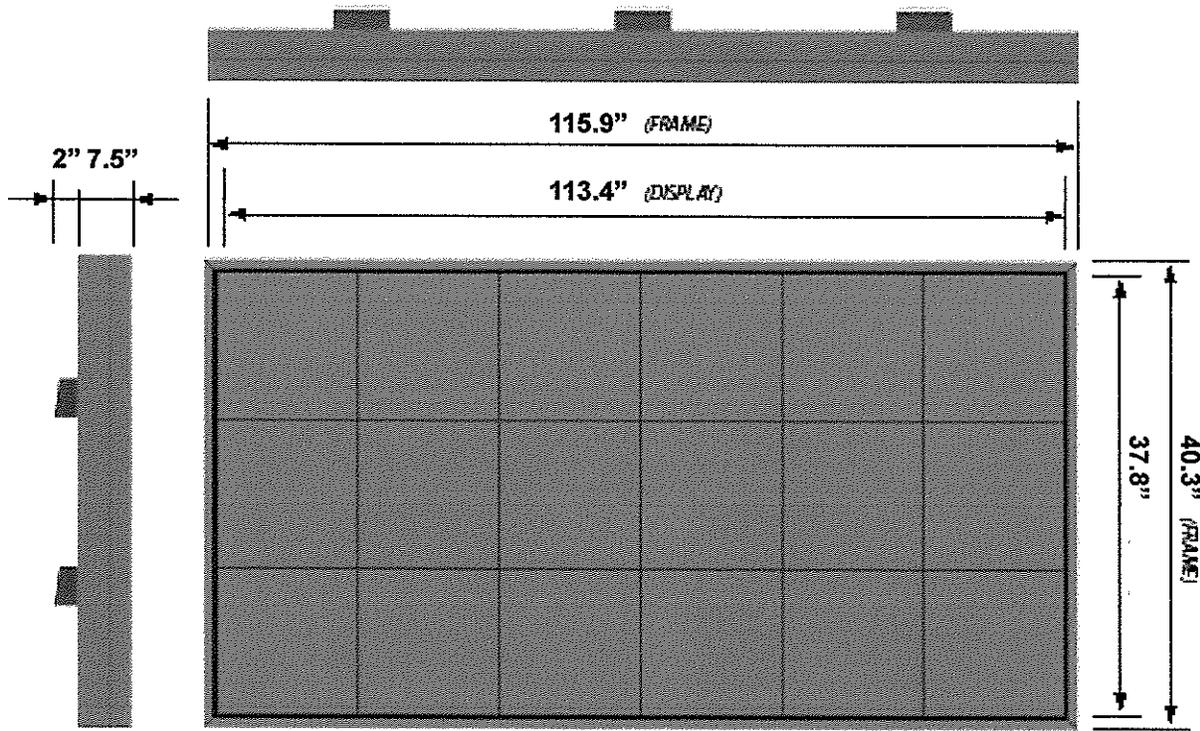
Standard Specification

Electricity parameter	
Pixel density (dots / M2)	2,500
White Balance Brightness (cd/m2)	10,000
Color temperature(K)	5,000—9,500 (chosed by user)
Brightness Adjusted	100 grade by software or by Auto-optic induced.
Viewing Angle	Horizontal 125° ; Vertical 60°
Best viewing distance(ft)	5—393
Communication distance (ft)	Wireless 1000'
Screen work Method	Static
Gray Grades	16,384 levels for each color
Refresh Frequency (Hz)	≥400
Picture display method	Dots to dots display synchronized with CRT
Display Format	800x600, 1024x768, 1280x1024
Software	Supports Windows PC
Protection Grades	IP65
Working Temperature (°C)	-22° to 122°
Humidity (RH)	Up to 95
Stored Temperature (°C)	-22° to 158°
Screen Lifetime (Hours)	~100,000
Maintenance	Front-maintenance
Switch Power Supply	110V/60HZ, 220V/50HZ
Power Consumption (Amps)	Max 17

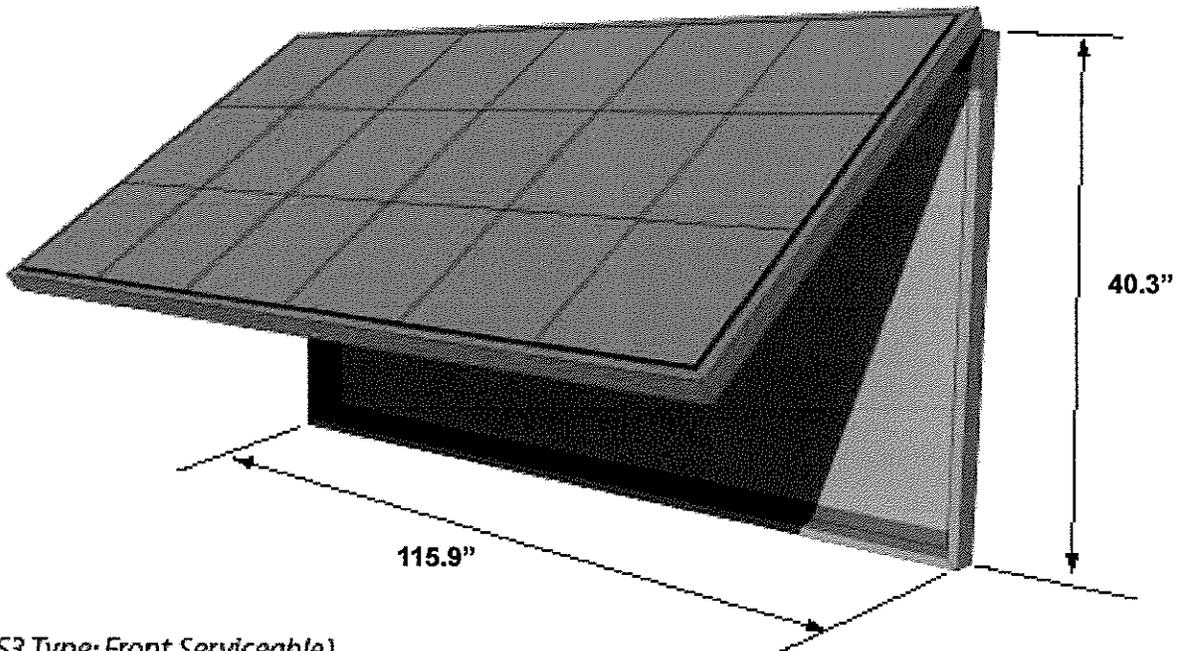
PITCH Model Chart



Shop Drawing



HEIGHT : 40.3"
WIDTH : 115.9"
DEPTH : 7.5"



(S3 Type: Front Serviceable)

Technical Specification

Pixel	
Pixel LED	27648
Pixel Composition	1R
Wave Length	R: 626-628
Brightness(nits)	R: 400-450
Pixels Pitch(mm)	10
Module	
Module Size (inch)	12.6(L) x 12.6(H) x 0.8(W)
Module Pixels (dot)	32(L) x 32(H)
Screen	
Total Modules Per Face	9(L) x 3(H) = 24
Total Physical Pixels (dot)	288(L) x 96(H) = 27648
Total Virtual Pixels(dot)	N/A
Final Screen Size(ft2)	9.75(L) x 3.35(H) = 25.63
Total Weight(lb)	≈ 300 - 350
Package Includes	
Software	LED Editor for PC Windows
Manual	Quick Start Guide
Mounting	(4) Flat or Angle Brackets
Connectivity	(1) Cat-5 Ethernet Cable
LED Programmable Signs	(1) Single Sided Sign

Lead Time : 3-4 weeks
Warranty : 5 year parts and factory labor
Tech Support : Life Time
Installation : Not Included
Shipping / Delivery :Not Included

Grand Total
\$5,690

Introduction of MEGA SIGN



Customers and Quality First

Mega LED Technology places our customers first by adhering to the most stringent quality standards in every programmable LED sign we produce. We promote excellence by utilizing high quality extruded aluminum, heat resistant sun shades, top quality power supplies, and other superior components to bring you a truly top-quality LED sign. These features paired with being an ISA (International Sign Association) member and having knowledgeable representatives to assist our customers from setup to advanced programming, we continue to develop toward a more innovative future and product.



MET Labs Trusted

Mega LED Technology is proud to announce that we are now compliant with Underwriter's Laboratory specifications (UL48, UL8750, UL1433) for our products, certified through MET Laboratories. This certification brings value to our dealers and an added sense of security and safety to our end users.



Manufactured in the USA

Mega LED Technology is a programmable LED sign manufacturer located in Southern California; and unlike sign importing companies have years of experience creating LED signs. This shows our in-depth knowledge about the inner-workings of LED signs. This allows Mega LED Technology to offer unrivaled and comprehensive support for all of our signs.



Better Business Bureau (BBB)

Mega LED Technology is a member of the Better Business Bureau and is committed to upholding the BBB accreditation standards. We currently have a BBB rating of "A" and will continue to advance excellence in our products, customer service, and business practices.



5 YEAR WARRANTY

Mega LED Technology offers a 5 year factory parts warranty for your products. Starting from parts as small as one screw to parts as big as a full sized LED module board; we have it covered through our exclusive warranty. Mega LED Technology has all parts in stock and ready to be shipped to our customers with just a call. For complete details, please ask one of our representatives.



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MEMORANDUM

To: Nhung Madrid
Jack Rydell
City of Manhattan Beach, California

Date: June 18, 2012

From: Clare M. Look-Jaeger, P.E. *CL-Jaeger* LLG Ref: 1-12-3963-1
Francesca S. Bravo *FSB*
LLG Engineers

Subject: Congregation Tikvat Jacob Modification Project –Traffic and Parking
Assessment



Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**
236 N. Chester Avenue
Suite 200
Pasadena, CA 91106
626.796.2322 T
626.792.0941 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

This memorandum has been prepared to summarize the traffic and parking assessment prepared for the Congregation Tikvat Jacob (CTJ) Modification project. As you are aware, the proposed project includes minor modifications to the interior of the existing CTJ building and will entail an update to the existing CTJ Conditional Use Permit (CUP). The proposed modifications are intended to improve the functionality of the building to better service CTJ members and guests. This includes improving Americans With Disabilities Act (ADA) access to/from the parking lot, optimizing member circulation and flow throughout the building, as well as providing an enhanced area within the existing building to better accommodate an expanded pre-school enrollment.

The traffic and parking evaluation consisted of documenting existing pre-school operations and conditions at the site, providing an overview of the proposed project and anticipated operations, preparing a Code parking analysis for the site that recognizes current and proposed operations, as well as a parking demand analysis associated with the existing pre-school. The evaluation also included preparation of the trip generation forecasts related to the planned increase in pre-school student enrollment, as well as review of the proposed pre-school site access and circulation schemes. It is important to also note that the existing and proposed pre-school operations will not conflict and overlap with either CTJ religious school or religious service activities and thus can be considered a stand-alone activity.

PROJECT DESCRIPTION

Existing Congregation Tikvat Jacob

Congregation Tikvat Jacob is an existing, well established synagogue located at 1829 North Sepulveda Boulevard in the City of Manhattan Beach, California. The CTJ synagogue is contained within one existing building located at the southwest corner of the Sepulveda Boulevard/19th Street intersection. CTJ is located along the south side of 19th Street between Sepulveda Boulevard to the east and Oak Avenue to the west. The Hawthorne Suites hotel is situated immediately to the south of the CTJ property. The CTJ site and general vicinity are displayed in *Figure A*.

CTJ membership is centered on the City of Manhattan Beach and nearby beach cities. Existing regularly scheduled operations at CTJ currently include the following components:

**EXHIBIT H
PC MTG 10-24-12**

Page 55 of 116
PC MTG 10-24-12

- Religious services conducted on Friday evenings and Saturday mornings;
- Religious school held on weekdays (i.e., Tuesday and Wednesday) during late afternoon/early evening and on Sunday mornings; and
- Pre-school (TikvaTots) on weekdays from approximately 9:00 AM to 1:00 PM with limited aftercare which concludes by or before 3:00 PM.

Existing operations at CTJ also include typical Bar-Bat Mitzvah celebrations, special events (e.g., occasional speaker series, adult classes, etc.) which occur on an irregular basis, and other normal activities expected to occur at a religious entity.

Vehicular access to the CTJ site is accommodated via a single driveway located on the east side of Oak Avenue, just south of 19th Street. The site driveway is gated but is usually kept open, except for example after the pre-school morning inbound period when the surface parking lot is used for student activities. The existing site surface parking lot, which is located along the westerly portion of the CTJ property, currently contains 31 parking spaces including two Americans With Disabilities (ADA) accessible spaces and 20 tandem spaces. In addition, vehicular access to the CTJ site is also accommodated via an existing 60-foot long passenger loading zone situated along the south side of 19th Street adjacent to CTJ.

Pedestrian access to the CTJ building is accommodated via sidewalks provided along the south side of 19th Street and west side of Sepulveda Boulevard. Access to and from the CTJ building is provided via the following four locations:

- 1) East 19th Street Entrance: North side of the building along 19th Street near Sepulveda Boulevard
- 2) West 19th Street Entrance: North side of the building along 19th Street near the site parking lot
- 3) East Entrance: East side of the building along Sepulveda Boulevard just south of 19th Street
- 4) West side of the building from the site surface parking lot

While the project site is located along Sepulveda Boulevard, a major arterial that provides vehicular access throughout the beach communities, it can be considered a walkable area. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport¹.

¹ For example, refer to <http://www.walkscore.com/>, which generates a walkability score of approximately 80 (“Very Walkable”) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

Proposed Project Description

The proposed project includes minor modifications to the interior of the existing CTJ building and will entail an update to the existing CTJ CUP. The proposed project is intended to improve the functionality of the building to better service CTJ members and guests by improving ADA access to/from the parking lot, optimizing member circulation and flow throughout the building, as well as providing an enhanced area within the existing building to better accommodate an expanded pre-school enrollment. The site plan for the CTJ Modification project is illustrated in *Figure B*. The CTJ project consists of the following interior modifications to the existing building:

- **Pre-School (TikvaTots):** A total of approximately 976 square feet (SF) of space on the basement level that is currently used for storage will be converted to use for the existing CTJ pre-school. The pre-school enrollment is planned to increase by a total of 13 students (i.e., to a maximum enrollment of 28 students from the current total of 15 students). Drop-off and pick-up operations for the pre-school will occur in the existing CTJ surface parking lot located on the west side of the building and along the existing passenger loading zone located along the south side of 19th Street adjacent to the CTJ building. The hours of operation for the CTJ pre-school will continue to be Monday through Friday only from approximately 9:00 AM to 1:00 PM with limited aftercare which concludes by or before 3:00 PM.
- **CTJ Multi-Purpose Space:** A total of approximately 1,006 SF of sanctuary-adjacent space on the first level (i.e., in two rooms) is planned to be utilized as multi-purpose space. The space is intended to primarily be used as social hall space, but because it could potentially also be utilized for religious instruction and/or religious service seating area, the parking code requirements for both uses have been accounted for in this assessment. In order to improve the spatial setting and functionality of this multi-purpose space, folding walls will be provided along the east and west walls of the two rooms. It is noted that the installation of the folding walls in these two rooms will allow them to be opened up to the sanctuary, thus improving member flow and circulation between the sanctuary and social hall activities. The CTJ religious services will continue to be held on Friday evenings and Saturday mornings until 1:30 PM. The CTJ religious school will continue not to be concurrent or overlap with other CTJ activities and will occur on Sunday mornings and on Tuesdays between 4:00 and 6:30 PM and on Wednesdays between 4:00 PM and 9:00 PM.
- **Surface Parking Lot:** The existing site surface parking lot will be reconfigured to provide a total of 32 parking spaces.

Based on information provided by CTJ, the proposed project is not expected to increase membership nor is it planned to accommodate an increase in other activities. As such, CTJ religious service, religious school and typical Bar-Bat Mitzvah attendance levels and schedules are not expected to change as part of the proposed project.

Pre-School Site Access and Circulation

Drop-off and pick-up operations for pre-school students are presently conducted along the south side of 19th Street between Sepulveda Boulevard and Oak Avenue along the northerly CTJ property frontage. Parents/guardians typically park their vehicles on-street along 19th Street in the adjacent passenger loading zone, or on-street between the passenger loading zone and Oak Avenue, and then walk the pre-school student/s into the East 19th Street entrance of the CTJ building.

The project site and vicinity were reviewed to identify the preferred drop-off and pick-up circulation schemes and queuing areas to accommodate access for pre-school drop-off and pick-up operations. As part of the proposed project, a new circulation scheme will be utilized by pre-school parents/guardians in which drop-off/pick-up operations will be conducted both along the passenger loading zone on 19th Street and also in the existing site surface parking lot. This site access and circulation scheme is intended to spatially disperse trips associated with the pre-school to the local street system. The goal is to better accommodate parents/guardians dropping-off and picking-up CTJ pre-school students, while at the same time providing a safe environment for the students. A summary of the pre-school circulation schemes for the two drop-off and pick-up locations is provided in the following paragraphs.

- 19th Street Passenger Loading Zone: Parents/guardians using the 19th Street passenger loading zone would continue the current drop-off and pick-up circulation scheme. Parents/guardians travel easterly on 19th Street and park along the south side of the street between Sepulveda Boulevard and Oak Avenue.
- Site Parking Lot: Pre-school drop-off and pick-up operations would be conducted within the existing CTJ parking lot. Parents and guardians would be able to park their vehicles on-site for short-term parking (i.e., within a non-tandem space, as staff would be directed to park within the parking spaces along the southerly property line [furthest from the drive aisle]) and then will be able to escort their pre-school child/children to the appropriate CTJ building entrance.

