

Project Title		PARK CENTURY SCHOOL CULVER CITY				
Intersection		5 NATIONAL BL & WASHINGTON BL				
Description		CUMBASE PLUS PROJECT CONDITIONS (YEAR 2008)				
Date/Time		AM PEAK HOUR (7 30-8 30)				
	Thru Lane	1600 vph			N S Split Phase	N
	Left Lane	1600 vph			E W Split Phase	N
	Double Lt Penalty	20 %			Lost Time (% of cycle)	10
	ITS	0 %			V/C Round Off (decs)	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	81	0	0 000	N S(1) 0 393
	TH	2 00	861	3 200	0 294	N S(2) 0 498
	LT	2 00	135	2 560	0 053	E W(1) 0 271
Westbound	RT	1 00	163	1 600	0 060	E W(2) 0 429
	TH	2 00	1 292	3 200	0 404	
	LT	1 00	61	1 600	0 038	V/C 0 927
Northbound	RT	0 00	88	0	0 000	Lost Time 0 100
	TH	2 00	1 000	3 200	0 340	
	LT	2 00	522	2 560	0 204	ATSAC 0 070
Eastbound	RT	1 00	271	1 600	0 006	ICU 0 957
	TH	2 00	747	3 200	0 233	
	LT	1 00	40	1 600	0 025	LOS E
Date/Time		PM PEAK HOUR (5 00-6 00)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	56	0	0 000	N S(1) 0 319
	TH	2 00	1 032	3 200	0 340	N S(2) 0 440
	LT	2 00	188	2 560	0 073	E W(1) 0 388
Westbound	RT	1 00	135	1 600	0 026	E W(2) 0 297
	TH	2 00	853	3 200	0 267	
	LT	1 00	83	1 600	0 052	V/C 0 828
Northbound	RT	0 00	97	0	0 000	Lost Time 0 100
	TH	2 00	690	3 200	0 246	
	LT	2 00	255	2 560	0 100	ATSAC 0 070
Eastbound	RT	1 00	301	1 600	0 108	ICU 0 858
	TH	2 00	1 076	3 200	0 336	
	LT	1 00	48	1 600	0 030	LOS D
Date/Time		Mid Day PEAK HOUR (3 00-4 00)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	101	0	0 000	N S(1) 0 277
	TH	2 00	635	3 200	0 230	N S(2) 0 327
	LT	2 00	157	2 560	0 061	E W(1) 0 296
Westbound	RT	1 00	126	1 600	0 030	E W(2) 0 252
	TH	2 00	662	3 200	0 207	
	LT	1 00	71	1 600	0 044	V/C 0 623
Northbound	RT	0 00	82	0	0 000	Lost Time 0 100
	TH	2 00	609	3 200	0 216	
	LT	2 00	249	2 560	0 097	ATSAC 0 070
Eastbound	RT	1 00	315	1 600	0 119	ICU 0 653
	TH	2 00	805	3 200	0 252	
	LT	1 00	72	1 600	0 045	LOS B

Denotes critical movement

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

 Intersection #6 Landmark St & Washington Bl [2 way stop controlled]

Average Delay (sec/veh) 36 9 Worst Case Level Of Service F[1026 3]

Street Name	Landmark St						Washington Bl								
Approach	North Bound			South Bound			East Bound			West Bound					
Movement	L	-	T	R	L	T	R	L	T	-	R	L	-	T	R
- -				-					- -				-	-	
Control	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights	Include			Include			Include			Include					
Lanes	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0
- -	- - -			-					- - -			- -	- -	- -	- -

Volume Module													
Base Vol	60	0	58	0	0	0	0	1120	104	83	1889	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	1 00
Initial Bse	60	0	58	0	0	0	0	1120	104	83	1889	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	1 00
PHF Adj	0 94	0 94	0 94	0 94	0 94	0 94	0 94	0 94	0 94	0 94	0 94	0 94	0 94
PHF Volume	64	0	62	0	0	0	0	1191	111	88	2010	0	
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol	64	0	62	0	0	0	0	1191	111	88	2010	0	
- -	-	-	-		-			-			-	-	-

Critical Gap Module															
Critical Gp	6	8	xxxx	6	9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4	1	xxxx	xxxxx
FollowUpTim	3	5	xxxx	3	3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2	2	xxxx	xxxxx
- - -			-	-				--		-	- - -		-	-	--

Capacity Module													
Cnflct Vol	2428	xxxx	651	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1302	xxxx	xxxxx	
Potent Cap	27	xxxx	416	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	xxxxx	
Move Cap	24	xxxx	416	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	xxxxx	
Volume/Cap	2 69	xxxx	0 15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0 16	xxxx	xxxx	
-- -	-	-	-	--			--	-	-- --	-	-		

Level Of Service Module													
Queue	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0	6	xxxx	xxxxx
Stopped Del	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13	0	xxxx	xxxxx
LOS by Move	*	*	*	*	*	*	*	*	*	B	*	*	
Movement	LT	LTR	RT	LT - LTR - RT			LT	LTR	- RT	LT - LTR		RT	
Shared Cap	xxxx	44	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue	xxxxx	13	6	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxxx	0	6	xxxx	xxxxx
Shrd StpDel	xxxxx	1026	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13	0	xxxx	xxxxx
Shared LOS	*	F	*	*	*	*	*	*	*	B	*	*	
ApproachDel	1026	3		xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS	F			*			*			*			

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #6 Landmark St & Washington Bl [2 way stop controlled]

Average Delay (sec/veh) 41.4 Worst Case Level Of Service F[508.1]

Street Name	Landmark St						Washington Bl					
Approach	North Bound			South Bound			East Bound			West Bound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Control	-							-			-	
Rights	Stop Sign Include			Stop Sign Include			Uncontrolled Include			Uncontrolled Include		
Lanes	0	0	1	0	0	0	0	0	1	1	0	0
	-	-		-		-	-		-		-	-

Volume Module

Base Vol	87	0	96	0	0	0	0	989	84	75	937	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	87	0	96	0	0	0	0	989	84	75	937	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	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume	98	0	108	0	0	0	0	1114	95	84	1055	0
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol	98	0	108	0	0	0	0	1114	95	84	1055	0
	-		-		-		-		-		-	-

Critical Gap Module

Critical Gap	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
	-		-		-	-		-	-		-	-

Capacity Module

Cnflct Vol	1858	xxxx	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1208	xxxx	xxxxx
Potent Cap	67	xxxx	446	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	584	xxxx	xxxxx
Move Cap	59	xxxx	446	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	584	xxxx	xxxxx
Volume/Cap	1.67	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx
	-		-	-		-		-		-	-	

Level Of Service Module

Queue	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
LOS by Move	*	*	*	*	*	*	*	*	*	B	*	*
Movement	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap	xxxx	108	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue	xxxxx	16.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd StpDel	xxxxx	508	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.2	xxxx	xxxxx
Shared LOS	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel	508.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS	F			*			*			*		

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

 Intersection #6 Landmark St & Washington Bl [2 way stop controlled]

Average Delay (sec/veh) 3 4 Worst Case Level Of Service F[98 6]

Street Name	Landmark St						Washington Bl					
Approach	North Bound			South Bound			East Bound			West Bound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
-	-				-	-		-	-	-		-
Control	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights	Include			Include			Include			Include		
Lanes	0	0	1	0	0	0	0	0	1	1	0	0
-	-				-	-		-	-	-		-

Volume Module												
Base Vol	30	0	53	0	0	0	0	1275	15	31	1107	0
Growth Adj	1	00	1	00	1	00	1	00	1	00	1	00
Initial Bse	30	0	53	0	0	0	0	1275	15	31	1107	0
User Adj	1	00	1	00	1	00	1	00	1	00	1	00
PHF Adj	0	95	0	95	0	95	0	95	0	95	0	95
PHF Volume	32	0	56	0	0	0	0	1341	16	33	1164	0
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol	32	0	56	0	0	0	0	1341	16	33	1164	0
-	-			-		-		-		-	-	-

Critical Gap Module												
Critical Gp	6	8	xxxx	6	9	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx	xxxxxx
FollowUpTim	3	5	xxxx	3	3	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxx	xxxxxx
--	-	--		-		-	-	-		-	-	

Capacity Module												
Cnflct Vol	1996	xxxx	678	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1357	xxxx	xxxxxx
Potent Cap	54	xxxx	399	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	513	xxxx	xxxxxx
Move Cap	51	xxxx	399	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	513	xxxx	xxxxxx
Volume/Cap	0	62	xxxx	0	14	xxxx	xxxx	xxxx	xxxx	0	06	xxxx
-	-			-		-		-		-	-	

Level Of Service Module												
Queue	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0	2	xxxx
Stopped Del	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	12	5	xxxx
LOS by Move	*	*	*	*	*	*	*	*	*	B	*	*
Movement	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	-	RT
Shared Cap	xxxx	115	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue	xxxxx	4	2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	0	2	xxxx
Shrd StpDel	xxxxx	98	6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	12	5	xxxx
Shared LOS	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel	98	6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS		F		*			*			*		

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Project Title		PARK CENTURY SCHOOL CULVER CITY				
Intersection		6 LANDMARK ST & WASHINGTON BL				
Description		CUMBASE PLUS PROJECT CONDITIONS (YEAR 2008)				
Date/Time		AM PEAK HOUR (8 00 9 00)				
Thru Lane	1600 vph			N S Split Phase	N	
Left Lane	1600 vph			E W Split Phase	N	
Double Lt Penalty	20 %			Lost Time (% of cycle)	10	
ITS	0 %			V/C Round Off (decs)	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	0	0	0 000	N S(1) 0 000
	TH	0 00	0	0	0 000	N S(2) 0 074
	LT	0 00	0	0	0 000	E W(1) 0 435
Westbound	RT	0 00	0	0	0 000	E W(2) 0 616
	TH	2 00	1 889	3 200	0 616	
	LT	0 00	83	1 600	0 052	V/C 0 690
Northbound	RT	0 49	58	786	0 000	Lost Time 0 100
	TH	0 00	0	0	0 000	
	LT	0 51	60	814	0 074	
Eastbound	RT	0 00	104	0	0 000	ICU 0 790
	TH	2 00	1 120	3 200	0 383	
	LT	0 00	0	0	0 000	LOS C
Date/Time		PM PEAK HOUR (4 45 5 45)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	0	0	0 000	N S(1) 0 022
	TH	0 00	0	0	0 000	N S(2) 0 053
	LT	0 00	0	0	0 000	E W(1) 0 422
Westbound	RT	0 00	0	0	0 000	E W(2) 0 356
	TH	2 00	1 107	3 200	0 356	
	LT	0 00	31	1 600	0 019	V/C 0 475
Northbound	RT	0 63	53	1 010	0 022	Lost Time 0 100
	TH	0 00	0	0	0 000	
	LT	0 37	31	590	0 053	
Eastbound	RT	0 00	15	0	0 000	ICU 0 575
	TH	2 00	1 275	3 200	0 403	
	LT	0 00	0	0	0 000	LOS A
Date/Time		Mid Day PEAK HOUR (3 00-4 00)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	0	0	0 000	N S(1) 0 029
	TH	0 00	0	0	0 000	N S(2) 0 114
	LT	0 00	0	0	0 000	E W(1) 0 382
Westbound	RT	0 00	0	0	0 000	E W(2) 0 316
	TH	2 00	937	3 200	0 316	
	LT	0 00	75	1 600	0 047	V/C 0 496
Northbound	RT	0 55	100	874	0 029	Lost Time 0 100
	TH	0 00	0	0	0 000	
	LT	0 45	83	726	0 114	
Eastbound	RT	0 00	84	0	0 000	ICU 0 596
	TH	2 00	989	3 200	0 335	
	LT	0 00	0	0	0 000	LOS A

Denotes critical movement

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Project Title		PARK CENTURY SCHOOL CULVER CITY					
Intersection		7 WASHINGTON BL & CULVER BL/MAIN ST					
Description		CUMBASE PLUS PROJECT CONDITIONS (YEAR 2008)					
Date/Time		AM PEAK HOUR (7 45 8 45)					
Thru Lane	1600 vph				N-S Split Phase	N	
Left Lane	1600 vph				E W Split Phase	N	
Double Lt Penalty	20 %				Lost Time (% of cycle)	10	
ITS	0 %				V/C Round Off (decs)	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0 00	42	0	0 000	N S(1)	0 236
	TH	2 00	387	3 200	0 134	N S(2)	0 216
	LT	1 00	29	1 600	0 018	E W(1)	0 562
Westbound	RT	0 00	10	0	0 000	E W(2)	0 110
	TH	1 00	155	1 600	0 103		
	LT	2 00	1 189	2 560	0 464	V/C	0 798
Northbound	RT	2 00	894	3 200	0 094	Lost Time	0 100
	TH	2 00	696	3 200	0 218		
	LT	1 00	131	1 600	0 082	ATSAC	0 070
Eastbound	RT	1 00	107	1 600	0 000	ICU	0 828
	TH	1 00	146	1 600	0 098 *		
	LT	0 00	11	1 600	0 007	LOS	D
Date/Time		PM PEAK HOUR (5 00-6 00)					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0 00	32	0	0 000	N S(1)	0 237
	TH	2 00	639	3 200	0 210	N S(2)	0 258
	LT	1 00	48	1 600	0 030	E W(1)	0 551
Westbound	RT	0 00	12	0	0 000	E W(2)	0 084
	TH	1 00	80	1 600	0 058		
	LT	2 00	1 042	2 560	0 407	V/C	0 809
Northbound	RT	2 00	946	3 200	0 133	Lost Time	0 100
	TH	2 00	661	3 200	0 207		
	LT	1 00	76	1 600	0 048	ATSAC	0 070
Eastbound	RT	1 00	130	1 600	0 034	ICU	0 839
	TH	1 00	190	1 600	0 144		
	LT	0 00	41	1 600	0 026	LOS	D
Date/Time		Mid Day PEAK HOUR (3 00-4 00)					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0 00	19	0	0 000	N S(1)	0 187
	TH	2 00	454	3 200	0 148	N S(2)	0 190
	LT	1 00	41	1 600	0 026	E W(1)	0 427
Westbound	RT	0 00	7	0	0 000	E W(2)	0 061
	TH	1 00	74	1 600	0 051		
	LT	2 00	826	2 560	0 323	V/C	0 617
Northbound	RT	2 00	779	3 200	0 114	Lost Time	0 100
	TH	2 00	514	3 200	0 161		
	LT	1 00	67	1 600	0 042	ATSAC	0 070
Eastbound	RT	1 00	120	1 600	0 033	ICU	0 647
	TH	1 00	151	1 600	0 104		
	LT	0 00	16	1 600	0 010	LOS	B