During typical pre-school days, two CTJ staff members will be provided within the site parking lot to direct traffic operations during the morning drop-off and afternoon pick-up peak periods. The two CTJ staff members will be positioned strategically in order to observe and assist in the student unloading and loading operations. These two staff members also may direct parents/guardians into and out of the parking lot to access the driveway.

As indicated in *Figure C*, a total of 20 on-site parking spaces will be allocated for pre-school vehicles including staff, visitors and parents/guardians.

PRE-SCHOOL TRIP GENERATION AND DISTRIBUTION/ASSIGNMENT

Project Trip Generation

Traffic volumes expected to be generated by the expanded pre-school during the weekday AM and on a daily basis were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual.² Traffic volumes expected to be generated by the proposed project were based upon rates per number of students. ITE Land Use Code 565 (Day Care Center) trip generation average rates were used to forecast the traffic volumes expected to be generated by the expanded pre-school based on the net increase in student enrollment of 13 students (i.e., the proposed maximum student enrollment based on maximum occupancy loading - 15 existing students = 13 student net increase). Please note that no weekday PM peak hour traffic volume forecasts are included in this analysis as all CTJ pre-school operations end by or before 3:00 PM.

The traffic generation forecast for the proposed project is summarized in *Table A*. As shown in *Table A*, the proposed project (i.e., CTJ pre-school) is forecast to generate a net increase of 10 vehicle trips (6 inbound trips and 4 outbound trips) during the weekday AM peak hour. Over a 24-hour period, the proposed project is forecast to generate a net increase of 58 daily trip ends during a typical weekday.

Pre-School Trip Distribution and Assignment

CTJ pre-school project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Sepulveda Boulevard, Marine Avenue, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic control measures;
- Planned pre-school drop-off and pick-up circulation schemes; and
- Observed arrival and departure patterns for existing CTJ pre-school-related vehicles.

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

Detailed observations of existing arrival and departure patterns of CTJ pre-school-related traffic was conducted during a typical mid-week day as a spatial reference in development of the project trip distribution pattern. A summary of the observations of existing arrival and departure patterns is presented in **Table B**. The arrival/departure times and directions along with parking location was recorded for each CTJ pre-school-related vehicle during the morning and afternoon drop-off and pick-up periods. Based on these field observations, it has been determined that approximately 30 percent (30%) utilize Oak Avenue south of 19th Street, 17.5 percent (17.5%) utilize Oak Avenue north of 19th Street, 17.5 percent (17.5%) utilize 19th Street west of Oak Avenue, and 35 percent (35%) utilize Sepulveda Boulevard north of 19th Street to access the site. No CTJ-related vehicles (i.e., during the morning pre-school drop-off period) were observed to access the site from Sepulveda Boulevard to the south due to the observed heavier southbound Sepulveda Boulevard through traffic flow.

Based on the trip distribution described above and the modified circulation scheme, two net new inbound vehicle trips are anticipated along both Oak Avenue, south of 19th Street, and Oak Avenue, west of Sepulveda Boulevard, and one net new inbound trip is expected along both Oak Avenue, north of 19th Street and 19th Street, west of Oak Avenue during the AM peak hour. These increases are not anticipated to result in any significant impacts based on the City's significance criteria (i.e., consistent with the CMP criteria, if less than 50 vehicles are forecast at an intersection or roadway, no further analysis is required).

TRAFFIC ANALYSIS

Analysis of Pre-school Operations

The planned configuration of the CTJ surface parking lot, along with the designated areas for staff parking and pre-school operations, is shown in *Figure C*. The vehicle parking spaces designated for staff are located along the southerly property line and are the inner-most (i.e., furthest from the drive aisle) tandem parking space. The remaining parking spaces and drive aisle located outside of the designated pre-school area (i.e., the designated area denoted on the site plan as being reserved via the placement of temporary poles and fencing) will be available for private vehicles during drop-off and pick-up time periods in addition to the existing curbside loading zones.

During the pre-school morning drop-off period, parents/guardians that do not utilize the current drop-off loading zone would enter the site parking lot via the existing driveway, proceed to an open parking space, park their vehicle and either escort their student/s to the appropriate entrance or to a designated CTJ staff/attendant, and then proceed to exit via the site driveway. During the pre-school afternoon pick-up period, parents/guardians would complete this same procedure. The following analysis focuses on the morning student drop-off period as the pick-up of students beginning at approximately 1:00 PM tends to be more relatively dispersed.

The peak hour trip generation forecast for the CTJ pre-school is provided in *Table A*. The trip generation forecast was prepared using trip rates for day care center as recommended in the *Trip Generation* manual published by ITE. The ITE trip rates are compiled for a variety of land uses based on actual traffic counts conducted at existing sites (i.e., trip rates for the day care center land use category are based on traffic counts conducted at existing day care centers).

As shown in *Table A*, the CTJ pre-school is forecast to generate a total of 12 inbound trips and 10 outbound trips during the AM peak hour. While the ITE trip rates do not distinguish between trips related to staff arrivals and student drop-offs in the morning, it can be generally assumed that the 10 outbound trips would correlate with at least 10 inbound trips during this period related to student drop-off operations. The remaining 2 inbound vehicle trips during the AM peak hour are likely due to parents/guardians who drive their children and stay at the school for conferences, volunteer activities, etc., as well as guests and visitors to the campus. Therefore, for the following queuing analysis, it has been assumed that approximately 10 vehicles would utilize the on-site area as part of the pre-school student drop-off operations, which is conservative in that some parents/guardians will continue to utilize the 19th Street curbside loading zone.

While the ITE forecasts are made for a peak one hour (i.e., 60 minute) period, it has been observed that pre-school student drop-offs are typically concentrated in a shorter timeframe leading up to commencement of pre-school activities. Thus, for this analysis, it has been conservatively (i.e., worst case) assumed that all 10 inbound vehicles (i.e., all inbound pre-school parent/guardian vehicles would use the surface lot location) would arrive in a 30 minute period, which is equivalent to approximately one vehicle every 3 minutes. Multiplying this average arrival by two to approximate the 95th percentile confidence level of a Poisson distribution (which is typically used by traffic engineers for planning purposes) results in an estimated maximum of one vehicle every 1.5 minutes. Assuming a conservative processing rate of 8 to 10 minutes per vehicle for drop-off and pick-up operations, no backing out onto 19th Street is anticipated to occur as 13 parking spaces will be available on-site. This is a very conservative analysis in that the drop-off and pick-up loading zone on 19th Street will also continue to be maintained and used.

General Pre-School Traffic Procedures

Listed below is a summary of the recommendations regarding the CTJ pre-school's general traffic operations:

- School staff will be directed to arrive at the on-site parking lot prior to commencement of student drop-off operations and park within one of seven designated spaces (i.e., those spaces along the southerly property line).

- Two CTJ staff members, or volunteers, will be positioned within the site parking lot to direct traffic operations during the morning drop-off and afternoon pick-up peak periods. The two CTJ staff members will be positioned to clearly observe parent/guardian drop-off and pick-up operations and assist in the unloading and loading operations. These two staff members also may direct parents/guardians into and out of the available parking spaces.
- Parents and guardians would be able to park their vehicles on-site for short-term parking (i.e., within an available parking space, as staff would be directed to park within the designated parking spaces along the southerly property line [furthest from the drive aisle]) and then can escort their pre-school child/children to the appropriate CTJ building entrance.
- School-related vehicles (e.g., parents/guardians dropping off students, etc.) will also be directed to travel to the site via Sepulveda Boulevard, Oak Avenue and 19th Street so as to result in a greater disbursement of trips.
- Upon entering the project site, parents and guardians will be encouraged to have their student/s ready to exit and enter the vehicle safely and efficiently.
- The parking lot gate will remain open during student drop-off and pick-up times.
- School-related vehicles will be directed to not park, drop-off, or pick-up students anywhere along Oak Avenue or 19th Street west of Oak Avenue, however, consistent with existing operations they will be able to continue to utilize the curb-side drop-off and pick-up loading zone located along the south side of 19th Street, west of Sepulveda Boulevard.
- It is recommended that CTJ staff, or volunteers, wear safety gear including reflective vests, hats and gloves at all times when performing traffic control operations within the parking lot.
- It is recommended that CTJ maintain a Traffic Management Plan (TMP) that details the above operational protocol for faculty, staff, students and parents. The TMP should include information on parking operations, site access and circulation, and pre-school student drop-off/pick-up operations. The goal of maintaining and re-enforcing the TMP is to facilitate site access and circulation to/from the site, minimize impacts to the neighborhood surrounding the site, and efficiently manage parking facilities provided on the site.
- It is also recommended that the parking and student drop-off/pick-up operations contained in the TMP be included in CTJ pre-school policies. These school policies should be communicated to faculty, staff, students and parents/guardians at the beginning of the school year and be reinforced throughout the school year.

Traffic Volumes

The following four street segment locations were identified for review based on discussions with City staff:

1. Oak Avenue north of 19th Street
2. Oak Avenue south of 19th Street
3. 19th Street west of Sepulveda Boulevard
4. 19th Street west of Oak Avenue

Automatic 24-hour machine traffic counts of the four street segments were conducted by a traffic subconsultant, Accutek Traffic Data. The automatic 24-hour machine traffic counts were conducted when local schools and CTJ were in session. Copies of the 24-hour machine traffic counts for the study street segment locations also are contained in the attached *Appendix*.

The existing and forecast existing with project volumes at the street segment locations are summarized in *Table C*. The existing average daily traffic (ADT) volume is shown in column [1]. The total net new project ADT volumes at the street segment locations are shown in column [2]. Finally, the project-related percent increases in ADT growth for the street segments are presented in column [3]. As presented in *Table C*, the forecast project-related increase in ADT volumes on the four street segments are as follows:

- Street Segment No. 1: +0.9%
- Street Segment No. 2: +0.9%
- Street Segment No. 3: +1.0%
- Street Segment No. 4: +0.5%

It is noted that the relatively low forecast percentage increases reflect the addition of project-related trips as compared to the low existing ADT volumes on all four street segment locations.

Level of Service Traffic Analysis

The 2010 Highway Capacity Manual (HCM) unsignalized methodology for stop-controlled intersections was utilized for the analysis of the Sepulveda Boulevard/19th Street unsignalized intersection. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. The overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. The HCM control delay value translates to a LOS estimate, which is a relative measure of the intersection

performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in **Table D**.

TABLE D
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS³

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

Level of Service calculations were prepared for the weekday AM peak hour for existing and existing with project conditions. The peak hour service level calculations for the Sepulveda Boulevard/19th Street intersection are based on existing traffic volumes and current street geometry. Summary data worksheets of the manual traffic counts also conducted by Accutek Traffic Data of the Sepulveda Boulevard/19th Street intersection are contained in the attached *Appendix*.

The significance of the potential impact at the study intersection was identified using criteria set forth previously by the City, as incorporated in other recent traffic studies. According to City of Manhattan Beach policy, a transportation impact at an intersection shall be deemed significant if the project related increase in V/C level is equal to or greater than 2% ($V/C > 0.02$), causing or worsening LOS F ($V/C > 1.00$).

The City’s method requires mitigation of project traffic impacts whenever traffic generated by the proposed development exceeds the criteria above. A summary of the LOS calculations is presented in **Table E**. As indicated in *Table E*, the Sepulveda Boulevard/19th Street intersection is presently operating at LOS E during both the weekday AM peak hour under existing conditions. As also shown in column [2] of *Table E*, no changes in LOS are expected during the weekday AM peak hour under the existing with project conditions. Thus, the proposed project is not expected to create a significant impact at the study intersection based on the City of Manhattan Beach thresholds of significance used for evaluating traffic impacts. The HCM data worksheets for the subject intersection for the weekday AM peak hour are contained in the attached *Appendix*.

³ Source: *Highway Capacity Manual 2010*, Chapter 17 (Unsignalized Intersections).

Accident Data Review

As requested by California Department of Transportation (Caltrans) staff, research was conducted to determine the number and types of traffic accidents that have occurred in the vicinity of the site. Traffic accident data was requested and obtained from the City of Manhattan Beach Department of Community Development and Caltrans for the most recent reporting period (i.e., years 2008 through 2010) near the intersection of Sepulveda Boulevard and 19th Street. The accident reports for each incident, as contained in the attached *Appendix*, include information such as the date and time of accident, severity of the injuries, the type of vehicles involved, accident type, the approximate point of impact, and ages of the drivers involved, etc.

Based on information provided by the two agencies, three accidents have been reported at the Sepulveda Boulevard/19th Street intersection during the most recent 12-month reporting period (i.e., January 1, 2010 to December 31, 2010). Two accidents have also been reported at the Sepulveda Boulevard/19th Street intersection for each of the recent two prior reporting years (i.e., years 2008 and 2009). However, the accident data does not reveal a particular accident problem or pattern in the vicinity of the project. No corrective measures are apparent, recommended or appropriate at this time, however, continued monitoring by the City is recommended in order to identify any trends should they arise in the coming years.

PROJECT PARKING

This section summarizes the review of the project's parking requirements according to the City of Manhattan Beach Municipal Code requirements, the proposed parking supply and the forecast parking demand.

City of Manhattan Beach Code Parking Requirement

The City of Manhattan Beach Municipal Code requirements for day care center, religious assembly and school land uses are set forth in Chapter 10.64, Off-Street Parking and Loading Regulations. Section 10.64.030 of Chapter 10.64 sets forth the following Code parking requirements for the CTJ pre-school, synagogue and school uses:

- Day Care, General: 1 per 7 children; maximum enrollment based on maximum occupancy load
- Religious Assembly: 1 per 100 sq. ft. seating area
- Religious School: 1 per classroom

As previously described (refer to *Existing Congregation Tikvat Jacob* above), none of the regularly scheduled activities at CTJ (i.e., religious services, religious school and pre-school) are conducted simultaneously. Accordingly, parking for CTJ can be approached in a manner similar in nature to the Urban Land Institute (ULI) *Shared*

Parking methodology.⁴ The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within a multi-use project. In this instance, while CTJ is a single-use entity, the activities conducted at CTJ (i.e., pre-school, religious services, etc.) operate separately in terms of times and days. Thus, under the shared parking principle, a parking space that is used in the daytime by a pre-school associated person could be used again in the evening by a CTJ member attending a religious service. Also, it is noted that this concept is supported by City of Manhattan Beach Municipal Code (refer to Section 10.64.040 – Collective provision of parking, of Chapter 10.64).

Pre-School Code Parking Requirement

As stated above, the Code parking requirement for the pre-school component of the project is determined based on application of City's *Day Care, General* parking requirement of one parking space per seven children, with the maximum enrollment based on the maximum occupancy load. Pursuant to the Department of Social Services (DSS) the maximum occupancy is one student per 35 square feet of space. Given a pre-school floor area of 976 square feet, the maximum enrollment is calculated to total 28 pre-school students (i.e., $976 \text{ SF} \div 35 \text{ SF per child} = 28$ pre-school students). Thus, the Code parking requirement associated with the pre-school totals four parking spaces (i.e., $28 \text{ children} \div 7 = 4$ spaces).

As a total of 20 parking spaces will be available on-site during pre-school time periods, ample parking exists to meet this requirement. It should be noted that based on information provided by CTJ representatives, a total of seven parking spaces will be designated for staff parking related to both the pre-school (up to four spaces) as well as CTJ administrative staff (up to three spaces). In addition, as stated above, no religious school or religious services will be held concurrently with pre-school operations.

Religious Assembly Code Parking Requirement

As stated above, the Code parking requirement for the sanctuary component of the project is determined based on application of City's *Religious Assembly* parking requirement of one parking space per 100 square feet of seating area. Based on review of the project site plan related to both the existing sanctuary as well as the multi-purpose rooms, a maximum total of 2,805 square feet could be provided for religious seating purposes (i.e., a total of 1,799 square feet of seating area within the existing sanctuary and a total of 1,006 square feet of seating area within the two multi-purpose rooms). Thus, the Code parking requirement associated with the religious assembly totals 28 spaces (i.e., $2,805 \text{ SF seating area} \div 100 \text{ SF} = 28$ spaces).

⁴ *Shared Parking, 2nd Edition*, 2005 published by the Urban Land Institute.

As a total of 32 parking spaces will be available on-site during times of religious services (i.e., Friday evenings and Saturday mornings/early afternoon), more than adequate parking exists to meet this requirement. It should be noted that it has been confirmed with CTJ representatives that the pre-school play area and associated equipment will be removed during religious services and all parking on-site will be available for members/staff. In addition, as stated above, no religious school or pre-school activities will be held concurrently with religious services.

Religious School Code Parking Requirement

As stated above, the Code parking requirement for the religious school component of the project is determined based on one parking space per classroom. Based on a review of the project site plan, a maximum total of nine classrooms could be potentially utilized for religious instruction. This conservatively assumes utilization of the following spaces as formal classrooms:

- Two (2) Multipurpose Rooms (first floor)
- One (1) Music Room/Conference Room (first floor)
- Six (6) Rooms, designated as Rooms A, B, C, D, E, and F (2nd floor)

Thus, the Code parking requirement associated with the religious schools totals nine parking spaces (i.e., 9 rooms ÷ 1 per classrooms = 9 spaces).

As a total of at least 20 parking spaces will be available on-site during religious school time periods, ample parking exists to meet this requirement. In addition, as stated above, no religious services or pre-school activities will be held concurrently with religious school operations.

Observed Pre-School Parking Demand and Analysis

As requested by City staff, an actual parking demand analysis was conducted for the existing CTJ pre-school operations. The parking analysis was conducted to document existing peak parking demand based on the current number of pre-school students (i.e., 15 students), determine a site specific pre-school parking demand ratio, forecast parking demand assuming the increase to a maximum pre-school enrollment of 28 students, and determine the adequacy of the parking supply to accommodate the increase in pre-school students.

The parking accumulation surveys of the number of pre-school-related vehicles parked at CTJ was conducted on a continuous basis while the detailed observations of existing arrival and departure patterns were being completed. The parking surveys documented the arrival and departure times of pre-school-related vehicles as well as the location where the vehicles were parked. A summary of the observed parking accumulation surveys also is presented in *Table B*.

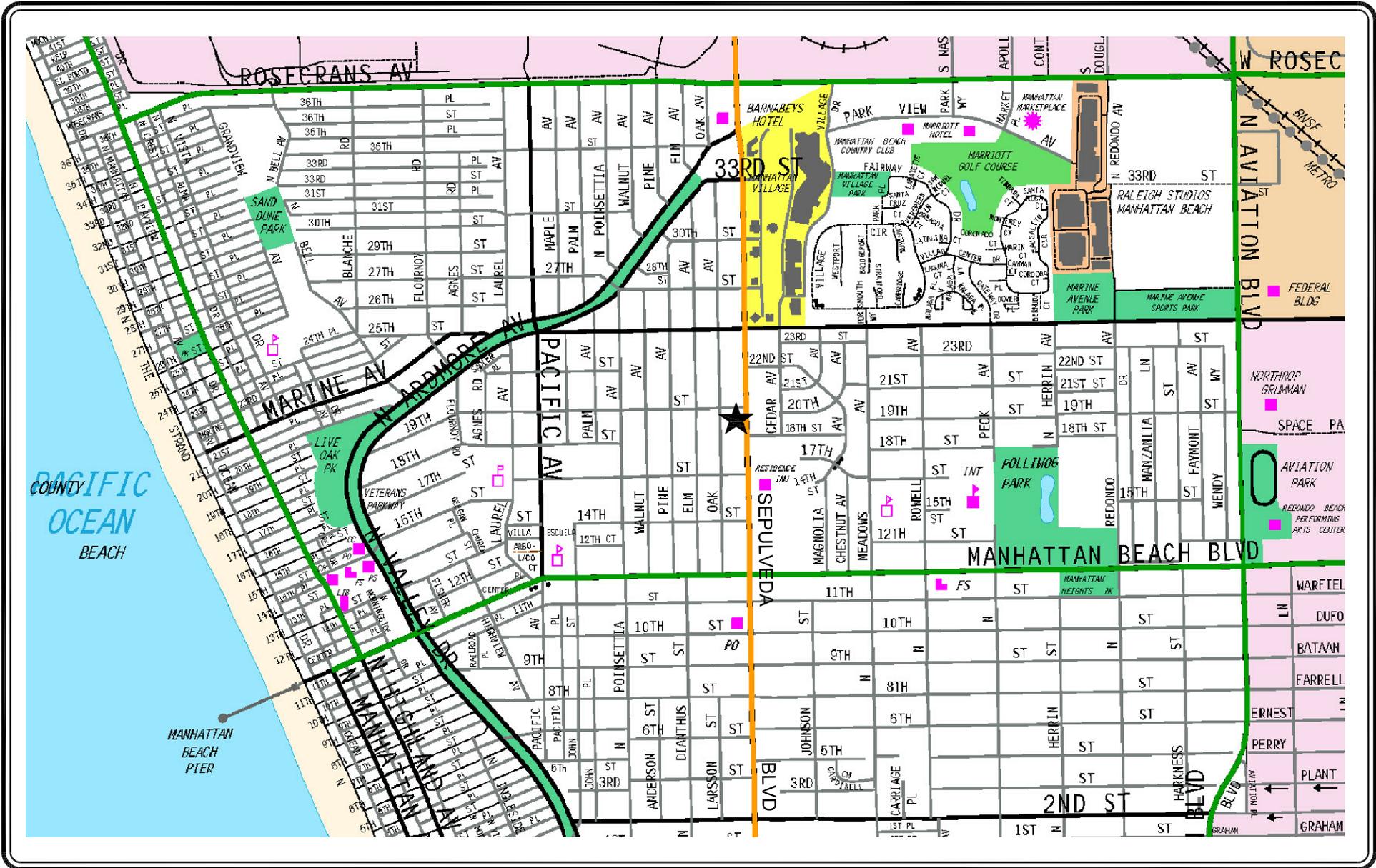
As indicated in *Table B*, the peak parking demand occurred at 12:44 PM and 12:55 PM when 10 vehicles associated with the CTJ pre-school were parked at the site. However, it is noted that the majority of the parking demand associated with the pre-school is short-term in nature accommodating drop-off and pick-up of students by parents/guardians. Based on the current pre-school enrollment of 15 students, the observed peak parking demand ratio is calculated to be 0.67 spaces per student (i.e., $10 \text{ vehicles} \div 15 \text{ students} = 0.67 \text{ spaces/student}$). Based on the planned increase to a maximum student enrollment of 28 students, a short-term peak parking demand of 19 spaces is forecast for the CTJ pre-school. All of this parking demand can be accommodated on-site, as 20 spaces will be available on-site during pre-school operations.

In conclusion, no significant traffic or parking impacts are anticipated to occur as a result of the proposed modification project. Feel free to contact us at 626.796.2322 should you have any questions or comments regarding the above traffic assessment.

Attachments

c: Bob Baker, CTJ
File

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NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY



PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE A VICINITY MAP

Table A
CTJ PRE-SCHOOL TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL
<i>Proposed Pre-School</i>					
Pre-School [3]	28 Students	125	12	10	22
<i>Less Existing</i>					
Pre-School [3],[4]	(15) Students	(67)	(6)	(6)	(12)
TOTAL NET INCREASE		58	6	4	10

[1] Source: ITE "Trip Generation", 8th Edition, 2008.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 565 (Day Care Center) trip generation average rates.

- Daily Trip Rate: 4.48 trips/student; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.80 trips/student; assume 53% inbound/47% outbound

Existing hours of operation for the preschool are 9:00 AM to 1:00 PM on weekdays.

[4] No changes to the existing hours of operation for the pre-school are anticipated.

Table B
SUMMARY OF CTJ PRE-SCHOOL FIELD OBSERVATIONS [1]
Tuesday, April 17, 2012

Veh. No.	Arrival Time	Arrival Direction	Parking Location	Vehicle Info	Passenger Activity	Departure Time	Departure Direction	Passenger Activity	Observed Parking Demand [2]					Cumulative Total	
									On-Street Area 1	On-Street Area 2	On-Street Area 3	On-Street Area 4	On-Site/ Other		
----	7:45 AM														0
1	8:05 AM	NB on Oak Ave.	Area 4: Oak Avenue on-street, adjacent to CTJ	White Van	Employee; walked to east entrance on 19th St.								1		1
2	8:08 AM	SBLT from Oak Ave. onto 19th St.	Area 2: 19th Street on-street	Dark Toy. Sentra	Employee; walked to west entrance on 19th St.					1					2
3	8:22 AM	EBT on 19th St.	Area 2: 19th Street on-street	Grey Toyota	Employee; walked to west entrance on 19th St.					1					3
4	8:35 AM	SBT on Sepulveda Blvd.	Area 3: Sepulveda Blvd. on-street, adjacent to CTJ	Red Honda	Employee drop-off; walked to east entrance on 19th St.						1				4
5	8:38 AM	NBRT from Oak Ave. onto 19th St.	Area 1: Passenger Loading Zone on 19th St.	Honda NGV	Pre-school student drop-off; 2 students					1					5
----				Veh. No. 5		8:40 AM	EBRT at Sepulveda Blvd.	Parent/guardian leaving site after student drop-off		(1)					4
6	8:46 AM	NBRT from Oak Ave.	Area 2: 19th Street on-street	Gold Van	Pre-school student drop-off; 1 student						1				5
----				Veh. No. 4		8:47 AM	SBT on Sepulveda Blvd.	Employee drop-off				(1)			4
----				Veh. No. 6		8:54 AM	EBRT at Sepulveda Blvd.	Parent/guardian leaving site after student drop-off			(1)				3
7	8:55 AM	SBRT from Sepulveda Blvd. (from comm.)	Area 1: Passenger Loading Zone on 19th St.	Black BMW SUV	Pre-school student drop-off; 1 student					1					4
----				Veh. No. 7		8:59 AM	U-turn on 19th St., WBRT at Oak Ave.	Parent/guardian leaving site after student drop-off		(1)					3
8	9:01 AM	SBLT from Oak Ave. onto 19th St.	Area 2: 19th Street on-street	Dark SUV	Pre-school student drop-off; 1 student						1				4
9	9:02 AM	NBRT from Oak Ave. to EBRT on 19th St.	Area 3: Sepulveda Blvd. on-street, adjacent to CTJ	Dark Toyota SUV	Pre-school student drop-off; 2 students (employee?)							1			5
10	9:04 AM	EBT on 19th St.	Area 1: Passenger Loading Zone on 19th St.	Silver SUV	Pre-school student drop-off; 2 students					1					6
----				Veh. No. 8		9:06 AM	U-turn on 19th St., WBRT at Oak Ave.	Parent/guardian leaving site after student drop-off			(1)				5
----				Veh. No. 10		9:10 AM	EBRT at Sepulveda Blvd.	Parent/guardian leaving site after student drop-off		(1)					4
11	9:14 AM	NBRT from Oak Ave.	Area 1: Passenger Loading Zone on 19th St.	Dark SUV	Pre-school student drop-off; 1 student					1					5
----				Veh. No. 11		9:20 AM	EBRT at Sepulveda Blvd.	Parent/guardian leaving site after student drop-off		(1)					4

Table B (Continued)
SUMMARY OF CTJ PRE-SCHOOL FIELD OBSERVATIONS [1]
Tuesday, April 17, 2012

Veh. No.	Arrival Time	Arrival Direction	Parking Location	Vehicle Info	Passenger Activity	Departure Time	Departure Direction	Passenger Activity	Observed Parking Demand [2]					Cumulative Total
									On-Street Area 1	On-Street Area 2	On-Street Area 3	On-Street Area 4	On-Site/Other	
----	12:30 PM								1	6	1	1		9
12	12:44 PM	EBT on 19th St.	Area 1: Passenger Loading Zone on 19th St.	Grey Toyota Corolla	Pre-school student pick-up; 1 student				1					10
13			Area 1: Passenger Loading Zone on 19th St.	Grey Nissan	Parked at start of PM survey	12:52 PM	EBRT at Sepulveda Blvd.	Male visitor to CTJ leaving site	(1)					9
----				Veh. No. 12		12:53 PM	U-turn on 19th St., WBT at Oak Ave.	Parent/guardian leaving site after student pick-up	(1)					8
14	12:53 PM	SBRT from Sepulveda Blvd. (from comm.)	Area 1: Passenger Loading Zone on 19th St.	White Honda	Pre-school student pick-up; 2 students				1					9
15	12:55 PM	SBT on Sepulveda Blvd.	Area 3: Sepulveda Blvd. on-street adjacent to CTJ	Silver Toyota	Pre-school student pick-up; 1 student						1			10
----				Veh. No. 14		1:05 PM	U-turn on 19th St., WBT at Oak Ave.	Parent/guardian leaving site after student pick-up	(1)					9
----				Veh. No. 15		1:05 PM	SBT on Sepulveda Blvd.	Parent/guardian leaving site after student pick-up			(1)			8
16	1:07 PM	SBRT from Sepulveda Blvd. (from comm.)	Other: parked in commercial center on north side of 19th St.	Black BMW SUV	Pre-school student pick-up; 1 student								1	9
----				Veh. No. 9		1:08 PM	SBT on Sepulveda Blvd.	Parent/guardian leaving site after student pick-up; 2 st.			(1)			8
17	1:08 PM	SBRT from Sepulveda Blvd. (from comm.)	Other: parked in commercial center on north side of 19th St.	Black Honda SUV	Pre-school student pick-up; 1 student								1	9
----				Veh. No. 17		1:12 PM	WBRT on 19th St. at Oak Ave.	Parent/guardian leaving site after student pick-up					(1)	8
----				Veh. No. 16		1:15 PM	WBRT on 19th St. at Oak Ave.	Parent/guardian leaving site after student pick-up					(1)	7
----				Veh. No. 3		1:23 PM	U-turn on 19th St., WBRT at Oak Ave.	Employee leaving site		(1)				6
18	1:35 PM	Did not observe arrival	Area 3: Sepulveda Blvd. on-street adjacent to CTJ	Dark Toyota SUV	Same vehicle that arrived at 9:02 AM						1			7
19	1:46 PM	SBLT from Oak Ave. onto 19th St.	Area 1: Passenger Loading Zone on 19th St.	Dark Grey Honda Van	Driver went into CTJ and left minutes later				1					8
----	1:52 PM			Veh. No. 19		1:52 PM	EBRT at Sepulveda Blvd.		(1)					7

[1] Field observations conducted by LLG Engineers.

[2] The observations of CTJ-related parking included the following parking areas:

- On-Street Area 1: Parking loading zone along 19th Street adjacent to CTJ
- On-Street Area 2: Along 19th Street between the parking loading zone and Oak Avenue
- On-Street Area 3: Along Sepulveda Boulevard adjacent to CTJ
- On-Street Area 4: Along Oak Avenue adjacent to CTJ
- On-Site/Other: On-site within the CTJ parking lot or as noted in the above notes for Other.

Table C
SUMMARY OF STREET SEGMENT ANALYSIS
DAILY TRAFFIC VOLUMES

Location		Dir.	[1] Existing Weekday ADT Volume	[2] Total CTJ Pre-School ADT Volume	[3] Percent ADT Growth ([2]/[1])
1	Oak Avenue North of 19th Street	NB	929	9	1.0%
		SB	655	5	0.8%
Total Location 2			1,584	14	0.9%
2	Oak Avenue South of 19th Street	NB	1,174	9	0.8%
		SB	463	6	1.3%
Total Location 3			1,637	15	0.9%
3	19th Street West of Sepulveda Boulevard	EB	608	8	1.3%
		WB	939	7	0.7%
Total Location 4			1,547	15	1.0%
4	19th Street West of Oak Avenue	EB	555	5	0.9%
		WB	875	2	0.2%
Total Location 1			1,430	7	0.5%

[1] Existing ADT volumes based on traffic counts conducted by Accutek Traffic Data in March and April 2012.

Copies of the summary data worksheets of the 24-hour traffic counts are provided in the appendix.

[2] Total daily CTJ pre-school volume includes inbound and outbound trips based on the proposed pre-school trip generation forecasts provided in Table A, Project Trip Generation, and trip distribution/assignment patterns employed in this analysis.

[3] Column [2] divided by column [1].

Table E
SUMMARY OF DELAY AND LEVELS OF SERVICE
AM PEAK HOUR

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		
			EXISTING Delay	LOS [b]	EXISTING WITH CTJ PRE-SCHOOL Delay	LOS [b]	SIGNIF. IMPACT [c]
1	Sepulveda Boulevard/ 19th Street [a]	AM	49.8	E	49.8	E	NO

[a] Unsignalized intersection.

[b] Level of Service (LOS) is based on the reported delay for the unsignalized intersection.

[c] According to City of Manhattan Beach policy, a transportation impact at an intersection shall be deemed significant if the project related increase in V/C level is equal to or greater than 2% ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).

APPENDIX

TRAFFIC COUNT DATA

HCM LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS

ACCIDENT HISTORY DATA

Groups Printed- TMC

Start Time	SEPULVEDA BLVD. Southbound				DRIVEWAY Westbound				SEPULVEDA BLVD. Northbound				19TH ST. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	6	121	3	130	1	0	1	2	1	659	1	661	8	0	1	9	802
07:15 AM	1	170	3	174	3	0	1	4	1	776	5	782	7	0	1	8	968
07:30 AM	10	232	4	246	5	0	0	5	1	759	4	764	14	0	1	15	1030
07:45 AM	9	307	5	321	3	0	1	4	1	858	7	866	26	0	0	26	1217
Total	26	830	15	871	12	0	3	15	4	3052	17	3073	55	0	3	58	4017
08:00 AM	6	220	4	230	7	0	1	8	1	743	9	753	11	0	0	11	1002
08:15 AM	7	238	6	251	4	0	0	4	1	818	11	830	11	0	0	11	1096
08:30 AM	7	244	3	254	9	0	0	9	0	771	10	781	17	0	1	18	1062
08:45 AM	7	254	13	274	1	0	0	1	2	798	7	807	15	0	0	15	1097
Total	27	956	26	1009	21	0	1	22	4	3130	37	3171	54	0	1	55	4257
*** BREAK ***																	
04:00 PM	7	540	6	553	1	1	1	3	3	397	1	401	12	0	1	13	970
04:15 PM	12	607	10	629	6	0	0	6	0	363	6	369	10	0	0	10	1014
04:30 PM	20	612	13	645	4	0	0	4	1	393	1	395	14	0	0	14	1058
04:45 PM	15	634	12	661	9	0	0	9	0	350	3	353	11	0	1	12	1035
Total	54	2393	41	2488	20	1	1	22	4	1503	11	1518	47	0	2	49	4077
05:00 PM	18	601	15	634	4	0	0	4	1	402	1	404	11	0	0	11	1053
05:15 PM	14	592	10	616	5	0	0	5	1	382	1	384	10	0	0	10	1015
05:30 PM	21	612	10	643	3	0	1	4	2	422	0	424	5	0	1	6	1077
05:45 PM	23	664	14	701	2	0	0	2	1	354	0	355	7	0	0	7	1065
Total	76	2469	49	2594	14	0	1	15	5	1560	2	1567	33	0	1	34	4210
Grand Total	183	6648	131	6962	67	1	6	74	17	9245	67	9329	189	0	7	196	16561
Apprch %	2.6	95.5	1.9		90.5	1.4	8.1		0.2	99.1	0.7		96.4	0	3.6		
Total %	1.1	40.1	0.8	42	0.4	0	0	0.4	0.1	55.8	0.4	56.3	1.1	0	0	1.2	

Start Time	SEPULVEDA BLVD. Southbound				DRIVEWAY Westbound				SEPULVEDA BLVD. Northbound				19TH ST. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	307	5	321	3	0	1	4	1	858	7	866	26	0	0	26	1217
08:00 AM	6	220	4	230	7	0	1	8	1	743	9	753	11	0	0	11	1002
08:15 AM	7	238	6	251	4	0	0	4	1	818	11	830	11	0	0	11	1096
08:30 AM	7	244	3	254	9	0	0	9	0	771	10	781	17	0	1	18	1062
Total Volume	29	1009	18	1056	23	0	2	25	3	3190	37	3230	65	0	1	66	4377
% App. Total	2.7	95.5	1.7		92	0	8		0.1	98.8	1.1		98.5	0	1.5		
PHF	.806	.822	.750	.822	.639	.000	.500	.694	.750	.929	.841	.932	.625	.000	.250	.635	.899

Start Time	SEPULVEDA BLVD. Southbound				DRIVEWAY Westbound				SEPULVEDA BLVD. Northbound				19TH ST. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	601	15	634	4	0	0	4	1	402	1	404	11	0	0	11	1053
05:15 PM	14	592	10	616	5	0	0	5	1	382	1	384	10	0	0	10	1015
05:30 PM	21	612	10	643	3	0	1	4	2	422	0	424	5	0	1	6	1077
05:45 PM	23	664	14	701	2	0	0	2	1	354	0	355	7	0	0	7	1065
Total Volume	76	2469	49	2594	14	0	1	15	5	1560	2	1567	33	0	1	34	4210
% App. Total	2.9	95.2	1.9		93.3	0	6.7		0.3	99.6	0.1		97.1	0	2.9		
PHF	.826	.930	.817	.925	.700	.000	.250	.750	.625	.924	.500	.924	.750	.000	.250	.773	.977

ACCUTEK TRAFFIC DATA, Inc.