Denotes critical movement

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Mitigation for Year 2008 Cumulative Plus Project

Mitigation for Year 2008 Cumulative Plus Project

Project Title		PARK CENTURY SCHOOL CULVER CITY				
Intersection		6 LANDMARK ST & WASHINGTON BL				
Description		CUMBASE PLUS PROJECT CONDITIONS (YEAR 2008) WITH MITIGATION				
Date/Time		AM PEAK HOUR (8 00 9 00)				
	Thru Lane	1600 vph				N S Split Phase N
	Left Lane	1600 vph				E W Split Phase N
	Double Lt Penalty	20 %				Lost Time (% of cycle) 10
	ITS	0 /				V/C Round Off (decs) 3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	0	0	0 000	N S(1) 0 000
	TH	0 00	0	0	0 000	N S(2) 0 038
	LT	0 00	0	0	0 000	E W(1) 0 435
Westbound	RT	0 00	0	0	0 000	E W(2) 0 616
	TH	2 00	1 889	3 200	0 616	
	LT	0 00	83	1 600	0 052	V/C 0 654
Northbound	RT	1 00	58	1 600	0 000	Lost Time 0 100
	TH	0 00	0	0	0 000	
	LT	1 00	60	1 600	0 038	
Eastbound	RT	0 00	104	0	0 000	ICU 0 754
	TH	2 00	1 120	3 200	0 383	
	LT	0 00	0	0	0 000	LOS C
Date/Time		PM PEAK HOUR (4 45 5 45)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	0	0	0 000	N S(1) 0 014
	TH	0 00	0	0	0 000	N S(2) 0 019
	LT	0 00	0	0	0 000	E W(1) 0 422
Westbound	RT	0 00	0	0	0 000	E W(2) 0 356
	TH	2 00	1 107	3 200	0 356	
	LT	0 00	31	1 600	0 019	V/C 0 441
Northbound	RT	1 00	53	1 600	0 014	Lost Time 0 100
	TH	0 00	0	0	0 000	
	LT	1 00	31	1 600	0 019	
Eastbound	RT	0 00	15	0	0 000	ICU 0 541
	TH	2 00	1 275	3 200	0 403	
	LT	0 00	0	0	0 000	LOS A
Date/Time		Mid Day PEAK HOUR (3 00-4 00)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0 00	0	0	0 000	N S(1) 0 016
	TH	0 00	0	0	0 000	N S(2) 0 052
	LT	0 00	0	0	0 000	E W(1) 0 382
Westbound	RT	0 00	0	0	0 000	E W(2) 0 316
	TH	2 00	937	3 200	0 316	
	LT	0 00	75	1 600	0 047	V/C 0 434
Northbound	RT	1 00	100	1 600	0 016	Lost Time 0 100
	TH	0 00	0	0	0 000	
	LT	1 00	83	1 600	0 052	
Eastbound	RT	0 00	84	0	0 000	ICU 0 534
	TH	2 00	989	3 200	0 335	
	LT	0 00	0	0	0 000	LOS A

Denotes critical movement

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street Washington Boulevard
 Minor Street Landmark Street
 Scenario Cumulative Plus Project AM Peak Hour

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Fillmore St					
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

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SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street Washington Boulevard
 Minor Street Landmark Street
 Scenario Cumulative Plus Project MIDDAY Peak Hour

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Fillmore St					
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

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SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street	Washington Boulevard				
Minor Street	Landmark Street				
Scenario	Cumulative Plus Project PM Peak Hour				
SUMMARY OF RESULTS					
Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Fillmore St					
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	NO	4th Highest Hour
Peak Hour Volume	3	11	YES	NO	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

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SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street	Washington Boulevard				
Minor Street	Landmark Street				
Scenario	Cumulative Base AM Peak Hour				
SUMMARY OF RESULTS					
Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	NO	4th Highest Hour
Peak Hour Volume	3	11	YES	NO	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street	Washington Boulevard				
Minor Street	Landmark Street				
Scenario	Cumulative Base MIDDAY Peak Hour				
SUMMARY OF RESULTS					
Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

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SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street Washington Boulevard
 Minor Street Landmark Street
 Scenario Cumulative Base PM Peak Hour

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	NO	4th Highest Hour
Peak Hour Volume	3	11	YES	NO	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street	Washington Boulevard				
Minor Street	Landmark Street				
Scenario	Existing AM Peak Hour				
SUMMARY OF RESULTS					
Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	NO	4th Highest Hour
Peak Hour Volume	3	11	YES	NO	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street Washington Boulevard
 Minor Street Landmark Street
 Scenario Existing MIDDAY Peak Hour

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	NO	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street	Washington Boulevard				
Minor Street	Landmark Street				
Scenario	Existing PM Peak Hour				
SUMMARY OF RESULTS					
Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	NO	4th Highest Hour
Peak Hour Volume	3	11	YES	NO	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

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APPENDIX D

**EXISTING PARKING UTILIZATION BY LOT
WASHINGTON/LANDMARK INTERSECTION**

TABLE D 1
EXISTING PARKING UTILIZATION BY LOT

Parking Zone	1		2		3		4		5		6		7		8		9	
Location	Auto body shop South West of Intersection		Hyundai Show Lot South West corner of Intersection		Mazda Show Lot, South East corner of Intersection		Mazda Show Lot, East of Zone 3		Metered Space on Northbound Landmark St		On-Street Parking South West of Intersection		On-Street Parking South East of Intersection		On-Street Parking North of Intersection		Howard Industries North of Intersection	
Capacity	30 spaces		5 spaces		0 spaces		8 spaces		1 spaces		12 spaces		4 spaces		21 spaces		Capacity 89 spaces	
Period	Occupied	/	Occupied	/	Occupied	/	Occupied	/	Occupied	/	Occupied	/	Occupied	/	Occupied	/	Occupied	/
12 00	27	90 /	4	80 /	0	0 /	8	100 /	1	100 /	9	75 /	4	100 /	1	5 /	42	47 /
12 30	27	90 /	3	60 /	0	0 /	8	100 /	1	100 /	8	67 /	4	100 /	2	10 /	42	47 /
1 00	26	87 /	3	60 /	0	0 /	8	100 /	1	100 /	8	67 /	4	100 /	3	14 /	34	38 /
1 30	24	80 /	2	40 /	0	0 /	6	75 /	1	100 /	8	67 /	4	100 /	1	5 /	33	37 /
2 00	24	80 /	3	60 /	0	0 /	8	100 /	1	100 /	9	75 /	4	100 /	1	5 /	37	42 /
2 30	27	90 /	2	40 /	0	0 /	7	88 /	1	100 /	10	83 /	4	100 /	1	5 /	32	36 /
3 00	24	80 /	3	60 /	0	0 /	8	100 /	1	100 /	9	75 /	4	100 /	0	0 /	38	43 /
3 30	27	90 /	4	80 /	0	0 /	7	88 /	1	100 /	9	75 /	3	75 /	0	0 /	34	38 /
4 00	30	100 /	3	60 /	0	0 /	6	75 /	1	100 /	8	67 /	2	50 /	0	0 /	39	44 /
4 30	28	93 /	5	100 /	0	0 /	6	75 /	1	100 /	10	83 /	0	0 /	0	0 /	41	46 /
5 00	30	100 /	4	80 /	0	0 /	5	63 /	1	100 /	9	75 /	0	0 /	0	0 /	31	35 /
5 30	27	90 /	3	60 /	0	0 /	7	88 /	1	100 /	8	67 /	0	0 /	0	0 /	15	17 /
6 00	27	90 /	2	40 /	0	0 /	6	75 /	1	100 /	6	50 /	0	0 /	0	0 /	7	8 /
Average Utilization	27	89 /	3	63 /	0	0 /	7	87 /	1	100 /	9	71 /	3	63 /	1	3 /	33	37 /

Note

Parking Utilization was obtained from field observation from 6:00 a.m. to 6:00 p.m. on Thursday, December 2, 2004.
Only the number of spaces for parking spaces were counted and the spaces for vehicle sales.
The 89 parking spaces are for employee and customer use.

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Attachment No 10

RESOLUTION NO 2005-P013

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT, CUP P-2005019 AND ADMINISTRATIVE USE PERMIT, AUP P-2005018 FOR THE ESTABLISHMENT OF A PRIVATE SCHOOL WITH TANDEM PARKING AT 3939 LANDMARK STREET IN THE LIGHT MANUFACTURING (M-1) ZONE

(Conditional Use Permit, CUP P-2005019
Administrative Use Permit, AUP P-2005018)

WHEREAS on March 10, 2005, an application was filed for a Conditional Use Permit and an Administrative Use Permit for the establishment of a private school with tandem parking at 3939 Landmark Street, being Lot 12 and a portion of Lot 13 of Tract 29708 in the Light Manufacturing (M-1) Zone, and,

WHEREAS, on July 13, 2005, the Planning Commission conducted a duly noticed public hearing on these applications, considering the applications, plans staff report, environmental information, and all testimony presented, and,

WHEREAS, in accordance with the California Environmental Quality Act, the City provided public notice of the intent to adopt a Mitigated Negative Declaration for this project and based upon the initial study, public comments and the record before the Planning Commission the project was determined to not have a significant adverse impact on the environment provided certain mitigations are required and the Planning Commission hereby adopted a Mitigated Negative Declaration, and,

WHEREAS, following conclusion of the public discussion and thorough deliberation of the subject matter, the Planning Commission determined by a vote of 3 to 1 that Conditional Use Permit, CUP P-2005019 and Administrative Use Permit, AUP P-2005018 should be conditionally approved as set forth herein below

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

3 SECTION 1 Pursuant to the foregoing recitations and the provisions of Culver City
4 Municipal Code (CCMC) Title 17 Section 109, Conditional Use Permit Required Findings,
5 and subject to the Conditions of Approval herein the following findings are hereby made

- 6 **1 The site for the proposed use is adequate in size and shape to accommodate the**
7 **use and all yards, open spaces, walls and fences, parking, loading, landscaping**
8 **and other features required by this Article, and those features determined to be**
9 **reasonably necessary by the Planning Commission or the City Council to make the**
10 **use compatible with land and uses in the vicinity**

11 The 53,838 square foot site is adequate in size and shape to accommodate the proposed
12 school with up to 120 students and 47 staff members The site contains all required walls
13 and fences, parking, loading, landscaping and other features required by the CCMC and
14 those features determined to be reasonably necessary by the Planning Commission or
15 the City Council to make the school compatible with the surrounding industrial and
16 residential area The staggered drop-off and pick-up times for students discussed in the
17 traffic study for the project will ensure that the project will create minimal traffic disruption
18 of traffic operations on the neighborhood s street system

- 19 **2 The site for the proposed use is related properly to streets and highways of**
20 **adequate width and pavement type to carry the quantity and kind of traffic**
21 **generated by the proposed use**

22 Subject to the recommended Conditions of Approval, the school will be related properly to
23 streets of adequate width and pavement type to carry the quantity and kind of traffic
24 generated by the school With the installation of a traffic signal at the intersection of
25 Washington Boulevard and Landmark Street, the restriping of Landmark Street to provide
26 a left turn lane and the staggered pick-up and drop-off time for the students Washington
27 Boulevard and Landmark Street will be adequate to carry the quantity of traffic generated
28 by this project The installation of the signal and restriping will improve the existing traffic
29 situation surrounding the intersection

There is an adequate drive approach from Landmark Street into and out of the site Also
conditions of approval that will address traffic/circulation will work to ensure that the
current level of service for these streets is not decreased because of the expansion

- 3 The proposed use will not adversely affect abutting property or the permitted use**
thereof

The school will not adversely affect abutting properties or the permitted uses thereof
because traffic and circulation can be mitigated through the various measures shown in

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1 the development plans and the conditions of approval required herein The proposed
2 design of the school and the recommended conditions of approval will mitigate potential
3 noise and aesthetic impacts There are no outdoor play areas and all staff, visitor, and
4 drop-off/pick-up will occur on-site

5 The school would also be compatible with the vast majority of potential future uses
6 permitted in the M-1 Zone and the adjacent commercial and residential uses As a
7 portion of the west side of Landmark Street is directly adjacent to residentially zoned
8 property, it would not be possible to locate industrial uses at this location with the
9 potential to cause adverse impacts upon the residential properties The school with the
10 recommended conditions of approval will be compatible with the adjacent residential,
11 commercial and industrial properties

12 **4 *The applicant did not commence the proposed use without first obtaining the***
13 ***required conditional use permit***

14 The school has not commenced operations without first obtaining the required conditional
15 use permit

16 SECTION 2 Pursuant to the foregoing recitations and the provisions of Culver City
17 Municipal Code (CCMC) Title 17, Section 37-91, Tandem Parking and subject to the
18 Conditions of Approval herein, the following findings are hereby made