21114 Trigger Lane, Diamond Bar, CA 91765
Tel (909) 595-6199 Fax (909) 595-6022

ADT SURVEY SUMMARY

LOCATION: OAK AVE. NORTH OF 19TH ST.

DATE: TUESDAY 4/10/12

SITE CODE: 375403

NORTHBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	0	0	0	1	1
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	1	0	0	1
05:00	1	0	0	3	4
06:00	2	2	6	5	15
07:00	3	6	11	24	44
08:00	14	23	23	27	87
09:00	20	23	10	14	67
10:00	23	12	8	15	58
11:00	9	12	16	10	47
12:00	7	15	12	19	53
13:00	11	16	23	17	67
14:00	19	17	23	23	82
15:00	17	16	11	23	67
16:00	25	26	22	19	92
17:00	26	21	15	28	90
18:00	22	15	17	16	70
19:00	11	11	9	15	46
20:00	9	5	4	7	25
21:00	3	0	3	2	8
22:00	2	2	1	0	5
23:00	0	0	0	0	0
TOTAL					929
AM PEAK HOUR		8:15 to 9:15			
VOLUME		93			
PM PEAK HOUR		15:45 to 16:45			
VOLUME		96			

SOUTHBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	1	0	0	0	1
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	2
04:00	1	0	0	0	1
05:00	0	0	1	0	1
06:00	0	2	0	2	4
07:00	10	10	5	6	31
08:00	8	9	8	9	34
09:00	4	10	8	8	30
10:00	5	5	13	6	29
11:00	5	5	9	7	26
12:00	6	6	7	11	30
13:00	6	10	6	14	36
14:00	12	8	10	11	41
15:00	16	13	9	18	56
16:00	20	19	21	20	80
17:00	21	9	19	21	70
18:00	32	18	14	19	83
19:00	16	10	8	16	50
20:00	13	5	6	4	28
21:00	1	5	1	3	10
22:00	1	1	2	4	8
23:00	1	1	1	1	4
TOTAL					655
AM PEAK HOUR		8:00 to 9:00			
VOLUME		34			
PM PEAK HOUR		17:30 to 18:30			
VOLUME		90			

TOTAL BI-DIRECTIONAL VOLUME	1584
NORTHBOUND	59%
SOUTHBOUND	41%

ACCUTEK TRAFFIC DATA, Inc.

21114 Trigger Lane, Diamond Bar, CA 91765
Tel (909) 595-6199 Fax (909) 595-6022

ADT SURVEY SUMMARY

LOCATION: OAK AVE. SOUTH OF 19TH ST.

DATE: WEDNESDAY 3/28/12

SITE CODE: 375402

NORTHBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	1	0	0	0	1
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	1	0	0	1
04:00	1	0	0	0	1
05:00	0	3	4	10	17
06:00	3	2	3	3	11
07:00	12	6	13	15	46
08:00	32	26	28	23	109
09:00	20	22	17	15	74
10:00	11	12	16	14	53
11:00	19	12	18	22	71
12:00	15	19	18	29	81
13:00	16	14	23	16	69
14:00	22	22	15	19	78
15:00	21	31	24	34	110
16:00	28	23	28	38	117
17:00	27	26	32	23	108
18:00	37	32	31	24	124
19:00	14	11	8	8	41
20:00	8	9	3	4	24
21:00	8	5	3	2	18
22:00	7	3	2	0	12
23:00	2	3	3	0	8
TOTAL					1174
AM PEAK HOUR 8:00 to 9:00					
VOLUME 109					
PM PEAK HOUR 17:30 to 18:30					
VOLUME 124					

SOUTHBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	0	0	1	0	1
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	1	0	0	1
05:00	0	4	1	0	5
06:00	0	0	1	0	1
07:00	9	1	6	4	20
08:00	12	4	9	5	30
09:00	9	6	9	4	28
10:00	2	5	7	7	21
11:00	8	7	5	8	28
12:00	9	10	9	17	45
13:00	14	8	10	5	37
14:00	1	6	4	11	22
15:00	6	9	7	9	31
16:00	14	9	16	14	53
17:00	9	15	16	8	48
18:00	13	13	12	16	54
19:00	6	6	4	2	18
20:00	7	2	2	1	12
21:00	2	3	0	0	5
22:00	2	0	0	0	2
23:00	1	0	0	0	1
TOTAL					463
AM PEAK HOUR 8:00 to 9:00					
VOLUME 30					
PM PEAK HOUR 16:30 to 17:30					
VOLUME 54					

TOTAL BI-DIRECTIONAL VOLUME	1637
NORTHBOUND	72%
SOUTHBOUND	28%

ACCUTEK TRAFFIC DATA, Inc.

21114 Trigger Lane, Diamond Bar, CA 91765
Tel (909) 595-6199 Fax (909) 595-6022

ADT SURVEY SUMMARY

LOCATION: 19TH ST. WEST OF SEPULVEDA BLVD.

DATE: WEDNESDAY 3/28/12

SITE CODE: 375401

EASTBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	1	0	1	2
04:00	1	2	1	3	7
05:00	1	2	2	4	9
06:00	3	5	9	13	30
07:00	6	6	18	27	57
08:00	11	10	13	12	46
09:00	10	8	9	9	36
10:00	6	13	6	9	34
11:00	12	11	7	8	38
12:00	9	6	15	11	41
13:00	6	7	8	11	32
14:00	10	5	10	12	37
15:00	14	13	17	13	57
16:00	12	13	11	12	48
17:00	14	9	8	8	39
18:00	8	13	7	5	33
19:00	7	2	5	8	22
20:00	1	5	4	4	14
21:00	3	2	0	5	10
22:00	3	5	2	0	10
23:00	1	2	1	2	6
TOTAL					608
AM PEAK HOUR		7:30 to 8:30			
VOLUME		66			
PM PEAK HOUR		15:00 to 16:00			
VOLUME		57			

WESTBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	1	0	2	1	4
01:00	0	0	0	0	0
02:00	0	1	0	0	1
03:00	0	0	0	0	0
04:00	0	2	0	1	3
05:00	3	2	1	2	8
06:00	1	2	3	9	15
07:00	9	5	12	16	42
08:00	20	18	23	16	77
09:00	22	18	12	8	60
10:00	16	12	11	11	50
11:00	12	18	12	15	57
12:00	15	11	12	17	55
13:00	16	12	7	10	45
14:00	21	11	13	19	64
15:00	16	14	11	10	51
16:00	9	19	23	19	70
17:00	24	15	22	27	88
18:00	26	23	28	22	99
19:00	19	13	11	14	57
20:00	13	12	14	14	53
21:00	9	5	7	4	25
22:00	6	2	0	2	10
23:00	2	1	0	2	5
TOTAL					939
AM PEAK HOUR		8:15 to 9:15			
VOLUME		79			
PM PEAK HOUR		17:45 to 18:45			
VOLUME		104			

TOTAL BI-DIRECTIONAL VOLUME	1547
EASTBOUND	39%
WESTBOUND	61%

ACCUTEK TRAFFIC DATA, Inc.

21114 Trigger Lane, Diamond Bar, CA 91765
Tel (909) 595-6199 Fax (909) 595-6022

ADT SURVEY SUMMARY

LOCATION: 19TH ST. WEST OF OAK ST.
DATE: WEDNESDAY 4/18/12
SITE CODE: 375405

WESTBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	0	1	0	0	1
01:00	1	0	0	0	1
02:00	0	0	0	1	1
03:00	0	0	0	0	0
04:00	1	0	1	2	4
05:00	2	5	4	1	12
06:00	4	2	6	10	22
07:00	8	10	9	29	56
08:00	19	15	8	5	47
09:00	13	7	19	11	50
10:00	10	12	8	10	40
11:00	7	8	9	4	28
12:00	8	11	6	11	36
13:00	12	19	12	7	50
14:00	10	12	8	11	41
15:00	18	12	10	17	57
16:00	30	22	16	23	91
17:00	28	16	19	22	85
18:00	24	22	28	13	87
19:00	8	12	17	20	57
20:00	18	9	8	12	47
21:00	17	13	11	5	46
22:00	5	3	1	2	11
23:00	2	3	0	0	5
TOTAL					875
AM PEAK HOUR		7:30 to 8:30			
VOLUME		72			
PM PEAK HOUR		17:45 to 18:45			
VOLUME		96			

EASTBOUND					
TIME	00-15	15-30	30-45	45-60	HOURLY TOTAL
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	0	0	1	2
05:00	0	0	3	0	3
06:00	1	0	3	3	7
07:00	1	4	10	22	37
08:00	19	13	11	14	57
09:00	4	10	15	15	44
10:00	8	9	7	3	27
11:00	10	16	8	12	46
12:00	9	9	11	14	43
13:00	8	6	6	12	32
14:00	13	10	11	19	53
15:00	10	6	9	16	41
16:00	12	8	6	4	30
17:00	10	3	7	12	32
18:00	15	8	12	9	44
19:00	9	3	2	9	23
20:00	7	4	2	5	18
21:00	3	3	2	2	10
22:00	1	0	0	1	2
23:00	0	0	1	3	4
TOTAL					555
AM PEAK HOUR		7:45 to 8:45			
VOLUME		65			
PM PEAK HOUR		14:00 to 15:00			
VOLUME		53			

TOTAL BI-DIRECTIONAL VOLUME	1430
WESTBOUND	61%
EASTBOUND	39%

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections	
Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Sepulveda Blvd/19th Street	E	49.8	0.184	E	49.8	0.184	+ 0.000 D/V

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sepulveda Blvd/19th Street

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[49.8]

Street Name: Sepulveda Boulevard 19th Street

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 1 0 1 0 2 1 0 0 0 1! 0 0 0 0 0 0 0

Volume Module:
Base Vol: 37 3190 3 18 1009 29 1 0 65 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 3190 3 18 1009 29 1 0 65 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 37 3190 3 18 1009 29 1 0 65 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 37 3190 3 18 1009 29 1 0 65 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 6.8 6.5 6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 1038 xxxx xxxxx 3193 xxxx xxxxx 2197 4327 351 xxxx xxxx xxxxx
Potent Cap.: 678 xxxx xxxxx 98 xxxx xxxxx 39 2 651 xxxx xxxx xxxxx
Move Cap.: 678 xxxx xxxxx 98 xxxx xxxxx 32 1 651 xxxx xxxx xxxxx
Volume/Cap: 0.05 xxxx xxxx 0.18 xxxx xxxx 0.03 0.00 0.10 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.6 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 10.6 xxxx xxxxx 49.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: B * * E * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 505 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.2 xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.2 xxxxxx
ApproachLOS: * * B *

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

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Sepulveda Blvd/19th Street	E 49.8	0.184	E 49.8	0.184	+ 0.000 D/V

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Sepulveda Blvd/19th Street

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[49.8]

Street Name: Sepulveda Boulevard 19th Street

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 1 0 1 0 2 1 0 0 0 1! 0 0 0 0 0 0 0

Volume Module:
Base Vol: 37 3190 3 18 1010 30 1 0 66 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 37 3190 3 18 1010 30 1 0 66 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 37 3190 3 18 1010 30 1 0 66 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 37 3190 3 18 1010 30 1 0 66 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 6.8 6.5 6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 1040 xxxx xxxxx 3193 xxxx xxxxx 2198 4328 352 xxxx xxxx xxxxx
Potent Cap.: 676 xxxx xxxxx 98 xxxx xxxxx 39 2 650 xxxx xxxx xxxxx
Move Cap.: 676 xxxx xxxxx 98 xxxx xxxxx 32 1 650 xxxx xxxx xxxxx
Volume/Cap: 0.05 xxxx xxxx 0.18 xxxx xxxx 0.03 0.00 0.10 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.6 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 10.6 xxxx xxxxx 49.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: B * * E * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 506 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.2 xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.2 xxxxxx
ApproachLOS: * * B *

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

California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

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2138971953

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California Department of Transportation

OTM22215

TSAR - ACCIDENT SUMMARY

REPORT PARAMETERS:

REPORT DATE : 04/05/2012
 REFERENCE DATE : 04/05/2012
 SUBMITTOR : T7HELTAW
 REPORT TITLE : ' All int. acc. for LA 001, PM 23.231.
 EVENT ID : For the time period of 10/01/07-09/30/10.
 Lena Levinson# 310. '

LOCATION CRITERIA: 3438925

FROM: 07-LA-001 023.231 TO: 07-LA-001 023.232

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = I

Accidents Date Range:

From -- 10/01/2007 To -- 09/30/2010

OTM22215
04/05/2012
08:24 AM

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY

' All int. acc. for LA 001, PM 23.231. For the time period of 10/01/07-09/30/10. Lena Levinson# 310. '

TOTAL ACCIDENTS	FATAL	INJURY	PDO	PERSONS		MOTOR VEHICLES INVOLVED			<---LINES CODED--->		
3	0	0	3	KILLED	INJURED	NUMBER	PCT	CODE	NUMBER	PCT	CODE
				0	0	1	33.3	1	1	33.3	1
						2	66.7	2	2	66.7	2
						0	0.0	3	0	0.0	3
						0	0.0	>3	0	0.0	4
									0	0.0	5
									0	0.0	6
									0	0.0	7
									0	0.0	8
									0	0.0	9

<--- HOUR OF DAY --->

NUMBER	PCT	CODE
0	0.0	00- 12 MID.
0	0.0	01- 1 A.M.
0	0.0	02- 2 A.M.
0	0.0	03- 3 A.M.
0	0.0	04- 4 A.M.
0	0.0	05- 5 A.M.
0	0.0	06- 6 A.M.
0	0.0	07- 7 A.M.
0	0.0	08- 8 A.M.
0	0.0	09- 9 A.M.
0	0.0	10- 10 A.M.
0	0.0	11- 11 A.M.
0	0.0	12- 12 NOON
1	33.3	13- 1 P.M.
0	0.0	14- 2 P.M.
1	33.3	15- 3 P.M.
1	33.3	16- 4 P.M.
0	0.0	17- 5 P.M.
0	0.0	18- 6 P.M.
0	0.0	19- 7 P.M.
0	0.0	20- 8 P.M.
0	0.0	21- 9 P.M.
0	0.0	22- 10 P.M.
0	0.0	23- 11 P.M.
0	0.0	25- UNKNOWN

<--- ACCESS CONTROL --->

NUMBER	PCT	CODE
3	100.0	C-CONVENTIONAL
0	0.0	E-EXPRESSWAY
0	0.0	F-FREEWAY
0	0.0	S-1-WAY CITY ST
0	0.0	--INVALID DATA
0	0.0	+--NO DATA

<--- SIDE OF HIGHWAY --->

NUMBER	PCT	CODE
1	33.3	N-NORTHBOUND
2	66.7	S-SOUTHBOUND
0	0.0	E-EASTBOUND
0	0.0	W-WESTBOUND

<--- YEAR --->

NUMBER	PCT	CODE
0	0.0	2000
0	0.0	2001
0	0.0	2002
0	0.0	2003
0	0.0	2004
0	0.0	2005
0	0.0	2006
0	0.0	2007
1	33.3	2008
1	33.3	2009
1	33.3	2010
0	0.0	2011

<--- MONTH --->

NUMBER	PCT	CODE
0	0.0	01-JANUARY
0	0.0	02-FEBRUARY
1	33.3	03-MARCH
0	0.0	04-APRIL
0	0.0	05-MAY
1	33.3	06-JUNE
1	33.3	07-JULY
0	0.0	08-AUGUST
0	0.0	09-SEPTEMBER
0	0.0	10-OCTOBER
0	0.0	11-NOVEMBER
0	0.0	12-DECEMBER