- 19 1 The project is consistent with the objectives of the General Plan in that the tandem
20 parking arrangement optimizes parking availability by reducing the pressure on on-street
21 parking through the provision of private parking facilities and reducing the intrusion of
22 spillover parking onto the streets
- 23 2 The property is located in the Light Manufacturing (M-1) Zone in which blocked access
24 parking is permitted
- 25 3 The location design, layout, and standard and compact stall composition shall be
26 consistent with the plans file dated April 27 2005 that comply with the CCMC regulations
27 for tandem parking for nonresidential uses

28 SECTION 3 Pursuant to the foregoing recitations and findings, the Planning
29 Commission of the City of Culver City California, hereby approves Conditional Use Permit,
CUP P-2005019 and Administrative Use Permit, AUP P-2005018, subject to the following
conditions

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- 1 The final working drawings shall conform to the preliminary development plans file dated April 27 2005, except as noted below and otherwise noted during the building permit review process
- 2 The Conditions of Approval stated herein shall be referenced on the cover sheet, and repeated in full on the cover sheet of the final working drawings
- 3 The project and its operations shall comply with all applicable codes, standards and regulations, including, but not limited to, Building Safety, Fire, Planning, and Public Works code requirements and it shall comply with all applicable comments and code requirements as determined during the City's internal review process
- 4 Except as otherwise required herein, all applicable development standards and requirements in Planning Commission Resolution No 92-P001, Comprehensive Site Plan Review Development Standards and Conditions of Approval shall be met These standards as well as other conditions required in this approval shall be reflected on the plans submitted for building plan check The exterior lighting at the rear of the building shall not adversely affect the adjacent residential parcel as required in Planning Commission Resolution No 92-P001
- 5 The applicant shall actively advertise all opportunities for employment, contract services, and purchasing of materials to Culver City businesses and residents The applicant shall use reasonable best efforts to solicit and utilize economical and qualified services from Culver City-based employees and businesses The applicant shall also require the construction contractor(s) and subcontractors related to the project to advertise all construction opportunities to Culver City businesses and residents
- 6 The applicant shall provide the construction contractor(s) and each subcontractor related to the project a copy of the final project Conditions of Approval The applicant and the City agree that these conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the applicant on or near the project site The applicant property owner and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor
- 7 The applicant and contractors shall use all reasonable efforts to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems
- 8 The City reserves the right to periodically inspect the premises without prior notification, to ensure ongoing compliance with all conditions of approval
- 9 Minor modifications to building siting or design may be approved by the Planning Manager in keeping with the general design and content of the project approval

- 1 10 The Conditional Use Permit and Administrative Use Permit will expire if Building Safety
2 permits have not been issued and work has not commenced to complete the Conditions
3 of Approval, within one year after the date they becomes effective, unless a written
4 extension request with fee is submitted to the Planning Division by the applicant prior to
5 the expiration date and the Planning Division or the Planning Commission grant that
6 extension request
- 7 11 Should the school use discontinue for a period of more than one year after building
8 permits have been finalized, the Conditional Use Permit for operation of a school shall
9 be null and void and no private school shall be allowed to take advantage of the
10 Conditional Use Permit to operate a school at this location
- 11 12 A certificate of occupancy for the approved project will be issued only upon completion
12 of all applicable conditions of approval and required site improvements If no Certificate
13 of Occupancy is required, building permits will not be finaled until all conditions of
14 approval and required site improvements have been completed This condition shall be
15 completed prior to commencement of classes
- 16 13 Conditions of approval herein shall apply to the applicant, the operator of the school,
17 and any successor business that may legally assume benefit of these entitlements
- 18 14 The maximum number of staff shall be 47 and no more than 120 students with a
19 maximum age of 14 shall be enrolled at any one time Students who turn 15 during
20 their last year at the school may finish the school year The number of staff may exceed
21 47 if additional parking is approved by the Planning Manager and subject to Culver City
22 Municipal Code Section 37-91 5, Shared Parking Facilities or Section 37-91 7,
23 Alternative Parking Provisions
- 24 15 Every year the school shall submit to the Planning Division, an enrollment schedule
25 indicating total pre-school elementary school, after school day care enrollment and the
26 total number of staff for that academic year
- 27 16 The applicant shall enter into a covenant and agreement with the City that shall govern
28 the operation of the tandem parking The content of the covenant and agreement shall
29 be approved by the Planning Manager and contain provisions satisfactory to the City to
enforce all conditions of approval including liquidated damages and parking attendants,
if required
- 17 The tandem parking pairs of parking spaces shall be assigned to staff members and all
school employees shall park on-site and not on nearby streets
- 18 The number of evening school events that would necessitate off-site parking shall be
limited to nine per year
- 19 The on-site circulation plan for student drop-off/pick-up shall be consistent with the
preliminary development plans file dated April 27, 2005 The parking lot gates shall be

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open at least one-half hour before the first staggered drop-off and at least one-half hour before school dismissal Monday through Friday, to allow parents who arrive early to queue onsite

- 20 The school shall submit a Transportation Management Plan to the Planning Manager and City Engineer for approval prior to the finalizing of building permits. The plan shall include, (i) an on-site circulation plan for student drop-off and pick-up, (ii) a staggered drop-off and pick-up schedule for students as described in the Revised April 27, 2005 Traffic Study (this is a mitigation measure) which shall include at least one arrival and departure time for employees and three drop-off and pick-up times for students that at minimum, achieves the ratios and time separations between drop-offs and pick-ups as described in Alternative 1 or Alternative 2 of the Revised April 27, 2005 Traffic Study (iii) an aggressive program to encourage and implement carpools among students and staff members with incentives for forming carpools, (iv) methods to discourage parents parking and walking their children to and from the school, and (v) an on-site traffic monitoring program to facilitate the loading/unloading of students and proper vehicle circulation to alleviate the peak period congestion on-site with minimal impact to the neighborhood street system. As a condition of approval of the Transportation Management Plan, the Planning Manager and/or City Engineer may require that the staggered drop-off and pick-up be implemented as of the first day the applicant opens the school for class, even if enrollment is below 70 students.
- 21 The school shall not allow the queuing of vehicles to extend beyond the school's property line and onto Landmark Street.
- 22 Times for general school operations and administrative functions shall be limited to 7 00 A M to 6 30 P M , Mondays through Fridays.
- 23 The project will be subject to the City's Art in Public Places Program only if the valuation of the development exceeds the required threshold for the program. The valuation will be calculated at the time of the building permit application submission.
- 24 Prior to installation of landscaping, the applicant shall provide the Planning Division with three sets of detailed landscape and irrigation plans for review. The Planning Manager and the Environmental Maintenance Manager shall approve the plans prior to the installation of any landscaping and irrigation.
- 25 Prior to issuance of building permits, a noise study shall be submitted to the Building Official that demonstrates the methods by which standards for interior and exterior noise levels set in the General Plan will be attained. If deemed necessary by the City, the school shall undertake additional noise attenuation measures to be approved by the City (this is a mitigation measure).
- 26 During all phases of construction, information that includes contact names and telephone numbers for the applicant, construction contractor(s), and City, shall be