<--- DAY OF WEEK --->

NUMBER	PCT	CODE
0	0.0	1-SUNDAY
2	66.7	2-MONDAY
1	33.3	3-TUESDAY
0	0.0	4-WEDNESDAY
0	0.0	5-THURSDAY
0	0.0	6-FRIDAY
0	0.0	7-SATURDAY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY

' All int. acc. for LA 001, PM 23.231. For the time period of 10/01/07-09/30/10. Lena Levinson# 310. '

<-- PRIMARY COLLISION FACTOR -->		
NUMBER	PCT	CODE
0	0.0	1-INFLUENCE ALCOHOL
0	0.0	2-FOLLOW TOO CLOSE
1	33.3	3-FAILURE TO YIELD
2	66.7	4-IMPROPER TURN
0	0.0	5-SPEEDING
0	0.0	6-OTHER VIOLATIONS
0	0.0	B-IMPROPER DRIVING
0	0.0	C-OTHER THAN DRIVER
0	0.0	D-UNKNOWN
0	0.0	E-FELL SLEEP
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- TYPE OF COLLISION --->		
NUMBER	PCT	CODE
0	0.0	A-HEAD-ON
0	0.0	B-SIDESWIPE
0	0.0	C-REAR END
1	33.3	D-BROADSIDE
2	66.7	E-HIT OBJECT
0	0.0	F-OVERTURN
0	0.0	G-AUTO-PEDESTRIAN
0	0.0	H-OTHER
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<--- ROADWAY CONDITION --->		
NUMBER	PCT	CODE
0	0.0	A-HOLES, RUTS
0	0.0	B-LOOSE MATERIAL
0	0.0	C-OBSTRUCTION ON ROAD
0	0.0	D-CONSTRUCT-REPAIR-ZONE
0	0.0	E-REDUCED ROAD WIDTH
0	0.0	F-FLOODED
0	0.0	G-OTHER
3	100.0	H-NO UNUSUAL CONDITION
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- WEATHER ----->		
NUMBER	PCT	CODE
3	100.0	A-CLEAR
0	0.0	B-CLOUDY
0	0.0	C-RAINING
0	0.0	D-SNOWING
0	0.0	E-FOG
0	0.0	F-OTHER
0	0.0	G-WIND
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- LIGHTING ----->		
NUMBER	PCT	CODE
3	100.0	A-DAY LIGHT
0	0.0	B-DUSK/DAWN
0	0.0	C-DARK-STREET LIGHT
0	0.0	D-DARK-NO STREET LIGHT
0	0.0	E-DARK-INOPR STREET LIGHT
0	0.0	F-DARK-NOT STATED
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- ROAD SURFACE ----->		
NUMBER	PCT	CODE
3	100.0	A-DRY
0	0.0	B-WET
0	0.0	C-SNOWY, ICY
0	0.0	D-SLIPPERY
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- RIGHT OF WAY CONTROL ----->		
NUMBER	PCT	CODE
1	33.3	A-CONTROL FUNCTIONING
0	0.0	B-CONTROL NOT FUNCTIONING
0	0.0	C-CONTROLS OBSCURED
2	66.7	D-NO CONTROLS PRESENT
0	0.0	<-NOT STATED
0	0.0	-INVALID CODES

<----- HIGHWAY GROUP ----->		
NUMBER	PCT	CODE
0	0.0	R-IND. ALIGN RIGHT
0	0.0	L-IND. ALIGN LEFT
3	100.0	D-DIVIDED
0	0.0	U-UNDIVIDED

<- INTERSECTION/RAMP ACCIDENT LOCATION ->		
NUMBER	PCT	CODE
0	0.0	1-RAMP INTERSECTION (EXIT)
0	0.0	2-RAMP
0	0.0	3-RAMP ENTRY
0	0.0	4-RAMP AREA, INTERSECTION STREET
2	66.7	5-IN INTERSECTION
1	33.3	6-OUTSIDE INTRSTCT-NONSTATE RTE
0	0.0	--DOES NOT APPLY

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY

' All Int. acc. for I.A 001, PM 23.231. For the time period of 10/01/07-09/30/10. Lena Levinson# 310. '

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<----- PARTY TYPE ----->			<- MOVEMENT PRECEDING COLLISION ->			<---- OTHER ASSOCIATED FACTORS ---->				
NUMBER	PCT	CODE	NUMBER	PCT	CODE	#1 NUMBER	PCT	#2 NUMBER	PCT	CODE
3	100.0	A-PASNGR CAR/STA WAGON	0	0.0	A-STOPPED	0	0.0	0	0.0	1-INFLUENCE ALCOHOL
0	0.0	B-PASNGR CAR W/TRAILER	2	66.7	B-PROCEEDED STRAIGHT	0	0.0	0	0.0	2-FOLLOW TOO CLOSE
0	0.0	C-MOTORCYCLE	0	0.0	C-RAN OFF ROAD	0	0.0	0	0.0	3-FAILURE TO YIELD
0	0.0	D-PICKUP/PANEL TRUCK	1	33.3	D-MAKING RIGHT TURN	0	0.0	0	0.0	4-IMPROPER TURN
0	0.0	E-PICKUP/PANEL W/TRAILER	1	33.3	E-MAKING LEFT TURN	0	0.0	0	0.0	5-SPEEDING
0	0.0	F-TRUCK/TRUCK TRACTOR	0	0.0	F-MAKING U TURN	1	33.3	0	0.0	6-OTHER VIOLATIONS
0	0.0	G-TRUCK/TRACTOR & 1 TRAILER	0	0.0	G-BACKING	0	0.0	0	0.0	A-CELL PHONE* (INATTN)
0	0.0	2-TRUCK/TRACTOR & 2 TRAILER	0	0.0	H-SLOWING, STOPPING	0	0.0	0	0.0	B-ELECTRC EQUIP* (INATTN)
0	0.0	3-TRUCK/TRACTOR & 3 TRAILER	0	0.0	I-PASS OTHER VEHICLE	0	0.0	0	0.0	C-RADIO/CD/HDPHN* (INATTN)
0	0.0	4-SINGLE UNIT TANKER	1	33.3	J-CHANGING LANES	0	0.0	0	0.0	D-SMOKING* (INATTN)
0	0.0	5-TRUCK/TRA & 1 TANK TRALR	0	0.0	K-PARKING	0	0.0	0	0.0	E-VISION OBSCUREMENT
0	0.0	6-TRUCK/TRA & 2 TANK TRALR	0	0.0	L-ENTER FROM SHLDR	0	0.0	0	0.0	F-INATTENTION - OTHER
0	0.0	H-SCHOOL BUS	0	0.0	M-OTHER UNSAFE TURN	0	0.0	0	0.0	G-STOP & GO TRAFFIC
0	0.0	I-OTHER BUS	0	0.0	N-CROSS INTO OPP LN	0	0.0	0	0.0	H-ENTER/LEAVE RAMP
0	0.0	J-EMERGENCY VEHICLE	0	0.0	O-PARKED	0	0.0	0	0.0	I-PREVIOUS COLLISION
0	0.0	K-HIGHWAY CONST EQP.**	0	0.0	P-MERGING	0	0.0	0	0.0	J-UNFAMILIAR WITH ROAD
0	0.0	L-BICYCLE	0	0.0	Q-TRAVEL WRONG WAY	0	0.0	0	0.0	K-DEFECT VEHICLE EQUIP
0	0.0	M-OTHER-MOTOR VEH	0	0.0	R-OTHER	1	33.3	0	0.0	L-UNINVOLVED VEHICLE
0	0.0	N-OTHER-NON-MOTOR VEH	0	0.0	<-NOT STATED	1	33.3	0	0.0	M-OTHER
0	0.0	O-SPILLED LOADS				2	66.7	0	0.0	N-NONE APPARENT
0	0.0	P-DISENGAGED TOW				0	0.0	0	0.0	P-WIND
0	0.0	Q-UNINVOLVED VEHICLE				0	0.0	0	0.0	R-RAMP ACCIDENT
0	0.0	R-MOPED				0	0.0	0	0.0	S-RUNAWAY VEHICLE
0	0.0	T-TRAIN	0	0.0	2- XING XWALK - INTRST	0	0.0	0	0.0	T-EATING* (INATTN)
0	0.0	U-PEDESTRIAN	0	0.0	3- XING XWALK - NOT INTR	0	0.0	0	0.0	U-CHILDREN* (INATTN)
0	0.0	V-DISMOUNT PEDESTRIAN	0	0.0	4- XING NOT XWALK	0	0.0	0	0.0	V-ANIMALS* (INATTN)
0	0.0	W-ANIMAL - LIVESTOCK	0	0.0	5- ROADWAY - INCL SHLDR	0	0.0	0	0.0	W-PERSNL HYGIENE* (INATTN)
0	0.0	X-ANIMAL - DEER	0	0.0	6- NOT IN ROADWAY	0	0.0	0	0.0	X-READING* (INATTN)
0	0.0	Z-ANIMAL - OTHER	0	0.0	7- APRH-LEAVE SCHL BUS	0	0.0	3	100.0	<-NOT STATED
			0	0.0	- INVALID CODES	0	0.0	0	0.0	--DOES NOT APPLY

<---- DIRECTION OF TRAVEL ---->

NUMBER	PCT	CODE
1	33.3	N-N, NE, NW BOUND
2	66.7	S-S, SE, SW BOUND
1	33.3	E-EASTBOUND
0	0.0	W-WESTBOUND
0	0.0	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

<---- SPECIAL INFORMATION ---->

NUMBER	PCT	CODE
0	0.0	A-HAZARDOUS MATERIALS
0	0.0	B-CELL PHONE IN USE*
3	100.0	C-CELL PHONE NOT IN USE*
0	0.0	D-CELL PHONE NONE/UNKNOWN*
1	33.3	<-NOT STATED
0	0.0	--DOES NOT APPLY
0	0.0	-INVALID CODES

* INATTENTION CODES EFF. 01-01-01

** INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT
ACTIVITIES AS OF 00-02-22

* SPECIAL INFORMATION CODES EFF. 04-01-01

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TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY

' All Int. acc. for LA 001, PM 23.231. For the time period of 10/01/07-09/30/10. Lenn Levinson# 310. '

----- OBJECT STRUCK -----				----- LOCATION OF COLLISION -----					
PRIMARY		OTHERS		CODE	PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT		NUMBER	PCT	NUMBER	PCT	
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING					
0	0.0	0	0.0	02-END OF BRIDGE RAILING	1	33.3	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT	0	0.0	0	0.0	B-BEYOND SHLDER DRIVERS LEFT
0	0.0	0	0.0	04-BOTTOM OF STRUCTURE	0	0.0	0	0.0	C-LEFT SHOULDER AREA
0	0.0	0	0.0	05-BRIDGE END POST IN GORE	0	0.0	0	0.0	D-LEFT LANE
0	0.0	0	0.0	06-END OF GUARD RAIL	0	0.0	0	0.0	E-INTERIOR LANES
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL	1	33.3	0	0.0	F-RIGHT LANE
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE	0	0.0	0	0.0	G-RIGHT SHOULDER AREA
0	0.0	0	0.0	11-UTILITY POLE	2	66.7	0	0.0	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)	0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST	0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	15-GUARDRAIL	0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	16-MEDIAN BARRIER	0	0.0	0	0.0	<-NOT STATED
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)	1	33.3	3	100.0	--DOES NOT APPLY
0	0.0	0	0.0	18-DIKE OR CURB	0	0.0	0	0.0	-INVALID CODES
0	0.0	0	0.0	19-TRAFFIC ISLAND					
0	0.0	0	0.0	20-RAISED BARS					
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)					
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM					
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT					
0	0.0	0	0.0	24-OVER EMBANKMENT					
0	0.0	0	0.0	25-IN WATER					
0	0.0	0	0.0	26-DRAINAGE DITCH					
0	0.0	0	0.0	27-FENCE					
0	0.0	0	0.0	28-TREES					
0	0.0	0	0.0	29-PLANTS	3	100.0	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	30-SOUND WALL	0	0.0	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD	0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	41-TEMP BARRICADES, CONES	0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD	0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
2	66.7	0	0.0	43-OTHER OBJECT OFF ROAD	0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
0	0.0	0	0.0	44-OVERTURNED	1	33.3	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	45-CRASH CUSHION (SAND)	0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)	0	0.0	0	0.0	I-FATIGUE
0	0.0	0	0.0	51-CALL BOX	0	0.0	3	100.0	< NOT STATED
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	99- NO OBJECT INVOLVED	0	0.0	0	0.0	-INVALID CODES
1	33.3	0	0.0	V1 THRU V9 VEHICLE 1 TO 9					
0	0.0	0	0.0	<< NOT STATED					
1	33.3	3	100.0	-- DOES NOT APPLY					
0	0.0	0	0.0	- INVALID CODES					

----- DRUG/PHYSICAL -----

PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT	
3	100.0	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
1	33.3	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
0	0.0	3	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

California Department of Transportation

OTM22200

TSAR - ACCIDENT DETAIL

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

California Department of Transportation

OTM22200

TSAR - ACCIDENT DETAIL

REPORT PARAMETERS:

REPORT DATE : 04/05/2012
 REFERENCE DATE : 04/05/2012
 SUBMITTOR : T7HELTAW
 REPORT TITLE : ' All int. acc. for LA 001, PM 23.231.
 EVENT ID : For the time period of 10/01/07-09/30/10.
 Lena Levinson# 310. '

Total Accidents Retrieved:

3

LOCATION CRITERIA:

3438925

FROM: 07-LA-001 023.231 TO: 07-LA-001 023.232

SELECTION CRITERIA:

1 1 AND 508 - FILE TYPE = I

Accidents Date Range:

From -- 10/01/2007 To -- 09/30/2010

Include State Highways cases

Report Run On: 10/27/2011

Primary Rd MARINE AV Distance (ft) 201 Direction W Secondary Rd HERRIN AV NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 2M75 Type 0 CalTrans Badge 254 Collision Date 20100911 Time 1117 Day SAT Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20110919 Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																							
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	58	F	H	HNBD		RAN OFF RD	W	A	0700	TOYOT	1999	- 3	N	- M G								
Primary Rd MARINE AV Distance (ft) 436 Direction W Secondary Rd PECK AV NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 004 Type 0 CalTrans Badge 224 Collision Date 20100827 Time 1703 Day FRI Primary Collision Factor DRVR ALC/DRG Violation 23152A Collision Type REAR END Severity INJURY #Killed 0 #Injured 4 Tow Away? Y Process Date 20110908 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																							
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	O	HBD-UI		PROC ST	E	A	0700	CHEVR	1996	- 3	A	22350 - M G	DRVR	COMP PN 21	F	1	0	M	G	
2	DRVR	51	M	W	HNBD		STOPPED	E	A	0700	SATUR	2007	- 3	N	- M G								
3	PRKD	998	-				PARKED	S	D	2200	TOYOT	1989	- -	N	- -								
4	DRVR	30	M	W	HNBD		SLOWING	E	A	0100	BMW	2007	- 3	N	- L G	PASS	COMP PN 42	M	3	0	L	G	
5	DRVR	59	F	O	HNBD		STOPPED	E	A	0700	TOYOT	1996	- 3	N	- M G	DRVR	COMP PN 59	F	1	0	M	G	
6	DRVR	69	M	W	HNBD		SLOWING	E	A	0700	TOYOT	2004	- 3	N	- M G	PASS	COMP PN 68	F	3	0	M	G	
7	DRVR	32	F	O	HNBD		SLOWING	E	A	0700	TOYOT	2010	- 3	N	- M G								
8	DRVR	43	F	W	HNBD		SLOWING	E	A	0100	HYUND	2009	- 3	N	- M G								
Primary Rd MARINE AV Distance (ft) 67 Direction E Secondary Rd REDONDO AV NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist 004 Type 0 CalTrans Badge 255 Collision Date 20100627 Time 1538 Day SUN Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20110523 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																							
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	H	HNBD		PROC ST	E	A	0100	CHEVR	1998	- 3	A	22107 - L G								
Primary Rd MARINE AV Distance (ft) 0 Direction Secondary Rd SEPULVEDA BL NCIC 1944 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 003 Type 0 CalTrans Badge 224 Collision Date 20100615 Time 1753 Day TUE Primary Collision Factor DRVR ALC/DRG Violation 23152A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20110601 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																							
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	F	O	HBD-UI		PROC ST	E	A	0100	MERCE	2002	- 3	A	21658 - M G								
2	DRVR	48	F	W	HNBD		STOPPED	E	A	0700	CHEVR	2005	- 3	N	- M G								
Primary Rd MORNINGSIDE DR Distance (ft) 0 Direction Secondary Rd 12TH PL NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat Type 0 CalTrans Badge 173 Collision Date 20100415 Time 2131 Day THU Primary Collision Factor OTHER HAZ Violation 21657 Collision Type HEAD-ON Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20110329 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FUNCTNG Loc Type Ramp/Int																							
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	M	W	HNBD		PROC ST	S	J	4900	KAWA	2002	- 3	N	- P W	DRVR	OTH VIS 44	M	1	3	P	W	