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1 posted at the project site so as to be visible to the public These names and telephone
2 numbers shall also be made available to adjacent homeowners

3 27 During all phases of construction, the applicant shall, to the best of their ability, assure
4 that all construction workers and contractors have the ability to park on-site or at
5 designated off-site locations and not in surrounding areas

6 28 The gate along the rear property line leading to Lindblade Street shall remain locked
7 and shall only be used for ingress and egress of emergency vehicles No pedestrian
8 gate leading to Lindblade Street shall be installed

9 29 The building setback area at the rear of the site adjacent to residentially zoned property
10 shall not be used as a play/recreation area

11 30 During all phases of construction and once the development becomes operational, all
12 graffiti shall be removed within 48 hours of its application

13 31 The school acknowledges that it is located in a Light Manufacturing (M-1) Zone and
14 recognizes that other permitted uses compatible with uses in the M-1 Zone have the
15 right to and can locate in proximity to the school The school further acknowledges that
16 the City shall have the right to allow such compatible uses to locate within proximity to
17 the school regardless of any complaints or objections to such uses raised by the school

18 32 A site improvement plan prepared by a civil engineer licensed in the State of California,
19 or the architect of record, shall be submitted to the Engineering Division for review,
20 approval and permitting This plan shall show drainage of the site indicated by contours
21 or spot elevations, building pad elevations, and the design of on-site and off-site
22 improvements with sufficient dimensions and details to allow for proper construction

23 33 The applicant shall install a trash enclosure to the satisfaction of the City's Sanitation
24 Division Manager The walls of the trash enclosure shall be finished or painted to match
25 the walls of the proposed building

26 34 The parking area shall be designed in accordance with City Council Resolution No 87-
27 R100 Parking Design and Layout Guidelines and City Council Resolution No CS-
28 6486, Adopted Standards and Specifications for Off-Street Parking Areas

29 35 All drainage within the parking lot area shall be collected by an approved catch basin
system and filtered prior to being discharged from the site Drainage will not be allowed
to drain over drive approaches

36 36 Parking lot drainage devices, concrete curb, sidewalk, and driveway shall be designed
to the latest edition of the American Public Works Association (APWA) Standard Plans

37 37 All existing public improvements, to include but not be limited to curb gutter and A C
paving along the project's frontage, shall be brought up to current code

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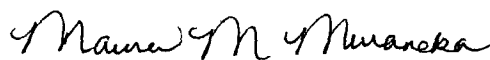
- 1 38 The applicant shall be responsible for the expense to repair or replace any damage to
2 the public right-of-way caused by the construction of the proposed project. Such repair
or replacement shall be completed to the satisfaction of the City Engineer.
- 3 39 During construction, dust shall be controlled by regular watering and as directed by the
4 City inspector.
- 5 40 All staging and storage of construction equipment and materials, including the
6 construction dumpster, shall be on-site only. The applicant shall obtain written
7 permission from adjacent property owners for any construction staging occurring on
adjacent property.
- 8 41 The construction contractor shall advise the Public Works inspector of the schedule and
9 shall meet with the inspector prior to commencement of work.
- 10 42 Due to the change of use and increased density, this project is subject to the City's
11 Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.
- 12 43 The applicant shall install a traffic signal at the intersection of Washington Boulevard
13 and Landmark Street. The new traffic signal shall be connected to the City's ATSAC
14 system, contain a battery backup system and shall be installed with a Transit Priority
15 System (this is a mitigation measure). The applicant shall install a left turn pocket along
16 westbound Washington Boulevard at the intersection. City staff, including Planning staff
and the City's Traffic Engineer, shall work with the applicant and affected property
owners, to minimize impacts to the extent possible that may occur with the installation of
the westbound left turn pocket.
- 17 44 The applicant shall indicate on the building permit plans, the existing location of the
18 double detector check assembly (DDCA) fire department connection and the closest
19 public fire hydrant. (If this property does not have a DDCA, one will be required per LA
County Health Dept and SCW Co.)
- 20 45 The applicant shall indicate on the building permit plans any access control points such
21 as gates and barriers.
- 22 46 The applicant shall indicate on building permit plans if special equipment or landscaping
23 (such as an emergency generator, etc.) will be installed and their location on the
24 property.
- 25 47 On the building permit plans, the applicant shall provide a note under "FIRE
26 DEPARTMENT NOTES" that states the property and structures thereon will comply
with all Culver City codes and ordinances.
- 27 48 To alleviate the financial impact on the City and Redevelopment Agency resources and
28 to help assure the public welfare and safety is provided, because of its non-profit status
29 the applicant, on behalf of itself and each of its successors and assigns, whether

1 voluntary or involuntary, shall agree for as long as the applicant or its successors or
2 assigns takes benefit of this Conditional Use Permit, the applicant and any non-profit
3 successor or assign shall make an annual payment to the City's General Fund and
4 Redevelopment Agency Tax Increment Fund, on or before June 30 of each year, of an
5 amount equal to the City's and Redevelopment Agency's share of the property tax that
6 would be paid at 3939 Landmark Street for fiscal year 2005-2006. The City Treasurer's
7 office shall determine the amount based on the property tax bill for the property for fiscal
8 year 2005-2006. The annual payment shall be increased annually (i) based on an
9 inflationary rate not-to-exceed 2% of the full cash value base of 3939 Landmark Street
10 and (ii) in the same manner as the Los Angeles County Assessor is authorized to
11 increase real property taxes as a result of any sale of the site

12 49 This Conditional Use Permit and Administrative Use Permit shall become effective only
13 after the applicant has signed an acknowledgement and acceptance of the final
14 Conditions of Approval as approved by the Planning Commission, or City Council after
15 an appeal, if any

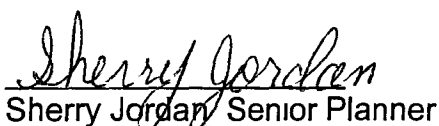
16 50 The applicant, on behalf of itself and each successor-in-interest taking any benefit from
17 this CUP, agrees to indemnify, defend and hold harmless the City of Culver City, the
18 Culver City Redevelopment Agency, and each of their respective elected and appointed
19 officials, officers, employees, agents, contractors and consultants from and against any
20 and all claims, lawsuits, judgments, liability injury or damage, including reasonable
21 attorneys fees and court costs, which may arise from each and every third party
22 challenge to the City's or Agency's final approval of the subject project. The applicant
23 shall add the City and Agency as additional insureds on their general liability insurance
24 policies provided, that the insurance will not limit the applicant's obligations under this
25 condition. In addition, the applicant, on behalf of itself and any successor-in-interest
26 taking any benefit from this CUP, agrees to release and waive any and all claims,
27 causes of action or legal or equitable remedies, it may have against the City of Culver
28 City, the Culver City Redevelopment Agency, and each of their respective elected and
29 appointed officials, officers, employees, agents, contractors and consultants which may
30 arise from final approval of the subject project

31 APPROVED and ADOPTED this 13th day of July 2005

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33 MAUREEN M. MURANAKA, VICE CHAIR
34 PLANNING COMMISSION
35 CITY OF CULVER CITY, CALIFORNIA

36 Attested by

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38 Sherry Jordan, Senior Planner

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Meeting Date June 8, 2005	Item Number PH-1
AGENDA ITEM Conditional Use Permit, CUP P-2005019 and Administrative Use Permit, AUP P-2005018 to Allow the Establishment of a Private School with Tandem Parking at 3939 Landmark Street in the Light Manufacturing (M-1) Zone	
Contact Person/Dept Jose Mendivil, Associate Planner	Phone Number (310) 253-5757
Public Hearing ☒ [X]	Action Item ☐ Attachments ☒ [X]
Public Notification: Notices were mailed on May 17, 2005 to all property owners and occupants within a 300 radius of the site, extended to end of city block, courtesy notices were mailed to the Downtown Business Association, Culver City Homeowner Association, Tom Camarella, Marta Zaragoza, Sandi Levin, the Cultural Affairs Commissioners, and the Culver City Unified School District on May 17, 2005, and emailed to the Master Notification List on May 18, 2005	
Planning Approval Sherry Jordan, Senior Planner June 2, 2005	

RECOMMENDATION

That the Planning Commission

- 1 Adopt a Mitigated Negative Declaration finding that the project will not have a significant adverse impact on the environment provided certain mitigations are required (Attachment No 6), and,
- 2 Approve Conditional Use Permit, CUP P-2005019 and Administrative Use Permit, AUP P-2005018 to allow the establishment of a private school with tandem parking at 3939 Landmark Street, subject to Conditions of Approval as stated in Resolution No 2005-P013 (Attachment No 7)

PROCEDURES

- 1 Chair seeks motion to receive and file affidavit of mailing and posting of notices
- 2 Chair calls on staff for a brief staff report and Commission poses questions to staff as desired
- 3 Chair opens the public hearing and receives public testimony
- 4 Chair seeks a motion to close the public hearing after all testimony has been presented
- 5 Commission discusses the matter and arrives at its decision

ATTACHMENT 11

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BACKGROUND

General Information

See Attachment No 1, Project Summary

Existing Conditions and Project Description

The 53,838 sq ft site for the proposed school contains a 37,200 sq ft two-story industrial building with offices. The applicant has purchased the site and is currently leasing out the building to entertainment production companies on an as needed basis.

Park Century School is a private school designed to meet specific educational needs of children 7-14 years of age who have learning disabilities. They have outgrown their current location in Los Angeles and wish to relocate to 3939 Landmark Street. They propose to remodel the existing industrial building and add 6,750 additional square feet within the existing building foot print.

The school would open with 80 students and ultimately serve a student population of 120 with 47 staff members.

A Conditional Use Permit (CUP) is required for a private educational institution and an Administration Use Permit (AUP) is required for the use of tandem parking. As this project required Planning Commission review, it was determined that both applications should be considered together.

Art in Public Places Program

The applicant is proposing to meet their Art in Public Places requirement by creating a new façade and entry for the school. They would enclose the area defined by the existing colonnade with a new glass curtain wall creating a gallery or loggia for the building. In front of the curtain wall four 18 foot green glass tree sculptures would be applied. Additionally, yellow glass sculptures in the shape of stars would be applied to the curtain wall above the entry.

The existing concrete façade would be sheathed with plywood to present a warmer exterior to the building. The roof of the façade would be capped with corrugated stainless steel. The loggia will be illuminated by interior light sources that will back light the glass façade and sculptures.

While the Planning Commission will not be taking any action on the proposed art, it is shown for your information on the plans, and along with photographs of the

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existing building, in Attachment No 5 as this will significantly change the front façade of the building

ANAYLSIS

1 CONDITIONAL USE PERMIT

Parking and Circulation

The parking requirement for an educational institution with nondriving age students is to be determined with the approval of the Conditional Use Permit. The Zoning Code states that as a general rule one parking space should be provided for each full-time and part-time staff member along with adequate passenger loading facilities. The school proposes to provide one space for each full and part-time staff member they anticipate having (for a total of 47 parking spaces) at the maximum enrollment of 120 students.

Eight of the 47 parking spaces would be blocked access spaces (16 tandem pairs - six standard pairs and two compact pairs). A condition of approval is recommended to require that staff members be assigned the tandem parking spaces.

Student loading and unloading would take place on-site adjacent to the building. The proposed vehicular queuing plan is shown on Sheet A-1 1 of the plans. It calls for a one-way circulation pattern using the one driveway serving the property off of Landmark Street. The plans show that 23 vehicles can be queued on-site.

There is a gate along the rear property line that will be an emergency-only exit on to Lindblade Street. The school would like the option of providing a pedestrian opening in the gate. A recommended Condition of Approval is included that would require that the pedestrian gate be locked during the drop-off and pick-up times for the students to prevent parents from using Lindblade Street to pick-up or drop-off children.

Traffic

A traffic study was completed and is included in your packet materials. The study determined that the intersection of Washington Boulevard and Landmark Street would be impacted by the project. All traffic for the project must use this intersection. Landmark Street is a two-way street with one travel lane in each direction. Washington Boulevard is a major arterial with two lanes in each

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direction There is a stop sign when exiting Landmark Street onto Washington Boulevard The Washington/Landmark intersection is currently functioning at Level of Service (LOS) F LOS is a qualitative measure used to describe the condition of traffic flow A description of the LOS standards and methodology is explained beginning on Page 8 of the traffic study

To enhance the intersection capacity and accommodate the existing industrial traffic as well as the school traffic, the study suggests that a traffic signal be installed at the Washington/Landmark intersection and Landmark Street south of Washington Boulevard be restriped to provide two northbound lanes (one right-turn only lane and one left-turn only lane) The new signal would mitigate the impacts of the school, especially for the outbound traffic for the morning drop-off and for the afternoon pick-up The new signal would also be required to connect to the Automated Traffic Surveillance and Control (ATSAC) coordinated signal system operated by the City of Los Angeles, as a way to reduce the interruption of traffic flow along Washington Boulevard Staff agrees with these mitigation measures

The traffic study also discusses the City's request to restripe Washington Boulevard to provide a left turn lane from westbound Washington Boulevard onto Landmark Street Upon further review staff decided not to require the restriping of Washington Boulevard as it would result in the loss of the parking lane on the north side of Washington Boulevard in front of Howard Industries Customers of Howard Industries use the street parking lane to queue their trucks awaiting access to Howard Industries loading facility The traffic study states that the restriping of Washington Boulevard is not required to mitigate the impacts of the project