01/01/2010 thru 12/31/2010

Total Count: 120

Jurisdiction(s): ALL

Include State Highways cases

Report Run On: 10/27/2011

2 DRVR 47 M W HNBD RGT TURN N A 0100 OTHER 2008 - 3 A 21804 F M G

Primary Rd		OAK AV	Distance (ft)	79	Direction	N	Secondary Rd	27TH ST	NCIC	1944	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy										
City		Manhattan Beach	County	Los Angeles	Population	4	Rpt Dist		Beat	002	Type	0	CalTrans	Badge	263	Collision Date	20100727	Time	0102	Day	TUE					
Primary Collision Factor		DRVR ALC DRG	Violation	23152A	Collision Type	HEAD-ON	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20110718										
Weather1		CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR	Motor Vehicle Involved With			PKD MV	Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS FCTR	Loc Type		Ramp/Int											
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	29	F	W	HBD-UI		PROC ST	S	A	0000	SATUR	2004	- -	A	22107	-	G	-	-	-	-	-	-	-	-	-
2	PRKD	998	-	-	-	-	PARKED	N	D	0000	CHEVR	2001	- -	N	-	-	-	-	-	-	-	-	-	-	-	-
3	PRKD	998	-	-	-	-	PARKED	N	A	0000	DODGE	2004	- -	N	-	-	-	-	-	-	-	-	-	-	-	-

Primary Rd		OAK AV	Distance (ft)	186	Direction	N	Secondary Rd	VALLEY DR	NCIC	1944	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy										
City		Manhattan Beach	County	Los Angeles	Population	4	Rpt Dist		Beat	003	Type	0	CalTrans	Badge	325	Collision Date	20100628	Time	0112	Day	MON					
Primary Collision Factor		DRVR ALC DRG	Violation	23152A	Collision Type	SIDESWIPE	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20110622										
Weather1		CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR	Motor Vehicle Involved With			PKD MV	Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS FCTR	Loc Type		Ramp/Int											
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	F	H	HBD-UI		PROC ST	N	A	0700	TOYOT	2007	- 3	A	22107	-	L	B	DRVR	COMP PN	23	F	1	0	L	B
2	PRKD	998	-	-	-	-	PARKED	N	A	0100	VOLKS	2010	- 3	N	-	-	-	-	-	-	-	-	-	-	-	-
3	PRKD	998	-	-	-	-	PARKED	N	A	0100	BMW	2006	- 3	N	-	-	-	-	-	-	-	-	-	-	-	-

Primary Rd		PACIFIC AV	Distance (ft)	0	Direction		Secondary Rd	6TH ST	NCIC	1944	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy										
City		Manhattan Beach	County	Los Angeles	Population	4	Rpt Dist	SOUTH	Beat	2M75	Type	0	CalTrans	Badge	254	Collision Date	20100430	Time	1743	Day	FRI					
Primary Collision Factor		STOP SGN SIG	Violation	22450A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20110406										
Weather1		CLEAR	Weather2	WIND	Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run			Motor Vehicle Involved With			OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int											
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	F	W	HNBD		PROC ST	E	A	0700	SUBAR	2006	- 3	N	-	-	L	G	-	-	-	-	-	-	-	-
2	DRVR	27	F	W	HNBD		PROC ST	S	A	0100	TOYOT	2008	- 3	N	-	-	M	G	-	-	-	-	-	-	-	-

Primary Rd		POINSETTIA AV	Distance (ft)	134	Direction	N	Secondary Rd	2ND ST	NCIC	1944	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy										
City		Manhattan Beach	County	Los Angeles	Population	4	Rpt Dist	2L2S	Beat		Type	0	CalTrans	Badge	312	Collision Date	20100903	Time	2226	Day	FRI					
Primary Collision Factor		DRVR ALC DRG	Violation	23152A	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20111024										
Weather1		CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run			Motor Vehicle Involved With			PKD MV	Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS FCTR	Loc Type		Ramp/Int											
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	71	M	W	HNBD		PROC ST	S	A	0700	FORD	2003	- 3	F	-	-	M	C	-	-	-	-	-	-	-	-
2	PRKD	998	-	-	-	-	PARKED	S	A	0700	GMC	2001	- 3	N	-	-	-	-	-	-	-	-	-	-	-	-
3	PRKD	998	-	-	-	-	PARKED	W	A	0100	TOYOT	2003	- -	N	-	-	-	-	-	-	-	-	-	-	-	-

Include State Highways cases

Report Run On: 10/27/2011

3	DRVR	21	F	W	HNBD	PROC ST	N	D	2200	GMC 2010	-	3	N	-	M	G	DRVR	COMP PN 21	F	1	0	M	G		
4	DRVR	24	F	W	HNBD	STOPPED	W	A	0700	TOYOT 2006	-	3	N	-	M	G									
Primary Rd ROSECRANS AV Distance (ft) 0 Direction Secondary Rd SEPULVEDA BL NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat Type 0 CalTrans Badge 302 Collision Date 20100803 Time 2146 Day TUE Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20110829 Weather1 CLEAR Weather2 Rdwy Surface Rdwy Cond1 Rdwy Cond2 Spec Cond 0 Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev Loc Type Ramp/Int 																									
Party Info																		Victim Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A		0700	FORD 1997	-	3	-	-	-								
2	DRVR	25	M	W	HNBD	STOPPED	E	A	0100	TOYOT 2003	-	3	-	-	-	M	G								
Primary Rd ROSECRANS AV Distance (ft) 38 Direction W Secondary Rd VILLAGE DR NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat Type 0 CalTrans Badge 315 Collision Date 20100309 Time 1453 Day TUE Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20110111 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int 																									
Party Info																		Victim Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	82	M	W	HNBD	PROC ST	E	A	0100	TOYOT 2009	-	3	N	-	-	M	G								
Primary Rd ROSECRANS AV Distance (ft) 0 Direction Secondary Rd VILLAGE DR NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 2LIS Type 0 CalTrans Badge 294 Collision Date 20100827 Time 1745 Day FRI Primary Collision Factor IMPROP TURN Violation 22107 Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20110908 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run FELONY Motor Vehicle Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int 																									
Party Info																		Victim Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	RGT TURN	E	A		0700	MERCE 2005	-	3	F	-	-								
2	BICY	41	M	W	IMP UNK	IMP UNK	PROC ST	E	L		0400	-	-	3	A	21755	-	-	-	-	-	-	-	-	-
Primary Rd ROSECRANS AV Distance (ft) 2 Direction E Secondary Rd VISTA DR NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat 003 Type 0 CalTrans Badge 322 Collision Date 20100628 Time 0113 Day MON Primary Collision Factor DRVR ALC/DRG Violation 23152A Collision Type HEAD-ON Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20110607 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int 																									
Party Info																		Victim Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	H	HBD-UNK		PROC ST	W	A		0700	TOYOT 2007	-	1	A	22107	-	L	B	DRVR	COMP PN 23	F	1	0	B
Primary Rd ROSECRANS AV Distance (ft) 58 Direction N Secondary Rd 11TH ST NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 2T1 Type 0 CalTrans Badge 294 Collision Date 20100113 Time 1850 Day WED Primary Collision Factor OTHER HAZ Violation 22517 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20101116 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int 																									
Party Info																		Victim Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	M	W	HNBD		PARKED	S	D		2200	TOYOT 2000	-	3	N	-	M	G							
2	DRVR	35	F	O	HNBD		PROC ST	S	A		0700	TOYOT 2002	-	3	N	-	M	G							

Include State Highways cases

Report Run On: 10/27/2011

Primary Rd ROWELL AV Distance (ft) 40 Direction S Secondary Rd 8TH ST NCIC 1944 State Hwy? N Route															Postmile Prefix		Postmile		Side of Hwy					
City Manhattan Beach County Los Angeles Population 4 Rpt Dist															Beat 001 Type 0 CalTrans		Badge 317 Collision Date 20100711		Time 1219 Day SUN					
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HEAD-ON Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20110725															Weather1 CLEAR Weather2		Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2		Spec Cond 0					
Hit and Run															Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action		Cntrl Dev		NT PRS/FCTR Loc Type		Ramp/Int			
Party Info															Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	63	F	W	HNBD		RGT TURN	S	C	0200	OTHER	2009	- 3	N	-	P W	DRVR	SEVERE	64	F	1	0	W	-
2	PRKD	998	-	-	-		PARKED	N	A	0800	CHEVR	2003	- -	-	-	-								
Primary Rd SEPULVEDA Distance (ft) 5 Direction S Secondary Rd 30TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix															Postmile		Side of Hwy							
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 1944 Beat															Type 0 CalTrans 7 Badge 316 Collision Date 20100306		Time 1553 Day SAT							
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20110412															Weather1 CLEAR Weather2		Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2		Spec Cond 0					
Hit and Run															Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action		Cntrl Dev		NT PRS/FCTR Loc Type H		Ramp/Int -			
Party Info															Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	51	M	W	HNBD		PROC ST	N	A	0100	JAGUA	1998	- 3	F	-	L G	DRVR	OTH VIS	44	F	1	0	G	-
2	DRVR	18	F	W	HNBD		SLOWING	N	A	0100	TOYOT	2005	- 3	N	-	M G	DRVR	COMP PN	18	F	1	0	M	G
																	PASS	COMP PN	11	F	6	0	M	G
Primary Rd SEPULVEDA BL Distance (ft) 52 Direction S Secondary Rd 10TH ST NCIC 1944 State Hwy? Y Route															Postmile Prefix		Postmile		Side of Hwy					
City Manhattan Beach County Los Angeles Population 4 Rpt Dist COUTH Beat 001 Type 0 CalTrans															Badge 20323 Collision Date 20100903		Time 1401 Day FRI							
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20111010															Weather1 CLEAR Weather2		Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2		Spec Cond 0					
Hit and Run															Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action		Cntrl Dev		NT PRS/FCTR Loc Type		Ramp/Int			
Party Info															Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	46	F	W	HNBD		PROC ST	N	A	0100	FORD	2001	- 3	N	-	M G	DRVR	OTH VIS	44	F	1	0	G	-
2	DRVR	44	F	W	HNBD		STOPPED	N	A	0100	FORD	2001	- 3	N	-	M G	DRVR	COMP PN	44	F	1	0	G	-
Primary Rd SEPULVEDA BL Distance (ft) 138 Direction S Secondary Rd 138TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix															Postmile		Side of Hwy							
City Manhattan Beach County Los Angeles Population 4 Rpt Dist															Beat 001 Type 0 CalTrans 7 Badge 254 Collision Date 20100224		Time 1053 Day WED							
Primary Collision Factor NOT DRIVER Violation															Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20110126		Weather1 CLOUDY Weather2		Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2		Spec Cond 0			
Hit and Run															Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action		Cntrl Dev		NT PRS/FCTR Loc Type H		Ramp/Int -			
Party Info															Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	66	M	B	HNBD		PROC ST	N	A	0100	TOYOT	1993	- 3	-	-	L G								
2	PRKD	998	-	-	-		PARKED	N	A	0100	TOYOT	2006	- -	-	-	-								
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction															Secondary Rd 17TH ST NCIC 1944 State Hwy? Y Route		Postmile Prefix		Postmile		Side of Hwy			
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 001 Type 0 CalTrans															Badge 224 Collision Date 20100614		Time 1443 Day MON							
Primary Collision Factor DRVR ALC DRG Violation 23152A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20110601															Weather1 CLEAR Weather2		Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2		Spec Cond 0					
Hit and Run															Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action		Cntrl Dev		NT PRS/FCTR Loc Type		Ramp/Int			
Party Info															Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	83	F	W		DRUG	PROC ST	N	A	0100	TOYOT	1996	- 3	A	22350	-	M	G						
2	DRVR	42	F	W	HNBD		STOPPED	N	A	0700	TOYOT	2006	- 3	N	-	M G	PASS		3	F	6	0	M	Q

Include State Highways cases

Report Run On: 10/27/2011

Primary Rd SEPULVEDA BL	Distance (ft) 44	Direction S	Secondary Rd 17TH ST	NCIC 1944	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy
City Manhattan Beach	County Los Angeles	Population 4	Rpt Dist 2M72	Beat 004	Type 0	CalTrans 7	Badge 244	Collision Date 20100614	Time 1444 Day MON
Primary Collision Factor DRVR ALCIDRG	Violation 23152A	Collision Type OTHER	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20110602	Weather1 CLEAR	Weather2
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND
Rdwy Cond2	Spec Cond 0	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 83 F W	DRUG
2 DRVR 73 M W	HNBD	STOPPED	N	A	0100	TOYOT 1996	- 3 A 22106	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	- 3 N	- M G	NT PRS/FCTR
Loc Type	Ramp/Int	Party Info	Victim Info	Party Type	Age	Sex	Race	Sobriety1	Sobriety2
Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	1F DRVR 26 M H	HBD-UI
2 DRVR 74 M W	HNBD	STOPPED	N	A	0100	BMW 2003	-		

Include State Highways cases

Report Run On: 10/27/2011

Primary Rd SEPULVEDA BL Distance (ft) 15 Direction S Secondary Rd 1ST ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 22.33 Side of Hwy N																							
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 008 Type 0 CalTrans 7 Badge 224 Collision Date 20100628 Time 1432 Day MON																							
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20110908																							
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																							
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	M	O	HNBD		PROC ST	N	A		0700	MERCE 2005	- 3	N	- M G								
2	DRVR	43	F	H	HNBD		STOPPED	N	A		0100	HONDA 1997	- 3	N	- M G	DRVR	COMP PN 43	F	1	0	M	G	
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 27TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.48 Side of Hwy N																							
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 004 Type 0 CalTrans 7 Badge 313 Collision Date 20100227 Time 0354 Day SAT																							
Primary Collision Factor DRVR ALC/DRG Violation 23152A Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20110126																							
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																							
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	O	HBD-UI		PROC ST	N	A		0100	BMW 2009	- -	A 22107	- M G	PASS		24	F	3	0	G	-
Primary Rd SEPULVEDA BL Distance (ft) 36 Direction S Secondary Rd 27TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.48 Side of Hwy S																							
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 003 Type 0 CalTrans 7 Badge 224 Collision Date 20100511 Time 2040 Day TUE																							
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20110916																							
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																							
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	F	W	HNBD		PROC ST	S	A		0100	HONDA 2003	- 3	N	- M G								
2	DRVR	24	M	O	HNBD		STOPPED	S	D		2200	FORD 1999	- 3	I	- M G								
Primary Rd SEPULVEDA BL Distance (ft) 63 Direction S Secondary Rd 27TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.48 Side of Hwy S																							
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 003 Type 0 CalTrans 7 Badge 224 Collision Date 20100511 Time 2039 Day TUE																							
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20110908																							
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																							
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	M	O	HNBD		PROC ST	S	D		2200	FORD 1999	- 3	N	- M G								
2	DRVR	52	M	O	HNBD		STOPPED	S	A		0700	CHEVR 1993	- 3	N	- M G	DRVR	COMP PN 52	M	1	0	M	G	
Primary Rd SEPULVEDA BL Distance (ft) 51 Direction N Secondary Rd 27TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.5 Side of Hwy S																							
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 002 Type 0 CalTrans 7 Badge 224 Collision Date 20100618 Time 1410 Day FRI																							
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20110908																							
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																							
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	F	W	HNBD		PROC ST	S	A		0100	SATUR 1998	- 3	N	- M G								
2	PRKD	998	-	-	-	-	PARKED	S	D		2200	MAZDA 1999	- -	N	- - -								
3	PRKD	998	-	-	-	-	PARKED	S	A		0100	DODGE 2007	- -	N	- - -								

Include State Highways cases

Report Run On: 11/03/2010

Primary Rd MARINE AV Distance (ft) 145 Direction E Secondary Rd ROWELL AV NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat 004 Type 0 CalTrans Badge 217 Collision Date 20090508 Time 2500 Day FRI Primary Collision Factor UNKNOWN Violation Collision Type OTHER Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20091231 Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0 Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-		IMP UNK	IMP UNK	OTHER	-	-	-00	-	-	-	N	-	-	-								
2	PRKD	998	-				PARKED	E	A	0100	TOYOT	2005	-	N	-	-	-								
Primary Rd MATTHEISEN AV Distance (ft) 23 Direction W Secondary Rd AVIATION WY NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat 217 Type 0 CalTrans Badge 294 Collision Date 20090331 Time 1649 Day TUE Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20091119 Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0 Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	M	A	IMP UNK	IMP UNK	LFT TURN	W	A	0100	HYUND	2008	-	3	N	-	M	G							
2	PRKD	998	-				PARKED	W	A	0700	TOYOT	2007	-	3	N	-	-	-							
Primary Rd MORNINGSIDE DR Distance (ft) 0 Direction Secondary Rd HOMER ST NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist S BAY Beat 002 Type 0 CalTrans Badge 323 Collision Date 20090920 Time 0302 Day SUN Primary Collision Factor DRVR ALC/DRG Violation 23152A Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20100622 Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 Rdw Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	W	HBD-UI		U-TURN	S	A	0100	MG	1947	-	-	A	22107	-	N	-						
Primary Rd OAK AV Distance (ft) 174 Direction N Secondary Rd 14TH ST NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat 002 Type 0 CalTrans Badge 311 Collision Date 20091213 Time 2500 Day SUN Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20101001 Weather1 RAINING Weather2 Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0 Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	A	0100	-	-	-	N	-	-	B	-							
2	PRKD	998	-				PARKED	S	A	0700	LAND	2004	-	-	N	-	-	-							
Primary Rd OAK ST Distance (ft) 335 Direction S Secondary Rd MARINE AV NCIC 1944 State Hwy? N Route Postmile Prefix Postmile Side of Hwy City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat Type 0 CalTrans Badge 224 Collision Date 20090107 Time 1555 Day WED Primary Collision Factor OTHER HAZ Violation 22517 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20090831 Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	O	HNBD		PARKED	N	-	-00	CHEVR	2002	-	3	N	-	M	H							
2	DRVR	36	M	O	HNBD		PROC ST	N	-	-00	BMW	2006	-	3	N	-	M	G							