Additionally, the traffic study conducted an analysis concerning the times that the students are dropped-off and picked-up (Page 40 of the traffic study) The study first analyzed the students arriving in two shifts with a 72/48 split with a 30 minute separation between the two student groups However this could potentially affect the access to the neighboring light industrial use or car dealerships as the future on-site circulation plan for the school can only accommodate 23 queued vehicles Therefore, two staggered alternatives that would not generate more than 23 vehicles on-site were developed The study recommended that either Alternative 1 (67/53 split and 30 minute separation between student groups) or Alternate 2 (70/50 split and 35 minute separation between student groups) be implemented when the school enrollment exceeds 70 students The two alternative staggered schedules would create minimal disruption for traffic operations on the neighborhood street system

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The requirement for a staggered student arrival and departure schedule and for a traffic monitoring plan is a recommended Condition of Approval and will be part of the Transportation Management Plan to be submitted to the Planning Manager and City Engineer for approval. The traffic monitor(s) would be on-site during the drop-off and pick-up periods to facilitate the loading/unloading of students to/from vehicles and to ensure the inbound line of vehicles are moving all the way forward in the queue.

Noise

Because the site is located in an industrial area near a major artery, there is a potential for children to be exposed to excessive noise levels. A recommended Condition of Approval is included that would require a noise study be submitted to the Building Official that demonstrates the methods by which standards for interior and exterior noise levels (set in the General Plan) will be attained. If deemed necessary by the City, the school shall undertake additional noise attenuation measures to be approved by the Building Official.

There will not be any outdoor play areas. Recreational activities will occur in the proposed interior gymnasium thereby reducing the potential for noise impacts on the adjacent residential neighborhood.

Compatibility with Surrounding Uses

The General Plan Land Use Designation for the northern portion of the school site is General Corridor (a portion of the parking lot) with the remaining portion being designated as Industrial (Attachment No. 4). The Zoning is Light Manufacturing. The proposed use is consistent with the Industrial and General Corridor General Plan Land Use designations and is permitted in the Light Manufacturing (M-1) Zone.

The Industrial General Plan designation as described in the Land Use Element allows a variety of manufacturing and industrial uses, but precludes heavy industry. Outdoor activities would be limited to those that conform to standards for noise and odors as identified by the Noise Element and air quality guidelines. This designation is designed and intended to support and encourage industrial businesses as a valuable component of the City's economic base.

There is a potential for limiting the full range of allowed uses within the Light Manufacturing (M-1) Zone should a school (a sensitive receptor) locate at this site. However, there are many industrial uses that would be permitted in the area that would not be considered to have an impact on sensitive receptors such as a

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school There are no existing industries on Landmark Street that would appear to create a hazard to the school

The school would also be compatible with many potential future uses permitted in the M-1 Zone and Industrial General Plan Land Use Element designation and the adjacent commercial and residential uses. As a portion of the site is directly adjacent to residentially zoned property, it would not be possible to establish industrial uses at this location with the potential to cause adverse impacts upon the residential properties.

Additionally, to the west of the site, a portion of Lindblade Street is designated, per the General Plan, as Light Industrial. The General Plan Light Industrial designation calls for clean, quiet industrial uses which could potentially be compatible with an adjacent school use.

Attachment No. 8 is a report from the applicant's consultant, Geomatrix, which describes the potential effects of surrounding industrial uses on the proposed school. The report concludes that industrial uses in the vicinity of the school could represent a source of potentially significant toxic air contaminants but due to emission limits imposed by South Coast Air Quality Management District permits, their operations do not pose potential health impacts at the school site.

2 ADMINISTRATIVE USE PERMIT FOR TANDEM PARKING

As described above, tandem parking is proposed in order to provide the 47 parking spaces within the parking area. The Administrative Use Permit would establish the maximum number of blocked access parking spaces to be permitted, approval of the location, the standard and compact stall composition of the parking spaces, and any site specific provisions to enforce all conditions of approval. The attached plans illustrate the number, location, and size of the proposed tandem parking spaces.

DISCUSSION

Comments Received During Public Comment Period

As of the writing of this report, staff had received four telephone calls concerning the following:

- A resident adjacent to the rear of the project site expressed concern about children climbing over the rear fence into his yard.

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- A teacher interested in applying for a job
- An employee of Sony inquiring about the project
- Howard Industries expressing concern about the possibility of losing the street parking in front of his business that is used for truck queuing
- A property owner on Lindblade Street inquiring about the use of the gate along the rear property line exiting onto Lindblade Street

Additionally, the Culver City Unified School District commented that they are opposed to the school because if Culver City students with learning disabilities choose to attend this private school it will have a significant negative fiscal impact on the District

Legal Standard for Decision/Project Findings

CCMC Title 17, Zoning, Section 37-109 requires that certain findings must be made before an application for a conditional use permit can be approved. Staff believes the criteria and findings can be made for Conditional Use Permit, CUP P-2005019 if approved subject to the recommended Conditions of Approval found in proposed Resolution No 2005-P013 (Attachment No 7). This resolution contains the Conditional Use Permit findings.

There are no required findings for Administrative Use Permits established in the Culver City Municipal Code.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA) guidelines, this project has been determined to have less than significant impacts on the community provided certain mitigations are incorporated. A Mitigated Negative Declaration has been prepared. Specifically, the increased number of vehicle trips for the school and the exposure of persons to noise levels in excess of standards established in the General Plan were identified as potentially significant unless mitigated. Several mitigations have been proposed as conditions of approval. Attachment No 6 identifies the specific mitigation measures.

FISCAL IMPACT

As an industrial use, the site generates property taxes for the City, the Redevelopment Agency, and other non-city agencies. Normally, this revenue source would be eliminated because the applicant, Park Century School, is a not-

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for-profit entity. However, the applicant has agreed to pay annually, the property taxes that would normally be generated for the City and the Redevelopment Agency had an industrial use continued on the site. The applicant has agreed to pay all property taxes due to the City and the Redevelopment Agency. This condition is included in Resolution No. 2005-P013.

ALTERNATIVE OPTIONS

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

1. Adopt a Mitigated Negative Declaration finding and approve the applications with the recommended conditions of approval if the application is deemed to meet the required findings.
2. Adopt a Mitigated Negative Declaration finding and approve the applications with additional or different conditions of approval, if deemed necessary to meet the required findings and mitigate any new project impacts identified at the meeting.
3. Disapprove the applications if they do not meet the required findings and not adopt a Mitigated Negative Declaration finding.

ATTACHMENTS

1. Project Summary
2. Area Map
3. Aerial Photo of Area
4. General Plan Land Use Designation Map
5. Photographs of Existing Building and Proposed Art
6. Mitigated Negative Declaration
7. Draft Planning Commission Resolution No. 2005-P013
8. Letter to Sean T. Matsler, Esq. from Geomatrix Consultants, Inc., received March 10, 2005
9. Traffic Study for the Park Century School – Revised April 27, 2005
10. Plans dated April 27, 2005 (Date received)