Include State Highways cases

Report Run On: 11/03/2010

Primary Rd SEPULVEDA BL		Distance (ft) 6	Direction S	Secondary Rd 14TH ST		NCIC 1944	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy															
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist	Beat	Type 0	CalTrans	Badge 315	Collision Date 20091105	Time 0811	Day THU															
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20100820																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	40	F	B	HNBD			S	A	0100	LEXUS	2000	- 3	N	-	M	G	PASS		45	M	3	0	G	-	
Victim Info																										
Primary Rd SEPULVEDA BL		Distance (ft) 0	Direction	Secondary Rd 17TH ST		NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix	Postmile 23.101	Side of Hwy N															
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist	Beat 2T7	Type 0	CalTrans 7	Badge 294	Collision Date 20090107	Time 0900	Day WED															
Primary Collision Factor R-O-W AUTO		Violation 21801A	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20091217																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	31	F	W	HNBD			N	A	0100	AUDI	2006	- 3	A	22106	-	M	G								
2	DRVR	39	F	H	HNBD			S	A	0100	VOLKS	2002	- 3	N	-	M	G									
Victim Info																										
Primary Rd SEPULVEDA BL		Distance (ft) 130	Direction N	Secondary Rd 17TH ST		NCIC 1944	State Hwy? Y	Route	Postmile Prefix	Postmile	Side of Hwy															
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist 2M72	Beat 003	Type 0	CalTrans	Badge 224	Collision Date 20091211	Time 1747	Day FRI															
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 2	Tow Away? N	Process Date 20101001																		
Weather1 CLOUDY		Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	29	M	W	HNBD			S	A	0100	FORD	2002	- 1	N	-	M	G									
2	DRVR	66	M	W	HNBD			S	A	0100	TOYOT	1986	- 3	N	-	M	G	DRVR	COMP PN 66	M	1	3	M	G		
																		PASS	COMP PN 65	F	3	0	M	G		
Victim Info																										
Primary Rd SEPULVEDA BL		Distance (ft) 100	Direction S	Secondary Rd 18TH ST		NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix	Postmile 23.17	Side of Hwy N															
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist	Beat 001	Type 0	CalTrans 7	Badge 312	Collision Date 20090324	Time 1512	Day TUE															
Primary Collision Factor UNKNOWN		Violation	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20100210																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run MSDMNR		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type H	Ramp/Int -																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	998	-	IMP UNK	IMP UNK			PROC ST	-	-	-00	-	-	N	-	-	-									
2	DRVR	18	F	W				PROC ST	N	A	0100	NISSA	2007	- 3	N	-	M	G								
Victim Info																										
Primary Rd SEPULVEDA BL		Distance (ft) 0	Direction	Secondary Rd 19TH ST		NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix	Postmile 23.231	Side of Hwy N															
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist 2M72	Beat 002	Type 0	CalTrans 7	Badge 224	Collision Date 20090630	Time 1352	Day TUE															
Primary Collision Factor R-O-W AUTO		Violation 21801A	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20100406																		
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																	
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	21	M	W	HNBD			LFT TURN	S	A	0100	VOLKS	2002	- 3	N	-	M	G								
2	DRVR	59	M	W	HNBD			PROC ST	N	A	0100	FORD	1997	- 3	A	-	L	G								
Victim Info																										

Include State Highways cases

Report Run On: 11/03/2010

Primary Rd SEPULVEDA BL Distance (ft) 223 Direction N Secondary Rd 19TH ST NCIC 1944 State Hwy? Y Route															Postmile Prefix		Postmile		Side of Hwy				
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 002 Type 0 CalTrans Badge 224 Collision Date 20091211 Time 1721 Day FRI															Collision Date		Time		Day				
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20101001															#Killed		#Injured		Tow Away?				
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2				
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int															Lighting		Ped Action		Cntrl Dev				
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	M	O	HNBD		SLOWING	S	A	0100	FORD	2005	- 3	N	- M G								
2	DRVR	67	F	W	HNBD		STOPPED	S	A	0100	LEXUS	1999	- 3	N	- M G								
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 1ST ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 22.341 Side of Hwy S															Postmile Prefix		Postmile		Side of Hwy				
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 002 Type 0 CalTrans 7 Badge 224 Collision Date 20090722 Time 1724 Day WED															Collision Date		Time		Day				
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20100519															#Killed		#Injured		Tow Away?				
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2				
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 5															Lighting		Ped Action		Cntrl Dev				
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	M	O	HNBD		LFT TURN	N	A	0100	OLDSM	2001	- 3	N	- M G	PASS		16	M	3	0	M G	
2	DRVR	19	F	W	HNBD		PROC ST	S	A	0100	FORD	2006	- 3	A	- L G	DRVR	COMP PN	19	F	1	0	L G	
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 22ND ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.331 Side of Hwy S															Postmile Prefix		Postmile		Side of Hwy				
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 002 Type 0 CalTrans 7 Badge 224 Collision Date 20090319 Time 1305 Day THU															Collision Date		Time		Day				
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20100105															#Killed		#Injured		Tow Away?				
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2				
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 5															Lighting		Ped Action		Cntrl Dev				
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	60	F	W	HNBD		ENT TRAF	E	A	0100	FORD	2008	- 3	N	- L G								
2	DRVR	48	F	W	HNBD		PROC ST	S	A	0100	CHEVR	2008	- 3	N	- M G	PASS	COMP PN	6	M	4	0	P G	
Primary Rd SEPULVEDA BL Distance (ft) 146 Direction N Secondary Rd 30TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.62 Side of Hwy N															Postmile Prefix		Postmile		Side of Hwy				
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 011 Type 0 CalTrans 7 Badge 224 Collision Date 20090312 Time 1005 Day THU															Collision Date		Time		Day				
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20100113															#Killed		#Injured		Tow Away?				
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2				
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -															Lighting		Ped Action		Cntrl Dev				
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	F	W	HNBD		CHANG LN	N	A	0700	HONDA	2005	- 3	A	22107 - M G								
2	DRVR	36	F	A	HNBD		STOPPED	N	A	0100	BMW	2008	- 3	N	- M G	DRVR	COMP PN	36	F	1	0	M G	
																PASS		41	M	3	0	M G	
Primary Rd SEPULVEDA BL Distance (ft) 240 Direction S Secondary Rd 33RD ST NCIC 1944 State Hwy? Y Route															Postmile Prefix		Postmile		Side of Hwy				
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 011 Type 0 CalTrans Badge 224 Collision Date 20091013 Time 2008 Day TUE															Collision Date		Time		Day				
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20100630															#Killed		#Injured		Tow Away?				
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2				
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int															Lighting		Ped Action		Cntrl Dev				
Party Info															Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	W	HNBD		CHANG LN	N	A	0100	TOYOT	2002	- 3	N	- M G								
2	DRVR	49	M	A	HNBD		STOPPED	N	A	0700	TOYOT	2005	- 3	N	- M G								

Include State Highways cases

Report Run On: 11/03/2010

Primary Rd 15TH ST Distance (ft) 50 Direction E Secondary Rd OCEAN DR NCIC 1944 State Hwy? N Route															Postmile Prefix		Postmile		Side of Hwy						
City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 2T7 Type 0 CalTrans Badge 294 Collision Date 20080818 Time 1642 Day MON															Collision Date		Time		Day						
Primary Collision Factor UNKNOWN Violation Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20090224															#Killed		#Injured		Tow Away?						
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2						
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int															Motor Vehicle Involved With		Lighting		Ped Action						
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	M	W	IMP UNK	IMP UNK	PROC ST	W	A	0100	CADIL	-	3	N	-	-	-								
2	PRKD	998	-	-	-	-	PARKED	W	A	0700	LAND	1997	-	3	N	-	-								
Primary Rd 15TH ST Distance (ft) 145 Direction W Secondary Rd VALLEY DR NCIC 1944 State Hwy? N Route															Postmile Prefix		Postmile		Side of Hwy						
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 999 Beat 3M1 Type 0 CalTrans Badge															Collision Date		Time		Day						
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20080815															#Killed		#Injured		Tow Away?						
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2						
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int															Motor Vehicle Involved With		Lighting		Ped Action						
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	77	M	W	HNBD	-	PROC ST	E	-	-00	FORD	2007	-	3	N	-	M G								
2	DRVR	38	F	W	HNBD	-	PROC ST	E	-	-00	CADIL	2007	-	3	N	-	M G								
Primary Rd 17TH ST Distance (ft) 54 Direction W Secondary Rd MEADOWS AV NCIC 1944 State Hwy? N Route															Postmile Prefix		Postmile		Side of Hwy						
City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 004 Type 0 CalTrans Badge 319 Collision Date 20080917 Time 1415 Day WED															Collision Date		Time		Day						
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20090429															#Killed		#Injured		Tow Away?						
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2						
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int															Motor Vehicle Involved With		Lighting		Ped Action						
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	-	IMP UNK	IMP UNK	PROC ST	-	-	-00	-	-	-	N	-	-	-								
2	PRKD	998	-	-	-	-	PARKED	W	A	0100	BMW	2004	-	N	-	-	-								
Primary Rd 18TH ST Distance (ft) 25 Direction E Secondary Rd AGNES RD NCIC 1944 State Hwy? N Route															Postmile Prefix		Postmile		Side of Hwy						
City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 002 Type 0 CalTrans Badge 317 Collision Date 20080718 Time 2500 Day FRI															Collision Date		Time		Day						
Primary Collision Factor NOT STATED Violation Collision Type Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20090225															#Killed		#Injured		Tow Away?						
Weather1 CLEAR Weather2 Rdwy Surface Rdwy Cond1 Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2						
Hit and Run MSDMNR Motor Vehicle Involved With Lighting DARK - ST Ped Action Cntrl Dev Loc Type Ramp/Int															Motor Vehicle Involved With		Lighting		Ped Action						
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	-	IMP UNK	IMP UNK	PROC ST	-	-	-00	-	-	-	-	-	-	-								
2	PRKD	998	-	-	IMP UNK	IMP UNK	PROC ST	W	A	0100	TOYOT	2004	-	-	-	-	-								
Primary Rd 19TH ST Distance (ft) 0 Direction Secondary Rd OAK AV NCIC 1944 State Hwy? N Route															Postmile Prefix		Postmile		Side of Hwy						
City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 2T7 Type 0 CalTrans Badge 294 Collision Date 20080113 Time 1054 Day SUN															Collision Date		Time		Day						
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20080815															#Killed		#Injured		Tow Away?						
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0															Rdwy Surface		Rdwy Cond1		Rdwy Cond2						
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int															Motor Vehicle Involved With		Lighting		Ped Action						
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	63	F	W	HNBD	-	PROC ST	N	-	-00	JEEP	1996	-	2	F	-	M G								
2	DRVR	59	M	A	HNBD	-	PROC ST	E	-	-00	TOYOT	2002	-	2	N	-	M G								

Include State Highways cases

Report Run On: 11/03/2010

Primary Rd SEPULVEDA BL		Distance (ft) 0	Direction	Secondary Rd 14TH ST	NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix - Postmile 23.021	Side of Hwy S																
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist 2M72	Beat 002	Type 0	CalTrans 7	Badge 224	Collision Date 20080828	Time 1435	Day THU														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 2	Tow Away? N	Process Date 20090414																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	W	HNBD		PROC ST	S	-	-00	GMC 2000	-	3	N	-	M	G								
2	DRVR	50	M	W	HNBD		STOPPED	S	-	-00	BMW 2006	-	3	N	-	M	G	DRVR	COMP PN 50	M	1	0	M	G	
3	DRVR	68	F	W	HNBD		LFT TURN	N	-	-00	FORD 2000	-	3	N	-	M	G	DRVR	COMP PN 68	F	1	0	M	G	

Primary Rd SEPULVEDA BL		Distance (ft) 0	Direction	Secondary Rd 14TH ST	NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix - Postmile 23.021	Side of Hwy N																
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist 4	Beat 2T9	Type 0	CalTrans 7	Badge 277	Collision Date 20081106	Time 1136	Day THU														
Primary Collision Factor R-O-W AUTO		Violation 21801A	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20090724																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	F	H	HNBD		LFT TURN	S	A	0700	TOYOT 2007	-	3	N	-	M	G								
2	DRVR	39	M	H	HNBD		PROC ST	N	A	0100	CHEVR 1999	-	3	N	-	L	G								

Primary Rd SEPULVEDA BL		Distance (ft) 0	Direction	Secondary Rd 17TH ST	NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix - Postmile 23.101	Side of Hwy S																
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist 2	Beat 2T9	Type 0	CalTrans 7	Badge 277	Collision Date 20080530	Time 0840	Day FRI														
Primary Collision Factor R-O-W AUTO		Violation 21801A	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20090128																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	54	M	W	HNBD		LFT TURN	N	A	0100	MERCE 1999	-	3	N	-	M	G								
2	DRVR	45	F	W	HNBD		PROC ST	S	A	0100	SUBAR 2000	-	3	N	-	M	G								

Primary Rd SEPULVEDA BL		Distance (ft) 0	Direction	Secondary Rd 17TH ST	NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix - Postmile 23.101	Side of Hwy S																
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist 4	Beat 2T9	Type 0	CalTrans 7	Badge 277	Collision Date 20080606	Time 0801	Day FRI														
Primary Collision Factor R-O-W AUTO		Violation 21801A	Collision Type HEAD-ON	Severity INJURY	#Killed 0	#Injured 2	Tow Away? Y	Process Date 20090228																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	F	W	HNBD		LFT TURN	N	A	0100	FORD 2001	-	3	N	-	L	G	DRVR	COMP PN 32	F	1	0	L	G	
2	DRVR	56	F	W	HNBD		PROC ST	S	A	0100	MERCE 2003	-	3	A	22350	-	L	G	DRVR	COMP PN 56	F	1	0	L	G

Primary Rd SEPULVEDA BL		Distance (ft) 0	Direction	Secondary Rd 17TH ST	NCIC 1944	State Hwy? Y	Route 1	Postmile Prefix - Postmile 23.101	Side of Hwy S																
City Manhattan Beach		County Los Angeles	Population 4	Rpt Dist 2M72	Beat 002	Type 0	CalTrans 7	Badge 224	Collision Date 20080717	Time 1525	Day THU														
Primary Collision Factor R-O-W AUTO		Violation 21801A	Collision Type BROADSIDE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20090414																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type I	Ramp/Int 5																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	-	O	HNBD		LFT TURN	N	-	-00	MERCE 2006	-	3	A	22101	-	M	G							
2	DRVR	25	-	W	HNBD		PROC ST	S	-	-00	HYUND 2000	-	3	N	-	M	G								

Include State Highways cases

Report Run On: 11/03/2010

Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 17TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 21.51 Side of Hwy S																									
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 002 Type 0 CalTrans 7 Badge 224 Collision Date 20080827 Time 1754 Day WED																									
Primary Collision Factor PED VIOL Violation 21954A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20090401																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action NOT IN X- Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	PED	37	M	W	HNBD		PROC ST	W	N	6000	-	-	3	N	-	-	-	PED	OTH VIS	37	M	9	0	-	-
2	DRVR	27	F	W	HNBD		PROC ST	S	-	-00	HYUND	2007	-	3	N	-	M G	PASS		42	M	3	0	-	-
Primary Rd SEPULVEDA BL Distance (ft) 170 Direction S Secondary Rd 17TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.07 Side of Hwy S																									
City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat 002 Type 0 CalTrans 7 Badge 224 Collision Date 20081017 Time 1510 Day FRI																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20090909																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	49	M	W	HNBD		PROC ST	S	-	-00	TOYOT	1995	-	3	N	-	L G								
2	DRVR	62	M	O	HNBD		STOPPED	S	-	-00	VOLVO	1985	-	3	N	-	M G								
3	DRVR	45	F	W	HNBD		STOPPED	S	-	-00	GMC	2007	-	3	N	-	M G								
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 18TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.18 Side of Hwy S																									
City Manhattan Beach County Los Angeles Population 4 Rpt Dist Beat 002 Type 0 CalTrans 7 Badge 249 Collision Date 20080701 Time 1554 Day TUE																									
Primary Collision Factor R-O-W PED Violation 21950A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20090424																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev FNCTNG Loc Type H Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	43	F	W	HNBD		LFT TURN	W	-	-00	BMW	2006	-	3	F	-	M G								
2	PED	43	F	W	HNBD		OTHER	W	N	6000	-	-	3	N	-	-	-	PED	COMP PN	43	F	9	0	-	-
Primary Rd SEPULVEDA BL Distance (ft) 190 Direction S Secondary Rd 18TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.15 Side of Hwy N																									
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 001 Type 0 CalTrans 7 Badge 224 Collision Date 20081021 Time 1217 Day TUE																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20090909																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	O	HNBD		PROC ST	N	-	-00	HONDA	2002	-	3	N	-	M G								
2	DRVR	22	M	O	HNBD		STOPPED	N	-	-00	ACURA	2000	-	3	N	-	M G	PASS	COMP PN	47	F	3	0	M	G
3	DRVR	30	M	O	HNBD		STOPPED	N	-	-00	HONDA	2006	-	3	N	-	M G								
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 18TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.2 Side of Hwy S																									
City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 002 Type 0 CalTrans 7 Badge 224 Collision Date 20081216 Time 1735 Day TUE																									
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20090902																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	17	F	W	HNBD		PROC ST	S	A	0700	KIA	2004	-	3	F	-	M G	PASS		18	F	3	0	M	G
																		PASS		8	M	4	0	P	G
																		PASS		5	M	6	0	P	G

Include State Highways cases

Report Run On: 11/03/2010

2	DRVR	59	M	W	HNBD	RGT TURN	S	A	0700	JEEP	2008	-	3	N	-	M	G	PASS	31	M	1	0	M	G		
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 19TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.231 Side of Hwy S City Manhattan Beach County Los Angeles Population 4 Rpt Dist SOUTH Beat 2T7 Type 0 CalTrans 7 Badge 294 Collision Date 20080324 Time 1600 Day MON Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20081027 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 6																										
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	41	F	W	HNBD	RGT TURN	E	-	-	00	CHEVR	2003	-	3	N	-	M	G								
Primary Rd SEPULVEDA BL Distance (ft) 0 Direction Secondary Rd 19TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.22 Side of Hwy N City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 004 Type 0 CalTrans 7 Badge 224 Collision Date 20081030 Time 2134 Day THU Primary Collision Factor DRVR ALC/DRG Violation 23153A Collision Type REAR END Severity INJURY #Killed 0 #Injured 7 Tow Away? Y Process Date 20090622 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																										
Party Info												Victim Info														
1F	DRVR	21	M	W	HBD-UI	CHANG LN	N	-	-	00	CHEVR	1994	-	3	A	22107	-	L	G	DRVR	COMP PN 21	M	1	0	L	G
2	DRVR	18	F	W	HNBD	STOPPED	N	-	-	00	VOLKS	2008	-	3	N	-	L	G	DRVR	COMP PN 18	F	1	0	L	G	
																				PASS	COMP PN 18	F	3	0	L	G
																				PASS	COMP PN 17	F	6	0	L	G
																				PASS	COMP PN 29	M	6	0	L	G
3	DRVR	29	M	W	HNBD	STOPPED	N	-	-	00	VOLVO	2001	-	3	N	-	M	G	PASS	COMP PN 28	M	3	0	M	G	
4	DRVR	23	F	W	HNBD	PROC ST	S	-	-	00	HONDA	2000	-	3	N	-	L	G	DRVR	COMP PN 23	F	1	0	L	G	
5	DRVR	47	F	W	HNBD	PROC ST	N	-	-	00	FORD	2006	-	3	N	-	M	G								
Primary Rd SEPULVEDA BL Distance (ft) 235 Direction S Secondary Rd 22ND ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 21.74 Side of Hwy N City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 001 Type 0 CalTrans 7 Badge 224 Collision Date 20081114 Time 1705 Day FRI Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20090904 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																										
Party Info												Victim Info														
1F	DRVR	27	M	W	HNBD	CHANG LN	N	-	-	00	AUDI	2003	-	3	N	-	L	G								
2	DRVR	33	F	W	HNBD	STOPPED	N	-	-	00	FORD	2008	-	3	N	-	M	G								
Primary Rd SEPULVEDA BL Distance (ft) 235 Direction N Secondary Rd 27TH ST NCIC 1944 State Hwy? Y Route 1 Postmile Prefix - Postmile 23.53 Side of Hwy S City Manhattan Beach County Los Angeles Population 4 Rpt Dist 2M72 Beat 002 Type 0 CalTrans 7 Badge 224 Collision Date 20080327 Time 1808 Day THU Primary Collision Factor LANE CHANGE Violation 21658A Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20081110 Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0 Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -																										
Party Info												Victim Info														
1F	DRVR	27	M	W	HNBD	PASSING	S	-	-	00	YAMAH	2005	-	3	A	22350	-	P	W	DRVR	OTH VIS 27	M	1	1	P	W
2	DRVR	26	M	W	HNBD	SLOWING	S	-	-	00	YAMAH	1998	-	3	N	-	P	W								
3	DRVR	60	M	O	HNBD	SLOWING	S	-	-	00	TOYOT	2007	-	3	N	-	M	G								
4	DRVR	55	F	W	HNBD	SLOWING	S	-	-	00	HONDA	1991	-	3	N	-	M	G								
5	DRVR	55	F	W	HNBD	SLOWING	S	-	-	00	HONDA	1991	-	3	N	-	P	G								

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Eric Haaland

From: John Funtsch <jfuntsch@msn.com>
Sent: Monday, October 15, 2012 8:08 AM
To: bob.baker@bmwrealtyadvisors.com
Cc: Eric Haaland
Subject: RE: Public Hearing Project Notification - Tikvat Jacob 1829 Sepulveda Blvd.

Hi Bob: Thank you for the description of the proposed changes. I am somewhat concerned about the future of the child day care center, specifically the noise issue. While the children are outside playing it can be quite noisy (understandably so). For the past decade I have been going to work early each day, so it has not been a significant problem. However, I plan to retire early next year and will be spending more time at home. Especially in view of the fact that the enrollment could almost double, the noise would become more problematic.

One possible option might be increasing the height of the block wall between the Temple parking lot and our property. It is currently part concrete blocks on the lower portion, and wood on the upper part. Would the Temple be willing to replace the wood portion by adding more concrete blocks that blend in with the existing wall? This would not require replacing the wall, just extending the height (to at least the same height as it is currently) of the concrete portion to provide better sound insulation, as well as strengthening it when balls & toys are thrown against it. Or, if you have another solution that would provide noise mitigation, I am open to discussion.

Bob, please let me know if this is something the Temple will consider. As I mentioned, we've enjoyed having the Temple as a neighbor and hope to continue our positive relationship in the future.

FYI, I just received the flyer for the open house next Monday 10/22 to view the plans. However, as I had mentioned below to Eric Haaland, I will be out of the country from early 10/20-10/27, so unfortunately will have to miss both that and the hearing date. Therefore, I am ccing Eric so he has my comments and suggestion for the hearing record and staff report.

Thank you for your assistance,
Carol Funtsch

Date: Fri, 12 Oct 2012 10:06:29 -0700
Subject: Re: Public Hearing Project Notification - Tikvat Jacob 1829 Sepulveda Blvd.
From: bob.baker@bmwrealtyadvisors.com
To: jfuntsch@msn.com

Carol

Thank you for being a good neighbor. I hope the answers I provide will help you understand the scope of our work. If anything is not clear, please feel free to call.

No structural changes to parking lot (we are actually adding 2 tandem spaces) are planned. We will be reconfiguring one exterior stairway. We will also be adding a moveable fence and moveable bollards which will be up when pre-school in session. We will likely re-stripe and re-surface the lot

Structural changes are to interior of building with possible exception of new elevator which will be located near the interior rear (western) wall of building.

Pre-school will still operate inside the building with state required outside play area in eastern most portion of parking lot. Current and planned hours of pre-school Monday-Friday 8:45am-1:30pm. Current enrollment is 15 and we could possibly grow to 28 maximum.

During our construction most of our daily operations (pre-school, staff,clergy and religious school) will be move off-site. We anticipate construction to be from February thru August of 2013.

Thanks again for your questions

Bob Baker

On Fri, Oct 12, 2012 at 7:16 AM, John Funtsch <jfuntsch@msn.com> wrote:

Thanks for your reply Bob. It doesn't sound like it should be an issue, but to be sure I understand, would you please confirm the following:

1. No structural changes to the parking lot
2. Only structural changes are to the interior of the building
3. The hours (and approx. # children) of the daycare will remain the same

The temple has been a good neighbor and I haven't ever complained about minor issues with noise or things being thrown over the wall into our yard. I just want to ensure that there will not be any significant changes that might affect the staus quo.

Thanks!

Carol Funtsch

From: bob.baker@bmwrealtyadvisors.com

Date: Thu, 11 Oct 2012 17:48:46 -0700

Subject: Re: Public Hearing Project Notification - Tikvat Jacob 1829 Sepulveda Blvd.

To: jfuntsch@msn.com

Feel free to call me on cell below

I can walk you through everything

Below is brief summary

We are modifying our existing CUP to bring it current with how we have been operating for the past 14 years

1. Finish exterior beautification
2. Improve interior circulation and functionality
3. Elevator to provide improved access from parking lot and for entire building
4. Enhance safety for our children and improve their experience in the building
5. The footprint of the building will remain the same.

The modification to the CUP is mostly pertaining to the increase in assembly square footage(actually a multi-purpose classroom) and the pre-school.

I am also happy to meet with you in person

Sent from Baker iPhone
Please excuse any typos

On Oct 11, 2012, at 4:22 PM, John Funtsch <jfuntsch@msn.com> wrote:

Hi Bob: I was given your email address by Eric Haaland at City of MB in response to my inquiry (see below). Can you please provide more information about the proposed plan, including:

- Details about the increase in daycare center, including hours/days?
- Is the daycare somehow going to be located in the parking lot?
- What are the changes being considered for the parking lot?
- What are the expected impacts to the neighbors, e.g., noise and traffic congestion? (We are the closest neighbor to the temple.)
- Can you email a copy of the report and/or plan?
- Anything else that may of significance to a neighbor that shares a common wall with the temple

Thanks very much,
Carol U. Funtsch

From: ehaaland@citymb.info
To: jfuntsch@msn.com
Subject: RE: Public Hearing Project Notification - Tikvat Jacob 1829 Sepulveda Blvd.
Date: Thu, 11 Oct 2012 17:38:48 +0000

Hi Carol,

You can email me comments or I can give the email below to the Commission. The deadline is only for getting comments into the report. The report will be on the website so you can see it anywhere with internet access, and you can send comments after that. If you can't come in to see the plans beforehand, maybe you can contact the applicant rep. (bob.baker@bmwrealtvadvisors.com) to get a look at them.

The proposal for daycare is to expand from 16 to 28 kids.

Let me know. Thanks.

Eric Haaland
Associate Planner
P: (310) 802-5511
E: ehaaland@citymb.info

From: John Funtsch [<mailto:jfuntsch@msn.com>]
Sent: Thursday, October 11, 2012 8:38 AM
To: Eric Haaland
Cc: Richard Thompson; Carol Ushijima
Subject: Public Hearing Project Notification - Tikvat Jacob 1829 Sepulveda Blvd.

Hi Eric: I received a mailed notice yesterday of a proposed project (Tikvat Jacob 1829 Sepulveda Blvd.) next door to our home. Our address is 1820 Oak Ave, immediately next door to Tikvat Jacob so I am definitely interested in what is being proposed.

The notice states that a public hearing will be held on October 24th, but I will be out of the country at that time. The notice also mentions a staff report that can be reviewed, but not until October 20th, but

again, I will not be available to review it. Furthermore, the notice says that any comments should be received in writing by October 17th, but this is even before you can review the report?

Our property shares a common wall with the temple, so the activity and noise next door can be a factor. Currently, we do have miscellaneous toys thrown over the wall onto our property at times, but to-date it hasn't been to the degree that we've complained. However, if there are plans to significantly expand child daycare activities and/or hours, it could become a problem. Until I received the notice last night, I had no idea any changes were being proposed and no one had discussed them with us.

Since I will be out of the country on a vacation that was planned many months ago, involving non-refundable airfare and lodging reservations, I will not be able to attend the hearing or review the details of the proposal in advance.

I will only be in MB Friday eve (12th) through Sunday afternoon this week; then next Thursday night and Friday (19th) next week prior to departing on my trip.

Please let me know what you recommend I should do, thanks very much.

Sincerely,
Carol Funtsch

Eric Haaland

From: Nora Amaral <amaral.nora@gmail.com>
Sent: Wednesday, October 17, 2012 10:59 PM
To: Eric Haaland
Subject: Re: Congregation Tikvat Jacob
Attachments: photo.JPG; photo.JPG

Dear Mr. Haaland,

This email is concerning the remodel and modification of the existing religious assembly. We are concerned because of the traffic flow we are seeing on the street. When parents are picking up their children it is chaos outside. We can hear cars honking or people cursing at each other because they are blocking driveways or parked illegally or illegally in the middle of the street. The only thing we ask for is that they address the issue of parking and have someone control the traffic issues. The procedure they have right now is not working.

We have attached two images for your review; it is just a small example of what we see. We oppose to remodel the Congregation Tikvat Jacob if it diminishes there parking, only because it would worsen the traffic issue.

Sincerely,

Amaral Family
1821 Oak Ave.
Manhattan Beach, CA 90266
Resident over 30 years



Eric Haaland

From: Laurie B. Jester
Sent: Wednesday, October 24, 2012 2:45 PM
To: Eric Haaland
Cc: Angela Soo
Subject: FW: Opposition to Sign Exception - Changeable LED Sign

FYI-
PC got this already but please make copies for tonight
thanks

Laurie B. Jester
Planning Manager

P: (310) 802-5510
E: ljester@citymb.info



From: Richard Thompson
Sent: Wednesday, October 24, 2012 2:40 PM
To: Laurie B. Jester
Subject: Fwd: Opposition to Sign Exception - Changeable LED Sign

FYI

Sent from my iPhone

Begin forwarded message:

From: Gary Osterhout <garyosterhout@verizon.net>
Date: October 24, 2012, 8:53:06 AM PDT
To: <PlanningCommission@citymb.info>
Subject: Re: Opposition to Sign Exception - Changeable LED Sign

Commissioners:

I would like to submit my opposition to the requested LED-lighted sign per the Tikvat Jacob request. I recognize that Staff has not included such approval in the proposed resolution consistent with prior Planning Commission decisions, but no doubt this topic will be discussed.

My opposition to such signs is summarized below, but let me add some specifics, especially concerning the Journey of Faith approval and some aspects of the Martyrs sign:

1) Important to understanding the Martyrs sign begins with Finding "H" of Resolution 6046, that "the signs are primarily visible from church property..and is "consistent with the intent of the City's sign code in that the signs will not be obtrusive to the neighbors or public and do not result in large quantities of sign area for the site." Next, you need to review Finding "I", that "approval of the changeable copy LED sign request is appropriate in this unique case due to the sign's isolation from neighboring properties and buffering by the surrounding church campus and does not imply that other installations would be appropriate." This same concern of precedent is reflected in the accompanying council minutes.

2) Obviously, the requested Tikvat Jacob LED sign would be very obvious as compared to the Martyrs sign. The sign is not buffered, nor would the sign area small in comparison with the surrounding campus and street frontage (see Proposed Resolution, Finding "I").

3) The news articles and other record in respect to the Council's approval of the Journey of Faith sign suggest that approval was based in part because it would be sandwiched between the Mira Costa changeable sign and the McDonalds lighted sign. While I find such logic forced (especially since neither the Costa or McDonalds sign contained the advance technology of the "Journey" sign, and the McDonalds sign wasn't even changeable), this shows the precedential force of approval of a changeable sign in a business area, even if the City was not in a position to review the Costa sign. That same concept plays out in that Staff identifies Martyrs as precedential or comparable, while the approval of the Martyrs sign was predicated by both Resolution and Minutes that it NOT be viewed in that manner.

4) Not only would approval of a sign in the Sepulveda area be precedential, but it would also lead to other businesses demanding the same treatment when they observe that a changeable, LED sign gets more attention than their own static sign, and will argue that similar treatment is necessary to maintain parity. And in my opinion our goal in respect to Sepulveda should be a more uniform effort to reduce overall signage and to a point where every business would still be on equal footing and still be able to grab public attention. [Note: I cannot determine from the available agenda materials exactly where on the property such a sign is proposed, or if the restrictions would limit it to a particular placement or orientation.]

5) If the Commission would predicate approval through restrictions, I believe it incumbent that you measure Community Development's willingness, ability or desire to monitor and enforce such restrictions. For instance, the Journey sign was restricted to changes no more than once every two minutes. Yet quickly after installation changes occurred every 10 seconds--and it took residential complaint for Community Development to enforce compliance. There is no mechanism I am aware of that Community Development has available to monitor or hold accountable the degree of brightness.

6) Regardless of LED-permit or not (i.e., if the same non-mechanical changeability continues), I disagree with the proposed change to include "Manhattan Beach community activities, events and programs" in the allowable messages. There is no need for such a crossover, nor for the City to receive benefit from the sign. The prior "changeable copy" restrictions were "to only be used to advertise synagogue activities." I have seen no argument offered where that wording was overly restrictive or would not meet community objectives. I also have concerns relative to best practices in respect to such integration of Church/Government activities, in respect to public understanding of church/state separation (even if such is allowable under the Constitution, it hardly seems necessary).

Further, I would recommend strengthening the definition of what is considered "commercial, personal, instructional, or entertainment-oriented content" or what are considered the congregations' activities, events and programs (especially in respect to commercial activities of a church/synagogue, and in respect to what is a church/synagogue's activity, event and programs? For example, if the location would rent out the location to a private group, or even receive money for use of their sign, is this a church/synagogue's "event or program?" Point being that both commercial and religious institutions will continue to push the envelope for attention, and signage seems to be one of the avenues first explored for such attention. Without precise terms as well as an aggressive Community Development Department, often community control objectives are lost.

Regards,

Gary Osterhout
Manhattan Beach

On 09/27/11, Gary Osterhout<garyosterhout@verizon.net> wrote:

Commissioners:

I would like to submit my opposition to the requested sign exception requested by Journey of Faith on your Wednesday night agenda.

I have expressed this same opposition every other time such a similar request has come before the Planning Commission. Simply, I find these signs obtrusive, unnecessary, not in keeping with our "small town atmosphere," distractive to traffic and, in short, visual blight. We need to resist all such requests less precedent is established and we can not longer justify denying every business and/or organization that wants one of these. And as soon as one gets such privileges all will want the same because the lighted changeable sign attracts more attention than what is historically permitted.

The cited similar signs, for Pacific School and Martyr's, are no examples at all. The City had no jurisdiction over Pacific. You owe yourself and the community a full review of the minutes of the City Council meeting that authorized the Martyr's sign, for it is quite explicit in the record that the only reason that sign was approved was due to the rather remote location. In fact, the minutes also reflect that approval of that sign was not to be considered precedential.

It certainly is a challenge to have to deny such a request. But little would be lost in doing so, while preserving so much.

Regards,

Gary Osterhout